



trusted to deliver™



Training Courses

# Experience

In a career where performance matters, getting the best training will often enhance opportunities for employment. Babcock Mission Critical Services has been operating as a Flight Training Organisation since 2005, and is now fully approved by EASA as an ATO, delivering a high range of high quality pilot and specialist courses to individuals and companies worldwide. Babcock offer the complete training package with a proven track record and pass rate in excess of 98% for all courses.

An investment of £1.6m has produced a dedicated state-of-the-art training facility, which includes the provision of the high tech EC135 Simulator (Level III FTD) together with a first-class supportive training environment. Your training is one of the largest investments you'll ever make. Babcock are committed to giving you the best possible return.





# EC135 Type Conversion Course (Single Pilot)

A two-week course incorporating ground school and flight training enabling the student to gain an EC135 Type Rating in accordance with Part-FCL Appendix 9

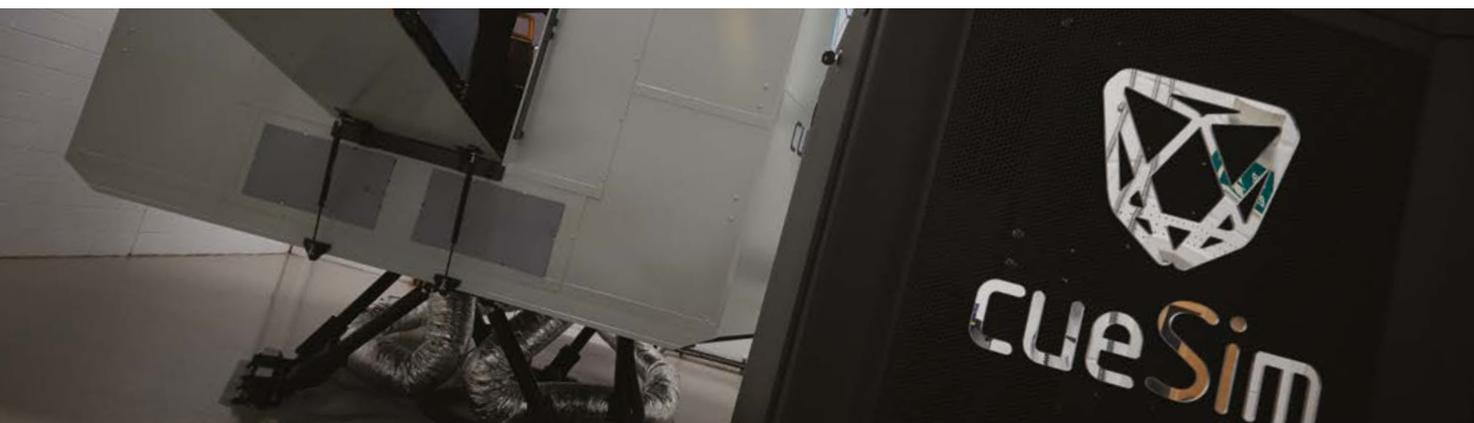
## Entry Requirements

Flying experience in accordance with Part-FCL 720 H, single pilot conditions.

## Programme

**Ground School** – Four working days to prepare the student for flight training.

**Flight Training** – A state-of-the-art EC135 glass cockpit full-motion FTD, progressively covering all aspects of the knowledge and skills required to pass the Type Rating skills test in accordance with Part-FCL Appendix 9. For a first twin on licence – six hours in the EC135 T2 FTD and four hours aircraft plus one hour for test. Otherwise, three hours in the FTD and two hours in the aircraft plus one hour for test.



# CPL Test

Babcock now have approval to undertake CPL(H) Skill Tests in the EC135.

This capability is particularly useful for military pilots who are leaving the Services without flying experience on an “EASA certificated type” with which to open their licence.

The test can be undertaken coincident with the Type Rating Skill Test at the end of the EC135 course. Although we do not offer the basic training required by the CPL(H) course itself, we can offer a “dress-rehearsal” in the FTD prior to the test if required.



# Single Pilot Instrument Rating Course

A seven week course conducted on state-of-the-art EC135 Glass Cockpit full motion FTD and EC135 helicopter in accordance with Appendix 6 to EASA Part FCL.

## Prerequisites

EC135 type rating, or completed approved training.

**Phase one** – 40 hours in EC135 FTD, progressively covering all aspects of the knowledge and skills required to pass the IRT.

**Phase two** – 10 hours of consolidation in EC135 helicopter leading to the IRT with a CAA-approved examiner.

If an EC135 type rating is not currently held, our two week type rating conversion course is available, extending the IR course to nine weeks.

The abridged course is also available for Qualified Military Pilots and ICAO IR conversions, undertaking a minimum of 10 hours in the EC135 FTD and 5 hours in the EC135 helicopter. Fixed-Wing to Rotary-Wing and Single-Engine to Multi-Engine Instrument Rating conversions are also offered.



