

INTRODUCTION

This is the second in the series of Training Communications (Heli TrainingCom), the intention of which is to communicate directly with helicopter flight instructors in order to highlight areas and current topics in helicopter training that require special attention.

1. NIGHT QUALIFICATION TRAINING REQUIREMENTS

A recent change in national regulations has removed the requirement for UK PPL (H) holders to complete the additional 5 hours IF training that is not required of the JAR PPL(H) holder for the Night Qualification course. The UK PPL(H) holder, in common with the JAR PPL(H) holder, will be required to complete 10 hours IF training in addition to the 5 hours night flying for the qualification. The full details relating to the helicopter Night Qualification can be found in LASORS 2005 Section E5 and Appendix 4 to JAR-FCL 2.125.

2. LONG TERM EXEMPTIONS

With immediate effect the United Kingdom has decided to introduce the following Long Term Exemptions, the main changes are listed below. **The full details of the LTE's may be found on the JAA website www.jaa.nl.** These changes will be included in Amendment 4 to JAR-FCL 2 after the NPA 25 consultation process has been completed.

(i) JAR-FCL 2.335 FI(H) Pre-requisite Requirements.

Before being permitted to begin an approved course of training for a FI(H) rating an applicant shall have completed at least 250 hours of flight time of which at least 100 hours shall be as pilot in command if holding a ATPL(H) or CPL(H) or 200 hours as pilot in command if holding a PPL(H).

(ii) JAR-FCL 2.325 FI(H) Restricted Privileges.

Until the holder of a FI(H) rating has completed at least 100 hours flight instruction and, in addition, has supervised at least 25 student solo flight air exercises the privileges to the rating are restricted. The restrictions will be removed from the rating when the above requirements have been met and on the recommendations of the supervising FI(H).

(iii) JAR-FCL 2.245 Type Ratings - Validity, revalidation and renewal.

For single engine turbine helicopters with a maximum gross weight of less than 3175 kg, the proficiency check in accordance with JAR-FCL 2.245(b)(1) is only required on one of the applicable types held, provided that the applicant has:

- (i) completed at least 300 hours as pilot in command of helicopters; and*
- (ii) completed 15 hours as pilot on each of the type(s) to which that revalidation proficiency check shall carry across, and*
- (iii) completed at least 2 hours as pilot in command flight time on each of the other type(s) during the validity period to which that revalidation proficiency check shall carry across*
- (iv) performed consecutive revalidation on different types*

(iv) Appendix 1 to JAR-FCL 2.261(b) Flight Instruction Requirements for Type Rating Courses

1. The amount of flight instruction required will depend on:
 - (i) complexity of the helicopter type, handling characteristics, level of technology
 - (ii) category of helicopter (SEP, SET, MET and MPH)
 - (iii) previous experience of the applicant
 - (iv) the availability of FSTDs (The level of qualification and the complexity of the type will determine the amount of practical training that may be accomplished in FSTDs, including completion of the skill test)
2. Initial issue - the **minimum** flight instruction **excluding the test** shall comprise a total of at least:

Helicopter Types	In Helicopter	In Helicopter & FSTD training credits
SEP(H)	5 hrs	Using FS C/D: at least 2 hrs helicopter & at least 6 hrs total Using FTD 2/3: at least 4 hrs helicopter & at least 6 hrs total
SET (H) <3175kg MTOW	5 hrs	As above
SET (H) at or over 3175 kg MTOW	8 hrs	Using FS C/D: at least 2 hrs helicopter & at least 10 hrs total Using FTD 2/3: at least 4 hrs helicopter and at least 10 hrs total
SPH MET(H) JAR/FAR 27& 29	8 hrs	As above
MPH	10 hrs	Using FS C/D: at least 2 hrs helicopter & at least 12 hrs total Using FTD 2/3: at least 4 hrs helicopter & at least 12 hrs total

