

Helicopter 2022

Changes to regulations - FCL.510.H

Applicants for an ATPL(H) shall:

- a) hold a CPL(H) ~~and a helicopters;~~

New...

Applicants for an ATPL(H) shall:

- a) hold a CPL(H);
- b) have received instruction in MCC in accordance with point FCL.735.H;
- c) (1) 350 hours in **multi-pilot operations** in helicopters;



(f) applicants for an ATPL(H) shall receive a full credit for the requirement in point (b) when they comply with point FCL.720.H(a)(2)(ii) and, additionally, have received training at an ATO to meet the necessary standard for the successful completion of the course as per point FCL.735.H

Summary

The expression **multi pilot type rating** is largely replaced by **multi-pilot operations** in helicopters, as described on the last slide it is based on the type of operations as indicated by the regulations rather than the type certification of the helicopter.

FCL.605 IR — Privileges

- (a) The privileges of a holder of an IR are to fly aircraft under IFR, including PBN operations, with a minimum decision height of no less than 200 feet (60 m).
 - (b) In the case of a multi-engine IR, these privileges may be extended to decision heights lower than 200 feet (60 m) when the applicant has undergone specific training at an ATO and has passed section 6 of the skill test prescribed in Appendix 9 to this Part in multi-pilot aircraft.
- (a) New...**
- (b) Privileges The privileges of holders of an IR are to fly aircraft under IFR, including PBN operations, with a minimum decision height of:
 - (1) no less than 200 ft (60 m);
 - (2) **less than 200 ft (60 m), provided that they are authorised to do so in accordance with Annex V (Part-SPA) to Regulation (EU) No 965/2012.**

SPA.LVO.100 Low visibility operations

Regulation (EU) No 965/2012

The operator shall only conduct the following low visibility operations (LVO) when approved by the competent authority:

- (a) low visibility take-off (LVTO) operation;
- (b) lower than standard category I (LTS CAT I) operation;
- (c) standard category II (CAT II) operation;
- (d) other than standard category II (OTS CAT II) operation;
- (e) standard category III (CAT III) operation;
- (f) approach operation utilising enhanced vision systems (EVS) for which an operational credit is applied to reduce the runway visual range (RVR) minima by no more than one third of the published RVR.



DISH
NSPORT
NCY

FCL.630.H IR(H) — Extension of privileges from single-engine to multi-engine helicopters

~~Holders of an IR(H) valid for single engine helicopters wishing to extend for the first time the IR(H) to multi engine helicopters shall complete:~~

- ~~(a) a training course at an ATO comprising at least 5 hours dual instrument instruction time, of which 3 hours may be in an FFS or FTD 2/3 or FNPT II/III; and~~
- ~~(b) section 5 of the skill test in accordance with Appendix 9 to this Part on multi engine helicopters.~~

instrument ratings for helicopters (IR(H)) issued in accordance with Annex I (Part-FCL) to this Regulation before 30 October 2022 shall be **deemed as IR(H) for both single-engine and multi-engine helicopters and shall be reissued as such IR(H), when reissuing a helicopter pilot licence for administrative reasons.**

FCL.630.H IR(H) – Extension of the privileges of an IR(H) to further helicopter types Unless specified otherwise in the operational suitability data established in accordance with Annex I (Part 21) to Commission Regulation (EU) No 748/2012, holders of an IR(H) who wish to extend their IR(H) privileges to further helicopter types shall, in addition to the relevant type rating training course, complete at an ATO 2 hours of flight training on the relevant type by sole reference to instruments according to IFR which may be conducted in an FFS or an FTD which appropriately represents the relevant type for IFR operation.

FCL.630.H IR(H) — Extension of privileges from single-engine to multi-engine helicopters

Instrument ratings for helicopters (IR(H) issued in accordance with Annex I (Part-FCL) to this Regulation before 30 October 2022 shall be deemed as IR(H) for both single-engine and multi-engine helicopters and shall be reissued as such IR(H), **when reissuing a helicopter pilot license for administrative reasons.**

Applicants who before 30 October 2022 commenced training for an IR(H) for either single-engine or multi-engine helicopters shall be allowed to complete that training and, in such a case, be issued with an IR(H) for both single-engine and multi-engine helicopters.'