# GNSS Course

The CAA require pilots to undergo this training if they wish to fly GNSS approaches IFR.

Babcock can now offer an approved course of instruction on the understanding and execution of GNSS approaches. The course consists of 2 hours of ground instruction, followed by a flight in the EC 135 FTD, during which up to four approaches will be flown.



# Multi-Pilot Type/Instrument Rating with Integrated MCC

This course offers prospective students the opportunity to commence type training without the 70 hours P1 required under EASA. Potential employers should see this qualification as an interview 'tie-breaker' as they will save time and money not having to do the MCC themselves.

## First multi-engine type

Technical ground school plus eight hours FTD, plus four hours aircraft, followed by MCC ground school, plus seven hours FTD VFR MCC (3.5 hours per student).

## Subsequent multi-engine type

Technical ground school plus five hours FTD, plus two hours aircraft, followed by MCC ground school, plus seven hours FTD VFR MCC (3.5 hours per student). This integrated course will take three weeks.

The Multi-Pilot IR course is also available. It requires two students and follows the same programme as the Single-Pilot IR, with a further three hours in the FTD (1.5 hours per pilot) IFR MCC added upon successful completion of the IRT.



# Type Rating Instructor Course

An eight day course conducted in a state-of-the-art EC135 Glass Cockpit full-motion FTD and an EC135 helicopter, in accordance with Part-FCL 930 TRI.

## Entry Requirements

Valid EC135 Type Rating.

Flying experience in accordance with Part-FCL 915 TRI(a) and (d).

## Programme

Three working days covering the Part 1 Teaching & Learning Module.

Five working days to prepare a candidate for the TRI Skill Test.

The course covers Part-FCL 930 TRI(a) (1) and (2), which is made up of Theoretical Knowledge Instruction and five hours of flight training, of which three hours are conducted in the FTD.



# TRI Add-Type Course

Designed for existing TRIs to extend the privileges of their rating to include the EC135 as an additional type.

## Programme

Four working days to prepare a candidate for the EC135 TRI Skill Test.

## Entry Requirements

Valid EC135 Type Rating.  
Valid TRI(H) rating.

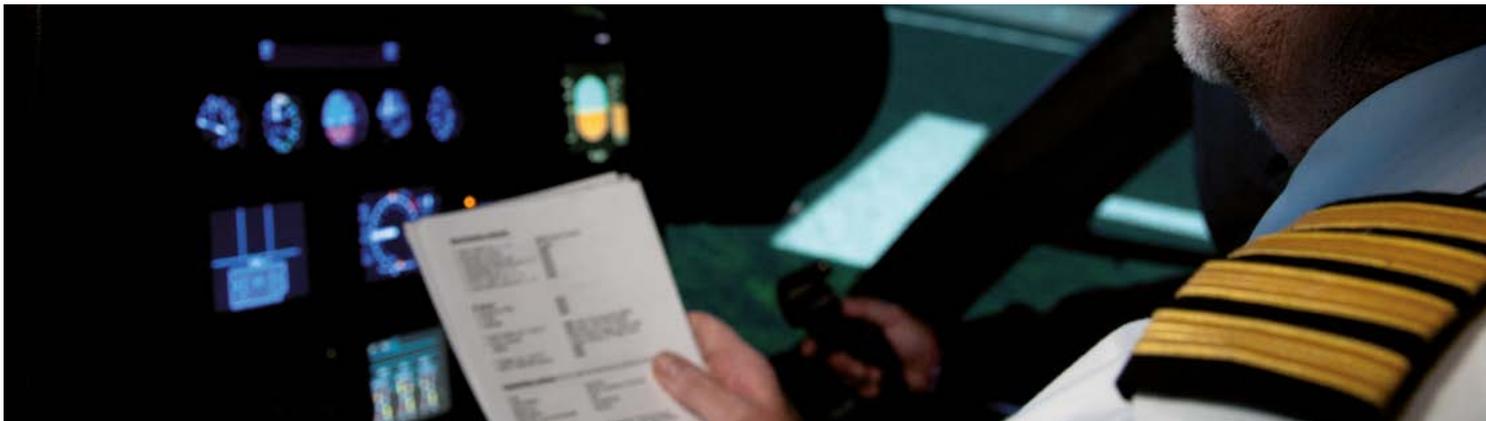
The course covers elements of the Part 2 Type Technical Module which is made up of Theoretical Knowledge Instruction and two hours of flight training plus test.



# TRE Standardisation Course

This course is available for EC135-qualified TRIs and IRIs to 'upgrade' to TRE status.

The course is approved in accordance with AMC I FCL.1015, and is divided into 2 modules, VFR and IFR. Each module takes 1 week, and consists of appropriate TKI, plus 3 hours FTD for VFR and 5 hours FTD for IFR.