3. Additional types - the **minimum** flight instruction **excluding the test** shall comprise a total of at least:

Helicopter Types	In Helicopter	In helicopter & FSTD training credits
SEP(H) to SEP(H)	3 hrs	Using FS C/D: at least 1 hr helicopter & at least 4 hrs total Using FTD 2/3: at least 1hr helicopter & at least 5 hrs total
SET(H) to SET(H)	3 hrs	As above
SE & ME<3175kgs Differences trg	1 hr	Not applicable
MET(H) to MET(H)	5 hrs	Using FS C/D: at least 1 hr helicopter & at least 6 hrs total Using FTD 2/3: at least 2 hrs helicopter & at least 7 hrs total
ME >3175kgs Differences trg	3 hrs	Using FS C/D: at least 1 hrs helicopter & at least 4 hrs total Using FTD 2/3: at least 2 hrs helicopter & at least 6 hrs total
MPH to MPH	5 hrs	Using FS C/D: at least 1 hrs helicopter & at least 6 hrs total Using FTD 2/3: at least 2 hrs helicopter & at least 7 hrs total

Notes:

- a) Holders of ME IR(H) wishing to extend the IR(H) to further ME types shall have an additional 2 hours flight training on type according to IFR which may be conducted in a FS level C/D or FTD level 2.

- b) Prior to undertaking the skill test, a student shall demonstrate competency in the skill test items during the practical training.
- c) On completion of the related flying training the applicant shall take the type rating skill test in accordance with the Appendix 2 or 3 to JAR FCL 2.240.
- d) TRTOs wishing to reduce the duration of Type Rating Courses in accordance with the Long Term Exemption no longer need to apply for individual agreement from Approvals Support.

3. AMENDMENTS TO APPROVED FTO TRAINING MANUALS

Due to the above LTE's and the implications to approved course requirements, Heads of Training are requested to make the necessary amendments to their approved training manuals and to send copies of the amendments to Approvals Support, PLD.

4. REMUNERATED FLYING TRAINING IN EX MILITARY PERMIT TO FLY AIRCRAFT

The rules pertaining to flight training on ex military 'Permit to Fly' Aircraft are comprehensively covered in AIC 65/2003 (White 83). This AIC also contains an application form for exemption to Article 9A of the ANO.

5. TRAINING AND TESTING ON FOREIGN REGISTERED AIRCRAFT

Recently there have been several cases of training and testing not being accepted by the Authority because it took place on a foreign registered aircraft without prior permission being sought. The following guidance is to be published in the 2005 edition of the Flight Examiners' Handbook.

Flight tests and training in foreign registered aircraft in the UK are subject to both airworthiness and licensing restrictions. If 'valuable consideration' is to be given to the examiner or instructor then the aircraft is being used for aerial work and the flight is subject to ANO Art 115. Prior to undertaking such a flight, the operator of the foreign registered aircraft must obtain an Operating Permit from the Department for Transport (contact 020 7944 5806/5847). The Department for Transport will only consider granting these Operating Permits under certain limited circumstances. This requirement applies equally to JAA member state registered aircraft as to any other state registrations.

In addition, before acting as pilot-in-command of a foreign registered aircraft, the licensing requirements of the state of registration must be met in accordance with ANO Art 21(3). For 'N' registered aircraft, U.S. Federal Air Regulations (FARs) 61.3(a)(1) states that 'when the aircraft is operated within a foreign country a current pilot license issued by that country *in which the aircraft is operated* may be used'. In the case of 'Mutually Recognised' JAA member state aircraft, a valid JAA licence should be sufficient; however, the holders of JAA licences and UK National licences must still meet the requirements of ANO Art 21(3) and ensure that their licences 'rendered valid' by the foreign licensing authority. In all cases the requirements of Art 29 must also be met with regard to the entitlement to give instruction and to examine in such aircraft.

Also to comply with JAR-FCL 2, approval has to be sought from the Approvals Section of Personnel Licensing Department or Flight Operations Department, as appropriate, who may require an inspection of the aircraft and its documentation to ensure it is fit for the purpose. An application for a licence or rating should be accompanied with copies of all supporting paperwork.

