

The Integrated Avionics Maintenance Trainer (IAMT) Regional Directors

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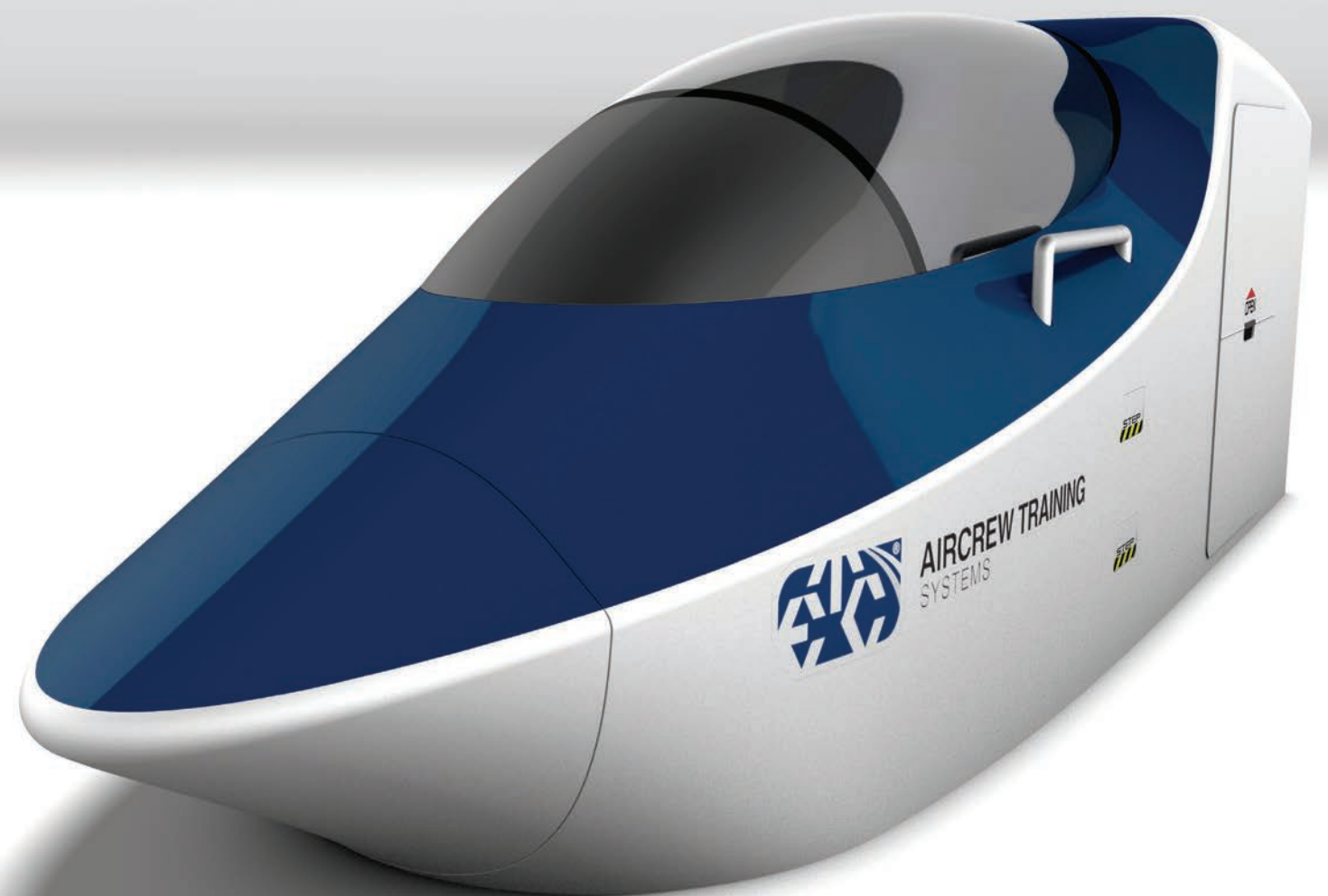
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AIRCREW TRAINING
SYSTEMS

INTEGRATED AVIONICS MAINTENANCE TRAINER (IAMT)



Providing Integrated Avionics Training in an Aircraft Cockpit Environment

INTEGRATED AVIONICS MAINTENANCE TRAINER (IAMT)

The Integrated Avionics Maintenance Trainer (IAMT) is designed as a generic, modern military jet aircraft.

It is used to provide Integrated Avionics training in an aircraft cockpit environment. This enables student maintainers to identify and isolate avionic system faults within any Line-Replacement Unit (LRU) on-board the

simulated aircraft. The students become familiar with aircraft safety devices and learn to work with aircraft systems in a safe manner.

The IAMT is provided in the form of a physical cockpit with avionics bays. The aircraft systems are simulated with real time software. Each cockpit has its own Instructor Station.

CAPABILITIES: _____

Learn the function and operation of a modern integrated avionics system | Perform troubleshooting | Learn modern aircraft maintenance safety procedures | Perform system checks and adjustments | Learn to utilize ground support and test equipment |

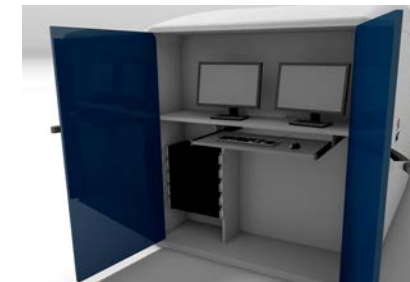


AVIONICS SYSTEM EMULATOR (ASE)

The Avionics System Emulator (ASE) operates in a classroom environment where the students navigate the aircraft and systems using interactive computer displays. Each student station is networked to a master Instructor Station.

SAFETY TRAINING

| Armed aircraft | Canopy opening/closing procedures | Lasers | Radars | Egress systems | Cockpit switches/controls | Noise hazards |
| Electrical power supplies | Electrostatic hazards (earthing and bonding) | Hydraulic pressure | Movable surfaces and sharp edges |



INSTRUCTOR OPERATING STATION

The Instructor Operating Station (IOS) provides the facilities to control all aspects of the IAMT including: | Planning and control of training sessions | Configuration and control of the emulated aircraft | Removal of faults (to simulate repair of the equipment) | Application and removal of simulated hydraulic power | Software replacement of LRUs, plugs, and sockets in lieu of physical LRU replacement | Injection of faults |

FAULT DIAGNOSTIC PROCEDURES FOR: _____

Operation of aircraft controls and systems required to support avionics maintenance |
Repair of integrated avionics systems by replacement of LRUs | Use of aircraft publications |
Use of aircraft documentation |

TRAINING OBJECTIVES

- Development of understanding and familiarization with aircraft systems
- Interaction with aircraft systems
- Troubleshooting / fault diagnosis of aircraft systems
- Understanding, familiarization and use of ground support and test equipment
- Understanding, familiarization and use of safety devices (e.g. canopy, armament, radar and ejection seats).
- Functional testing of normal and malfunctioning aircraft systems
- Working with aircraft systems in a safe manner
- First line maintenance of avionics systems
- Basic and advanced fault identification and rectification down to LRU level
- Cockpit access safety procedures



Cockpit Contains:

- Hands On Throttle And Stick (HOTAS) (Center Control Stick)
- Rudder Pedals
- Throttle (Autothrottle and Speed Brakes)
- Flaps