Appendix 6 item 7 and 8

A single-engine IR(A) course shall comprise at least **50** hours instrument time under instruction of which up to 20 hours may be instrument ground time in an FNPT I, or up to 35 hours in an FFS or FNPT II. A maximum of 10 hours of FNPT II or an FFS instrument ground time may be conducted in an FNPT I.

A multi-engine IR(A) course shall comprise at least **55** hours instrument time under instruction, of which up to 25 hours may be instrument ground time in an FNPT I, or up to 40 hours in an FFS or FNPT II. A maximum of 10 hours of FNPT II or an FFS instrument ground time may be conducted in an FNPT I. The remaining instrument flight instruction shall include at least 15 hours in multi-engine aeroplanes

FCL.630.H IR(H) — Extension of privileges from single-engine to multi-engine helicopters

Instrument ratings for helicopters (IR(H) issued in accordance with Annex I (Part-FCL) to this Regulation before 30 October 2022 shall be deemed as IR(H) for both single-engine and multi-engine helicopters and shall be reissued as such IR(H), **when reissuing a helicopter pilot license for administrative reasons.**

Applicants who before 30 October 2022 commenced training for an IR(H) for either single-engine or multi-engine helicopters shall be allowed to complete that training and, in such a case, **be issued with an IR(H) for both single-engine and multi-engine helicopters.**'

An IR(H) course shall comprise at least 55 hours instrument time under instruction, of which:

- (a) up to 20 hours may be instrument ground time in an FNPT I (H) or (A). These 20 hours instruction time in FNPT I (H) or (A) may be substituted by 20 hours instruction time for IR(H) in an aeroplane, approved for this course; or
- (b) up to 40 hours may be instrument ground time in a helicopter FTD 2/3, FNPT II/III or FFS. The instrument flight instruction shall include at least 10 hours in an IFR-certificated helicopter.'

Training organisations



Pilot training organizations that provide training for the IR(H) shall adapt their training programme, including their manuals (TM), to be compliant with Annex I (FCL) by 30 October 2023.



FCL.725

(d) An applicant who already holds a type rating for an aircraft type, with the privilege for either single-pilot or multi-pilot operations, shall be considered to have already fulfilled the theoretical requirements when applying to add the privilege for the other form of operation on the same aircraft type. Such an applicant shall complete additional flight training for the other form of operation at an ATO or an AOC holder specifically authorized for such training by the competent authority. The form of operation shall be entered in the license.

New...

(d) Single-pilot and multi-pilot operation

- (1) A pilot who already holds a type rating for an aircraft type, with the privilege for either single-pilot or multi pilot operations, shall be considered to have already fulfilled the theoretical requirements when applying to add the privilege for the other form of operation on the same aircraft type.
- (2) Such a pilot shall **complete additional flight training for the other form of operation in the relevant type** in accordance with Appendix 9 to this Annex, unless specified otherwise in the operational suitability data established in accordance with Annex I (Part 21) to Commission Regulation (EU) No 748/2012. This training shall be completed at either of the following:

(i) an ATO;

(ii) an organisation to which Annex III (Part-ORO) to Regulation (EU) No 965/2012 applies and that is entitled to provide such training on the basis of either an approval or, in the case of single-pilot helicopters, a declaration (SPO), se (ORO.DEC.100).

Frågor och svar inom området certifikat och utbildning - Transportstyrelsen

Flygutbildning - praktisk

Gällande Upset Prevention and Recovery Training, UPRT, vad behöver ha genomförts innan man påbörjar en första typkurs för flygplan? ▼

Vad kan jag tillgodoräkna mig och använda mig av i flygutbildning när det gäller flygtid genomförd i ett Annex I luftfartyg (punkt a, b, c & d i grundförordningen) mot certifikat och behörigheter enligt Del-FCL? ▼

Jag har haft ett svenskt nationellt flygcertifikat och önskar återuppta detta. Vad behöver jag göra? ▼

Utöver kompletterande utbildning, vad krävs för gå från ett enpilotsflygplan i flerpilotsverksamhet (MPO) till enpilotsflygplan i enpilotsverksamhet (SPO) eller vice versa? ▲

Det krävs en kompetenskontroll (PC) för detta.



FCL.725

Except for single-pilot helicopters, the form of operation shall be entered in the license.

In the case of single-pilot helicopters, all of the following shall apply:

- I. In the case where a skill test or a proficiency check for **a non-complex single-pilot helicopter type rating was completed in multi-pilot operations only, a restriction to multi-pilot operation shall be endorsed with the type rating in the license.** This endorsement shall be removed when the applicant completes a proficiency check that included the necessary elements for single-pilot operation as specified in Appendix 9.
- II. In all other cases, the form of operation **shall not** be entered in the license.