# TRE Seminar

Part-FCL requires all examiners to attend a seminar during the final year of their three-yearly approval. Babcock now offer such a seminar for TREs qualified on single-pilot multi-engine helicopters.

This seminar is approved by the UK CAA in accordance with EASA AMC1 FCL.1015, for TREs currently authorised to conduct Licence Skill Tests, Licence Proficiency Checks and Instrument Rating Revalidations and Renewals on single-pilot, multi-engine helicopters.

Full day seminar includes (amongst other topics):

- Administrative procedures
- Basic examining techniques
- Part-FCL; Part-NCO; Part-CAT; National Requirements Update
- Flight Test Documentation
- Test schedules
- Briefing and debriefing techniques



# Instrument Rating Instructor Course

A two week course conducted in a state-of-the-art EC135 Glass Cockpit full-motion FTD, in accordance with Part-FCL IRI. An additional 3 days for Part 1 Teaching & Learning module if required.

## Entry Requirements

Valid EC135 Type Rating with IR flying experience in accordance with Part-FCL 915 IRI.

## Programme

Ten working days to prepare a candidate for the IRI Skill Test.

The course covers Part-FCL 930 IRI Parts 2 and 3, and integrates Theoretical Knowledge Instruction with 10 hours of IR flight training exercises in the FTD.



# Stand Alone Multi-Crew Cooperation Course

To provide formal training for pilots already flying multi-crew types but who have never received any recognised MCC instruction. The course provides training for a certificate in Multi-Crew Cooperation in accordance with Part-FCL 735.H.

## Entry Requirements

A current professional pilot's licence. Where the course includes IFR procedures, a current Instrument Rating should normally be held.

## Course Structure

The course is made up of 25 hours of Theoretical Knowledge Instruction, exercise briefing and flight exercises in an FTD which represents an EC135 T2 helicopter equipped with dual controls, full dual flight instruments and radio-navigation equipment suitable for IFR flight.

Trainees who have no experience of the EC135 will undergo a TKI course prior to the FTD exercises to familiarise them with EC135 systems and instrument indications. The course is termed 'TKI Technical'. Practical training of 20 hours (15 hours if VFR only) will be undertaken in the flight simulator (FNPT Level III). A reduced MCC course is available as part of a Multi-Pilot Type Rating course.



# EC135 NVG Simulator

The Babcock EC135 simulator (dual qualification level FTD3/ FNPT III MCC) has recently been granted UK CAA approval for NVIS training purposes, thus enabling pilots to undergo both initial and recurrent training for this demanding phase of flight in a realistic and risk-free environment.

The cockpit environment and simulator projection system have been updated at considerable cost, to ensure compatibility with our current (Fenn) helmet-mounted NVIS system – thereby adding a further element of realism to night training.



# ATPL(H)

An ATPL(H) is required for command of multi-pilot helicopters engaged on Commercial Air Transport operations, e.g. on the North Sea.

To qualify, a pilot must have completed 1,000 flight hours on helicopters, including 350 hours MP, 250 hours P1 (PIC under supervision counts towards this), 200 hours XC, 30 hours IF, 100 hours night, ATPL exams, and hold an MCC certificate or MCC exemption given from the CAA based on military experience.

Babcock have recently been granted approval for Multi Pilot training on the EC 135.

For EC135-rated pilots currently qualified Single Pilot, but with appropriate Multi Pilot experience (see above), the ATPL(H) training consists of two hours training plus test, all in the aircraft. Babcock use in-house examiners for the ATPL skill test.

Ground school is included in the course cost and given as required.



# Technical Crewmember

A two week course conducted on either the Series or the Airbus EC135 helicopter in Air Ambulance configuration.

The course covers all areas as required in EASA Air Operations, Part SPA, SPA.HEMS.130 'Crew requirements'.

## Entry requirements

The minimum requirement is that the student is a qualified doctor, state registered paramedic, ambulance technician or state registered nurse with written support from an existing Helicopter Air Ambulance Operating Service. Physically capable of meeting the demands of the operation, ie. passed an initial medical examination or National Ambulance fitness test.

## Programme

**Ground School** – Theoretical input on air law, Air Navigation Order (where applicable), mission definitions and emergency checklists. Detailed training on the aspects of meteorology, navigation, principles of flight, aero-medicine and crew resource management.

**Ground Handling** – This includes the practical input and simulated exercises on: stretcher loading and unloading with rotors started/stopped, cabin reconfiguration, marshalling, fire fighting, emergency safety equipment checks.

## Flight Training

There are three designated flights (1hr 15 mins in total) covering the initial familiarisation flight (FAM1), navigation exercise (FAM2) and summative line check (FAM3).