6. LICENCE/RATING ISSUE DOCUMENTATION

There have been several incidents recently where the issue of a licence or rating has been delayed due to incorrect or incomplete documentation being submitted to PLD. It is essential that the HT ensures that the documentation is correctly completed. A copy of all supporting documentation and any correspondence that may relate to a specific application should also be included.

Reasons why your licence application may be rejected

- Identification either not being supplied or not certified as a true copy by the training provider
- Incorrect Fees
- Forms not being signed both by applicant and/or training provider
- FI ratings not meeting pre-course requirements
- TRI helicopter not including logbooks or confirmation of experience by training provider
- Overseas TRTO's/FTO's not including copies of JAR authorisations
- Flight training hours for the issue of the Night Qualification are not clearly annotated in the logbook, including the 5 solo take-offs and landings
- Licence conversions not sending in existing overseas licence and/or medical

7. ENGINE OFF LANDING (EOL) TRAINING AND TESTING

The CAA has decided to align the policy on conducting SE simulated EOL training and testing with that of other JAA member states. It must be emphasised that the intention of this policy is not to prevent the instruction or testing of EOLs to the ground or to contradict JAR-FCL 2. However, it outlines the policy on the **minimum** acceptable training standards.

(i) PPL(H) Training and Testing

During PPL training the full range of variable flare EOLs to the ground are to be demonstrated by the instructor with the student following through. Variable flare power recoveries and the hover EOL are to be taught to the student.

For the PPL Skill Test the candidate will be required to demonstrate at **least** a variable flare power recovery and a hover EOL.

(ii) CPL(H) Training and Testing

During CPL training the full range of variable flare EOLs to the ground and the hover EOL are to be taught to the student.

For the CPL Skill Test the candidate will be required to demonstrate a variable flare EOL to the ground and hover EOL. However, if the prevailing conditions on the day of the Skill Test are unsuitable for conducting the EOL to the ground, the examiner may ask the candidate to conduct a variable flare power recovery. This will only be acceptable if there is evidence of the candidate having completed a satisfactory EOL to the ground on the 170A Check Flight. (The 170A flight is normally conducted 'in house' and therefore this exercise should be conducted during the flight when the conditions are suitable).

(iii) Type Rating Training and Testing

During training the full range of variable flare EOLs to the ground and the hover EOL are to be taught to all students regardless of the license held.

For the Type Rating Skill Test (and subsequent LPCs) the candidate will be required to demonstrate a variable flare EOL to the ground. If the prevailing conditions are unsuitable the examiner may substitute a variable flare power recovery for the variable flare EOL to the ground.

8. NEW APPOINTMENTS FIE/TRI(E)

Capt Derek Jones has now renewed his FIE rating and is operating from HJS Aberdeen. Capt Paddy Connelly, Capt Mike Kent (PAS) and Capt Tony Buckley are now qualified TRI(E)s and along with some FIEs are available to conduct TRI initial Skill Tests, revalidations and renewals.

9. STANDARDS DOCUMENTS

The following updated Standards Documents are now available on the CAA website:

- 19 (H) Notes for the guidance of applicants taking the PPL(H) Skill Test.
- 3 (H) Notes for the guidance of applicants taking the CPL(H) Skill Test.
- 6 (H) Notes for the guidance of Helicopter 170A Signatories.

10. AERODROMES/HELIPORTS TO BE USED FOR TRAINING

In accordance with the ANO Article 101, all flight training and testing for the purpose of becoming qualified for the grant of a pilot's licence or the inclusion of an aircraft rating, or a night qualification, must be carried out at a licensed aerodrome or at a UK government aerodrome. Thus training and testing for an Instrument Rating or the revalidation or the renewal of an existing rating does not fall under the provision of the Article. A Government aerodrome is one that is occupied by, and where all flying is under the direct control of a government department or visiting force. (Note the Flight Examiners' Handbook 2005 will be amended to reflect this).

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Distribution:
All Helicopter Instructors/Examiners
The Head of Training of every Helicopter FTO/TRTO/RTF

Heads of Training are recommended to keep HELI TRAININGCOMs in a suitable folder, and made available for reference, by their instructing and administration staff.