Continue next page...

FCL.725

(ii) In all other cases, the form of operation **shall not** be entered in the license. The pilot is entitled to exercise the privileges of the type rating:

(A) in single-pilot operation, provided that the skill test or proficiency check either:

- (1) was completed in single-pilot operation; or
- (2) was completed in multi-pilot operation and contained additional elements for single-pilot operation, as specified in Appendix 9 to this Annex.

(B) in multi-pilot operation under all of the following conditions:

- (1) the pilot complies with point FCL.720.H(a)(2) (Has to do with MCC);
- (2) the privileges are exercised in accordance with Annex III (Part-ORO) to Regulation (EU) No 965/2012 only;
- (3) the skill test or proficiency check was completed in multi-pilot operation.

Example

XII Ratings, certificates and privileges / <i>Behörigheter, intyg och befogenheter</i> Ratings to be revalidated / <i>Behörigheter som ska förlängas</i>			
Class/Type/IR <i>Klass/typ/IR</i>	Valid Until <i>Gäller t.o.m.</i>	IR Valid Until <i>IR Gäller t.o.m.</i>	Remarks and Restrictions <i>Anmärkningar och begränsningar</i>
AW109 / MP SK76	28/02/2023 10/02/2023		
Instructor/ <i>Instruktör</i>	Valid Until <i>Gäller t.o.m.</i>	Remarks and Restrictions <i>Anmärkningar och begränsningar</i>	
no entries			
no further entries			

In this example, the SK76 pilot may exercise his/her privileges in MPO or SPO depending on whether the skilltest or latest PC was completed in single-pilot operation or multi-pilot operation.



In this example, the AW109 pilot is limited (as indicated) to MP operations. It is indicated on the license since it is a **non-complex single-engine helicopter type**.



Helicopter Model / Name	Differences	License Endorsement	Complex	OSD FCD available	Remarks
A109E	(D)	AW109		X	For OSD_FC Data contact marco.stellini@leonardo.com .
A109S					
A109S Trekker					
AW109SP					

FCL.720.H

FCL.720.H Experience requirements and prerequisites for the issue of type ratings — helicopters Unless otherwise determined in the operational suitability data established in accordance with Part-21, an applicant for the issue of the first helicopter type rating shall comply with the following experience requirements and prerequisites for the issue of the relevant rating:

- (a) Multi-pilot helicopters. An applicant for the first type rating course for a multi-pilot helicopter type shall:
 - (ii) have at least 500 hours as a pilot on multi-pilot aeroplanes; or
 - (iii) have at least 500 hours as a pilot in multi-pilot operations on multi-engine helicopters;

New...

- (a) Multi-pilot helicopters. An applicant for a type rating for a multi-pilot helicopter type shall, before starting the type rating training course:
 - (ii) have completed at least 500 hours of flight time as a pilot in multi-pilot operations in **any aircraft category**
 - (iii) is deleted

FCL.905.TRI TRI(H) – Privileges and conditions (a)(5)

(5) in the case of the TRI for helicopters:

- (i) the issue, revalidation and renewal of helicopter type ratings;
- (ii) MCC training, provided he or she holds a multi-pilot helicopter type rating;
- ~~(iii) the extension of the single engine IR(H) to multi engine IR(H);~~



New...

(ii) MCC training, provided that he or she has completed 350 hours of flight time as a **pilot in multi-pilot operations in any aircraft category**

(iii) is deleted

FCL.910.TRI(H)

(2) Before the privileges of a TRI(H) are extended from single-pilot to multi-pilot privileges on the same type of helicopters, the holder shall have completed at least 100 hours of multi-pilot operations on this type.

New...

(2) In order to extend the privileges of a TRI(H) to multi-pilot operations in the same type of single-pilot helicopters, the holder shall have at least 350 hours of flight time as a pilot **in multi-pilot operations in any aircraft category** or have **at least 100 hours of flight time as a pilot in multi-pilot operations on the specific type within the last 2 years.**



FCL.910.TRI(H)

(3) Before the privileges of a TRI(H) are extended from single-pilot helicopters to multi-pilot helicopters, the holder shall comply with point FCL.915.TRI(d)(3).

