

## AGUSTA AB-139 PART 1

### 1. PURPOSE AND APPLICABILITY

The primary purpose of this report is to specify FAA training, checking, and currency requirements applicable to crews operating the Agusta Model AB-139 helicopter.

Provisions of this report are effective until amended, superseded, or withdrawn by subsequent FSB determinations.

### 2. PILOT "TYPE RATING" REQUIREMENTS

The Agusta AB-139 is certificated as a Part 29 Transport Category Rotorcraft with a gross weight of more than 12,500 pounds. A new Pilot Type Rating Designation AB-139 has been established for this aircraft.

### 3. "MASTER COMMON REQUIREMENTS" (MCRs)

N/A

### 4. "MASTER DIFFERENCES REQUIREMENTS" (MDRs)

N/A

### 5. ACCEPTABLE "OPERATOR DIFFERENCE REQUIREMENTS" TABLE

N/A

### 6. FSB SPECIFICATIONS FOR TRAINING

The applicant must meet the training requirements of FAR 61.157 (b) for addition of the AB-139 type rating to an Airline Transport Pilot Certificate or the training required by FAR 61.63 (d) for addition of the AB-139 type rating to any other grade of pilot certificate.

For 14 CFR Part 135 air carrier operations, pilot Initial, Transition, and Upgrade Ground Training is accomplished with 14 CFR Part 135.343, and 135.345. Pilot Initial, Transition, and Upgrade Flight Training is accomplished in accordance with 14 CFR Part 135.347.

Recurrent Flight Training is accomplished in accordance with 14 CFR Part 135.351.

The AB-139 is a new and modern helicopter that is equipped with advanced technologies, i.e., Primus Epic Integrated Avionics and Flight Control System, Automatic Flight Control System (AFCS), Primary Flight Displays (PFD), Multi-Function Displays (MFD), Multifunction Control Display Unit (MCDU) for the Flight Management Systems (FMS), and Radio Control/Tuning. Pilots must be trained in the normal and abnormal operations, including composite modes and failures of these components. Comprehensive treatment of these systems typically requires a minimum of eight (8) programmed hours of "hands on" instruction. Approval of reductions below 8 programmed hours, under the provisions of FAR 135.323(d), by Principal Inspectors, should be coordinated with the FSB and made only when equivalence can clearly be established (e.g., based on credit for previous applicable experience – similar FMS in different aircraft, etc., or increasing the quality and effectiveness of the training process).

#### 7. FSB SPECIFICATIONS FOR CHECKING

Testing, Checking and Evaluations specified by 14 CFR Parts 61.57, 61.58, 61.63, 61.157, 135.293, 135.297, FAA Airline Transport Pilot and Aircraft Type Rating Practical Test Standards (PTS) apply and are supplemented by guidance in FAA Orders 8400.10, 8700.1 and/or 8710.3.

The following areas of emphasis must be demonstrated during checking:

- Proficiency with manual and automatic flight in normal and non-normal situations must be demonstrated. Crews not experienced with AFCS, must demonstrate proper mode selection and use, crew coordination when performing mode or data changes, and interpretation of annunciations.
- Proficiency in operation of the Remote Instrument Controller (RIC), Cursor Control Device (CCD), Display Controller (DC), and the Multifunction Control Display Unit (MCDU).
- Proficiency in operation of the PFD to include selecting Full Rose Horizontal Situation Indicator (HSI), HSI Arc, and Composite modes.
- Proficiency in operation of the MFD to include selecting the Title Menu Buttons, Submenu Buttons and Crew Alerting System (CAS) Message Scrolling.

#### 8. FSB SPECIFICATIONS FOR CURRENCY

There are no variants to the basic Model AB-139. Therefore, all checks required by Part 135 and/or Part 61 must be accomplished in make and model.

## 9. AIRCRAFT REGULATORY COMPLIANCE CHECKLIST

N/A

## 10. FSB SPECIFICATIONS FOR DEVICES AND SIMULATORS

FMS training may be conducted using an FAA approved training device. If such a device is not used, an approved FMS equipped simulator or helicopter must be used. Training devices acceptable for AB-139 FMS training must include a cockpit-like environment, which can provide "dynamic" flight training in the integrated operation of AB-139 components.

Advisory Circular 120-63 outlines specifications for Helicopter Simulators. Criteria for flight training devices have not been developed.

## 11. APPLICATION OF FSB REPORT

All operators.

## 12. ALTERNATE MEANS OF COMPLIANCE

N/A

## 13. MISCELLANEOUS

N/A

FLIGHT STANDARDIZATION BOARD  
AGUSTA MODEL AB-139  
TRANSPORT CATEGORY

APPROVED: //signed// 03/30/05  
ANGELO SPELIOS, CHAIRMAN DATE

CONCUR: //signed// 03/30/05  
MARK C. FLETCHER, MANAGER DATE  
FORT WORTH AIRCRAFT EVALUATION GROUP

CONCUR: Matthew J. Schaub 5/19/05  
MANAGER DATE  
AIR TRANSPORTATION DIVISION, AFS-200

CONCUR: [Signature] 5/20/05  
MANAGER DATE  
GENERAL AVIATION & COMMERCIAL DIVISION,  
AFS-800