The course is directed by a HEMS qualified Training Captain and/or a Technical Crewmember Instructor.



# HEMS Dispatcher Course

A two day course specifically designed to provide the essential understanding of the deployment of an integrated Air Ambulance on both HEMS and Helicopter Air Ambulance flights as described in EASA Air Operations, Part SPA, Subpart J, 'Helicopter Emergency Helicopter Service Operations'.

## Entry Requirements

A designated Ambulance Control Officer or Operator with specific responsibility for HEMS and Air Ambulance deployment.

## Programme

**Ground School** – Covering the theoretical input on the following key area: mission definitions, aircraft performance and limitations, medical configuration, Technical crewmember capabilities, basic OS map reading, communications, emergency service liaison and deployment strategies.

## Flight Training

Includes one familiarisation flight to underpin flight times, ground coverage, site selection and basic navigation appreciation.

This course is directed by a qualified Technical Crewmember Instructor and is supported by a bespoke course manual.



# Medical Passenger Course

A two day course designed to provide an appreciation of the role and responsibilities of a Medical Passenger, as defined in EASA Air Operations, Part SPA, SPA.HEMS.135 'HEMS Medical Passenger and other personnel briefing'.

## Entry Requirements

The minimum requirement is for the student to be either a qualified doctor, state registered paramedic, ambulance technician or state registered nurse with written support from an existing Helicopter Air Ambulance Operating Service.

## Programme

This course covers the knowledge and skills required to operate as a Medical Passenger in a dedicated Helicopter Air Ambulance. Specifically, the course covers an aircraft familiarisation brief, medical equipment, stretcher loading and unloading, mission definitions, flight physiology and crew resource management principles.

## Flight Training

This includes one familiarisation flight (20 mins) covering start-up, harness and seating configuration, communications, use of medical equipment in flight and loading and unloading procedures.

This course is directed by a qualified Technical Crewmember Instructor and/or Training Captain.



# Crew Resource Management (Foundation and Recurrent\*)

This three-day (18 hour) initial CRM training course is designed for multi-pilot/ pilot and technical crewmember operations to cover the full syllabus as required by EASA Air Operations, Part ORO, ORO.CC.115 'Conduct of Training courses and associated checking'. If conducting a flying training course with us this may be reduced to 2 days.

## Pre-Entry Requirements

The student should be Flight Crew or crewmembers who are assigned to duties in the helicopter.

## \*Recurrent Training

This half day course is based upon the following programme with all of the following items being covered within a three-year period.

## Programme

The syllabus covers the core elements of:

- Threat and Error management/ Human Error and reliability/ Human factors in aviation
- Operators Safety Culture and company SOP, Organisational factors
- Resilience Development
- Surprise and Startle effect
- Information acquisition and processing
- Situational awareness
- Effective Communication/ Assertiveness
- Leadership
- Automation and philosophy
- Workload management
- Monitoring and Intervention
- Stress, Stress management
- Fatigue and Vigilance
- Cultural differences
- Decision making
- Case Study



# HHO Crewmember Course

A one week course conducted on the EC135 series helicopter. The aim of this course is to introduce the candidate to Helicopter Hoist Operations (HHO) and provide a sound foundation before undertaking more advanced operator specific training.

The course covers all areas as required in EASA Air Operations, Part SPA, SPA.HHO.130(f).

## Pre-Entry Requirements

Possession of an EASA Class 2 Aircrew Medical examination and a recognised fire fighting course certificate. Physically capable of meeting the demands of hoisting operations.

## Programme

**Ground School** – Theoretical input covering duties in the HHO role, use of the hoist, normal and emergency procedures. Detailed training in HHO passenger handling, techniques for guiding pilots during HHO and awareness training in the dangers of static electricity discharge.

**Flight Training** – There are five designated flights:

- Flight One – Aircraft Manoeuvring
- Flight Two – Hoisting circuits
- Flight Three – Hoist and Aircraft Malfunctions
- Flight Four – Consolidation Flight
- Flight Five – Final Handling Test

Total flying time on course is six hours.

The course is directed by a qualified HHO Crewmember Instructor.



# HHO Passenger Course

A course designed to qualify individuals in industry specific hoist training. Babcock provide training courses to both Offshore Wind Farm Technicians (two day course) and Marine Pilots (one day course).

## Pre-Entry Requirements

Physically capable of meeting the demands of hoisting operations.

## Programme

**Ground School** – Theoretical input on aircraft performance, safety equipment and hoisting procedures. Detailed training in emergency procedures and awareness of static electricity discharge.

**Flight Training** – There are three designated flights:

- **Flight One – Single Lifts**
- **Flight Two – Hoist Malfunction Procedures**
- **Flight Three – Operation specific HHO**

Total flying time on course is three hours.

The course is directed by a qualified HHO Crewmember Instructor.







babcock

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