FCL.915.TRI(d)(3)

(3) for a TRI(H) certificate for multi-pilot helicopters, have completed 1 000 hours of flight time as a pilot on helicopters, including:

- (i) 350 hours as a pilot on multi-pilot helicopters; or
- (ii) for applicants already holding a TRI(H) certificate for single-pilot multi-engine helicopters, 100 hours as pilot of that type in multi-pilot operations.

New...

(3) for a TRI(H) certificate for multi-pilot helicopters, have completed 1 000 hours of flight time as a pilot on helicopters, and have either 350 hours in **multi-pilot operations** on any aircraft category or 100 hours of flight time as a pilot in multi-pilot operations on the type for which the TRI(H) certificate is sought;

FCL.905.SFI(H)

- (d) The privileges of SFIs for helicopters are to carry out synthetic flight instruction for:
- (1) the issue, revalidation and renewal of helicopter type ratings;
 - (2) **MCC training, if SFIs have privileges to instruct for multi-pilot helicopters.**

New...

- (2) **MCC training, provided that they have at least 350 hours as a pilot in multi-pilot operations in any aircraft category.**

FCL.915.SFI(H)

An applicant for an SFI certificate shall:

(e) additionally, for an SFI(H), have:

(2) in the case of multi-pilot helicopters, at least 1 000 hours of flying experience as a pilot on helicopters, including at least 350 hours as a pilot on multi-pilot helicopters;

New...

(2) MCC training, provided that they have at least 350 hours as a pilot in multi-pilot operations in **any aircraft category**

(5) in the case of single-pilot helicopters in multi-pilot operations, completed at least 350 hours in multi-pilot **operations in any aircraft category**

FCL.915.MCCI

An applicant for an MCCI certificate shall:

(b) have at least:

- (1) in the case of aeroplanes, airships and powered-lift aircraft, 1 500 hours of flying experience as a pilot in multi-pilot operations;
- (2) in the case of helicopters, 1 000 hours of flying experience as a pilot in multi-crew operations, of which at least 350 hours in multi-pilot helicopters.

New...

- (1) in the case of aeroplanes, airships and powered-lift aircraft, 1 500 hours of flying experience as a pilot in multi-pilot operations, of which at least 350 hours in the **appropriate aircraft category**;
- (2) in the case of helicopters, 1 000 hours of flying experience as a pilot in **multi-pilot operations**, of which at least 350 hours in helicopters

FCL.1005.TRE(H)

(b) TRE(H). The privileges of a TRE(H) are to conduct:

(2) proficiency checks for the revalidation or renewal of IRs, or for the extension of the IR(H) from single-engine helicopters to multi-engine helicopters, provided the TRE(H) holds a valid IR(H);

New...

(2) proficiency checks for the revalidation or renewal of **IRs**, provided the TRE(H) holds a valid IR(H)



FCL.1010.TRE(H) (b)

(6) Before the privileges of a TRE(H) are extended from single-pilot multi-engine to multi-pilot multi-engine privileges on the same type of helicopter, the holder shall have at least 100 hours in multi-pilot operations on this type.

New...

(6) Before the privileges of a TRE(H) are extended from single-pilot operations to multi-pilot operations on the same type of helicopter, the holder shall have either:

- (i) at least 100 hours in multi-pilot operations on this type; or
- (ii) at least 350 hours in multi-pilot operations in **any aircraft category**



FCL.1010.SFE(H) (b)



Applicants for an SFE(H) certificate shall comply with all of the following conditions:

- (3) have at least 1000 hours of flight time as pilots of multi-pilot helicopters;
- (4) for the initial issue of an SFE certificate, have completed at least 50 hours of synthetic flight instruction as a TRI(H) or an SFI(H) on the applicable type.

New...

- (3) in the case of multi-pilot helicopters, have at least 1 000 hours of flight time as pilots of multi-pilot helicopters;
- (4) in the case of single-pilot helicopters in multi-pilot operations, have completed at least 350 hours in multi-pilot operations in **any aircraft category**;
- (5) for the initial issue of an SFE certificate, have completed at least 50 hours of synthetic flight instruction as a TRI(H) or an SFI(H) on the applicable type.

Appendix 3 CPL/IR integrated course — Helicopters

SKILL TESTS

Upon completion of the related flying training the applicant shall take the CPL(H) skill test on a multi-engine helicopter and comply with MCC requirements.

New...

