



PBN TRAINING COURSE



Héli-Union has been training future pilots since the '70s and is fully approved by EASA to deliver superior pilot courses to individuals and organizations worldwide. Until today, more than 3500 pilots have successfully graduated from Héli-Union Training Center. Héli-Union Training Center provides the best training on your road to becoming a successful helicopter pilot.

Performance Base Navigation Training Course

The course is composed of:

- 8 hours of theory and
- 2 training sessions of 1 hour each on our Flight Training Device FTD Level 2

The two synthetic flights are respectively focusing on normal and degraded procedures.

Our FTD is representative of EC 135 T2+ equipped with two GTN GARMIN 750 which provides an ideal combination of high level training at a very affordable cost.

We plan to train a hundred pilots before the end of this year and we are forecasting a significant workload until 2020, date by which all pilots would have to be trained. Also, the PBN is now fully integrated into our CPL/IR and IR training programmes.

FAQS

Will I have a PBN qualification on my license once the course is complete?

No, you will get a certificate of attendance on training completion. The validation of your training shall become effective at the time of your Type Rating renewal or revalidation.

The synthetic device is EC135 but I am not rated. How should I proceed?

No problem, the course we propose is a generic training approved by the French National Authorities i.e. EASA for PBN concept learning. In this case, your company (or operator) has foreseen a complementary operational training recorded in your Operations Manual.

I don't know the GARMIN 750, is this an issue?

Not really because our training course provides you with all of the technical information you need for handling PBN related functions. Furthermore, the G750 is user-friendly. Please take note that Garmin provides a tutorial if you want to become familiar with G750:

http://www8.garmin.com/support/download_details.jsp?id=9256

Am I going to be trained on 2D/3D procedures?

Yes, you will be trained on all procedures including LPV (if 2D/3D means nothing to you, please see on the next page).

Can this training be made at operator level?

Starting on 25/08/2018, the PBN training can only be performed in an ATO.

I am rated on two different types of helicopter, should my PBN qualification apply for both?

No, at the moment of your IR renewal for each type of helicopter you will get a PBN qualification for this type of helicopter. This is logical because avionic and PBN equipment might significantly differ from one type to another.

Do I have to complete my training prior to August 25th 2018?

No, the deadline when PBN privileges are required for IR is August 25th 2020. The pilots who are IR rated w/o PBN privileges may fly, until this deadline, on routes and approaches which do not require PBN privileges. No PBN mention is required for IR renewal until August 25th 2020.

Is it possible to include PBN training during an IR renewal or extension?

Indeed, you can ask to include PBN as part of an IR extension to EC135 type rating for instance. For any details, please do not hesitate to contact us.

Contact us:

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2D/3D approaches

It should be noted that the notion of 2D/3D is mainly addressed in EASA Aircrew regulations where the notion of approach type (precision/non-precision) is not any longer used to the benefit of 2D or 3D operations. Curiously, AIROPS regulations refer to precision/non-precision and the terms 2D/3D are only visible in AMC1 ORO.FC230.

The Aircrew definition is the following:

- A 2D instrument approach **operation** means an instrument approach operation **using** lateral navigation **guidance** only
- A 3D instrument approach **operation** means an instrument approach operation **using** both lateral and vertical navigation **guidance**

The highlighted terms are essentials for avoiding the usual confusions between type of approach and type of operation. Hence, 2D/3D relates to the technique used (know-how) and not to the characteristic of the approach itself.

For instance, when considering a non-precision approach laterally guided while the path is managed by the crew (the gap between the real and optimum aircraft position is not displayed and not directly and permanently accessible to the crew)

⇒ **this approach is operated in 2D**



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D LSE						
168°						
RWY 174°	3000	2710	2390	2070	1750	1430

In the same idea and whatever the source (ILS, MLS, VOR, ADF, GNSS), if the avionics of the helicopter enables to permanently display the gap between the real and the optimum aircraft position

⇒ **this approach is operated in 3D**



Source: French National Aviation Authority / DGAC

«PEPN 2018 – Discussion autour des concepts d’approches»