Upon completion of the related flying training, the applicant shall take the CPL(H) skill test on either a multiengine or a single-engine helicopter and the IR skill test on an IFR-certificated helicopter.



Appendix 6

FLYING TRAINING

7. A single-engine IR(H) course shall comprise at least 50 hours instrument time under instruction, of which:

- (a) up to 20 hours may be instrument ground time in an FNPT I(H) or (A). These 20 hours instruction time in FNPT I (H) or (A) may be substituted by 20 hours instruction time for IR(H) in an aeroplane, approved for this course; or
- (b) up to 35 hours may be instrument ground time in a helicopter FTD 2/3, FNPT II/III or FFS. The instrument flight instruction shall include at least 10 hours in an IFR-certificated helicopter.

New...

7. An IR(H) course shall comprise at least 55 hours instrument time under instruction, of which:

- (a) up to 20 hours may be instrument ground time in an FNPT I (H) or (A). These 20 hours instruction time in FNPT I (H) or (A) may be substituted by 20 hours instruction time for IR(H) in an aeroplane, approved for this course; or
- (b) up to 40 hours may be instrument ground time in a helicopter FTD 2/3, FNPT II/III or FFS. The instrument flight instruction shall include at least 10 hours in an IFR-certificated helicopter

Appendix 8, Section B

B. Helicopters

Credits shall be granted only if holders are revalidating IR privileges for single-engine and single-pilot multi-engine helicopters as appropriate.

If a skill test or a proficiency check, including IR, is performed and the holders have a valid:	Credit is valid towards the IR part in a proficiency check for:
Multi-pilot helicopter (MPH) type rating	SE type rating (*); and SP ME type rating (*).
SP ME type rating, operated as single-pilot	SE type rating (*); and SP ME type rating (*).
SP ME type rating, restricted to multi-pilot operation	SE type rating (*); and SP ME type rating (*).
SP SE type rating, operated as single-pilot	SP SE type rating, operated as single-pilot

(*) Provided that within the preceding 12 months at least three IFR departures and approaches exercising PBN privileges, including one RNP APCH approach (could be a Point in Space (PinS) approach), have been performed on a SP type of helicopter in SP operations.

New...

B. Helicopters

Credits shall be granted only if holders are revalidating or renewing IR privileges for single-pilot helicopters, as appropriate.

If a skill test or a proficiency check, including IR, is performed and the holders have a valid:	Credit is valid towards the IR part in a proficiency check for:
Multi-pilot helicopter (MPH) type rating	Single-pilot helicopter (SPH) of the same type, including privileges for single-pilot operations (*)
Single-pilot helicopter (SPH) type rating, in multi-pilot operations	Privileges for single-pilot operations in the same type (*)

(*) Provided that within the preceding 12 months at least three IFR departures and approaches exercising PBN privileges, including one RNP APCH approach (which may be a Point in Space (PinS) approach), have been performed on a SP type of helicopter in SP operations.;

Appendix 9

SINGLE-PILOT HELICOPTERS

13. Applicants for the issue, revalidation or renewal of a single-pilot helicopter type rating shall:
- (a) if privileges for **single-pilot operation** are sought, complete the skill test or proficiency check in single-pilot operation;
 - (b) if privileges for **multi-pilot operation** are sought, complete the skill test or proficiency check in multi-pilot operation;
 - (c) if privileges for **both** single-pilot and multi-pilot privileges are sought, complete the skill test or proficiency check in multi-pilot operation and, additionally, the following manoeuvres and procedures in single-pilot operation:
 - 1. for single-engine helicopters: 2.1 take-off and 2.6 and 2.6.1 autorotative descent and autorotative landing;
 - 2. for multi-engine helicopters: 2.1 take-off and 2.4 and 2.4.1 engine failures shortly before and shortly after reaching TDP;
 - 3. for IR privileges, in addition to point (1) or (2), as applicable, one approach of Section 5, unless the criteria of Appendix 8 to this Annex are met
 - (d) in order to remove a restriction to multi-pilot operation from a non-complex single-pilot helicopter type rating, complete a proficiency check that includes the manoeuvres and procedures referred to in point (c) (1) or (c)(2), as applicable

Appendix 9

New item...

(6a) The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only



How do we endorse the license after the last of October

Endorse the license exactly the way it is written in the license at the time of the PC

Use the comment or additional information box and clearly state that a new license is required

Inform the candidate that he/she will receive a new license in the mail

