

**Draft annex to draft Commission Implementing Regulation (EU) .../... amending
Commission Regulation (EU) No 1178/2011 as regards the requirements for all-
weather operations and for instrument and type rating training in helicopters**

Annex I (Part-FCL) to Regulation (EU) No 1178/2011 is amended as follows:

- (1) point FCL.010 is amended as follows:
 - (a) the definition of ‘multi-pilot operation’ is replaced by the following:

‘Multi-pilot operation’ means an operation requiring at least two pilots using multi-crew cooperation in either a multi-pilot or a single-pilot aircraft.’;
 - (b) in the definition of ‘multi-pilot aircraft’, the second paragraph is replaced by the following:

‘for helicopters, airships and powered-lift aircraft, it means an aircraft which is certificated for operation with a minimum crew of at least two pilots or which is required to be operated with at least two pilots in accordance with Regulation (EU) No 965/2012.’;
 - (c) the definition of ‘single-pilot aircraft’ is replaced by the following:

‘Single-pilot aircraft’:

 - for aeroplanes, it means an aircraft certificated for operation by one pilot;
 - for helicopters, airships and powered lift aircraft, it means an aircraft which is certificated for operation by one pilot and which is not required to be operated with at least two pilots by Regulation (EU) No 965/2012.’;
- (2) in point FCL.060(b), point (1) is replaced by the following:

‘(1) as PIC or co-pilot unless he or she has carried out, in the preceding 90 days, at least 3 take-offs, approaches and landings as pilot flying in an aircraft of the same type or class or an FFS representing that type or class. The 3 take-offs and landings shall be performed in either multi-pilot or single-pilot operations, depending on the privileges held by the pilot; and’;
- (3) point FCL.510.H is replaced by the following:

‘FCL.510.H ATPL(H) — Prerequisites, experience and crediting

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) have completed as a pilot of helicopters a minimum of 1 000 hours of flight time including at least:
 - (1) 350 hours in multi-pilot operations in helicopters;
 - (2) (i) 250 hours as PIC; or
 - (ii) 100 hours as PIC and 150 hours as PIC under supervision; or
 - (iii) 250 hours as PIC under supervision in multi-pilot helicopters. In this case, the ATPL(H) privileges shall be limited to multi-pilot operations only, until 100 hours as PIC have been completed;
 - (3) 200 hours of cross-country flight time of which at least 100 hours shall be as PIC or as PIC under supervision;
 - (4) 30 hours of instrument time of which not more than 10 hours may be instrument ground time; and
 - (5) 100 hours of night flight as PIC or as co-pilot.

Of the 1 000 hours, a maximum of 100 hours may have been completed in an FSTD, of which not more than 25 hours may be completed in an FNPT.

- (d) Flight time in aeroplanes shall be credited up to 50 % against the flight time requirements of point (c).
- (e) The experience required in point (c) shall be completed before the skill test for the ATPL(H) is taken.
- (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. ';

- (4) point FCL.605 is replaced by the following:

'FCL.605 IR – Privileges and conditions

- (a) 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.

- (b) Conditions

- (1) Holders of an IR shall exercise their privileges in accordance with the conditions established in Appendix 8 to this Annex.

- (2) To exercise privileges as PIC under IFR in multi-pilot operation in helicopters, holders of an IR(H) shall have at least 70 hours of instrument time, of which up to 30 hours may be instrument ground time.’;

- (5) point FCL.620 IR is replaced by the following:

‘FCL.620 IR — Skill test

Applicants for an IR shall pass a skill test in accordance with Appendix 7 to this Annex to demonstrate the ability to perform the relevant procedures and manoeuvres with a degree of competency appropriate to the privileges granted.’;

- (6) after the heading ‘SECTION 2 – Specific requirements for the aeroplane category’, the following point FCL.620.A is inserted:

‘FCL.620.A IR(A) – Skill test

- (a) For a multi-engine IR(A), the skill test shall be taken in a multi-engine aeroplane. For a single-engine IR(A), the test shall be taken in a single-engine aeroplane. A multi-engine centreline thrust aeroplane shall be considered a single-engine aeroplane for the purposes of this point.
- (b) Applicants who have completed a skill test for a multi-engine IR(A) in a single-pilot multi-engine aeroplane for which a class rating is required shall also be issued with a single-engine IR(A) for the single-engine aeroplane class or type ratings that they hold.’;

- (7) point FCL.630.H is replaced by the following:

‘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 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.’;

- (8) after the heading ‘SECTION 4 – Specific requirements for the airship category’, the following point FCL.620.As is inserted:

‘FCL.620.As IR(As) – Skill test

For a multi-engine IR(As), the skill test shall be taken in a multi-engine airship. For a single-engine IR(As), the test shall be taken in a single-engine airship.’;

- (9) in point FCL.725, point (d) is replaced by the following:

‘(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 that is entitled to provide such training in accordance with Annex III (Part-ORO) to Regulation (EU) No 965/2012, on the basis of either an approval or, in the case of single-pilot helicopters, a declaration.
- (3) Except for single-pilot helicopters, the form of operation shall be entered in the licence.
- (4) 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 licence. 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 to this Annex.
 - (ii) In all other cases, the form of operation shall not be entered in the licence. 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);
 - (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.’;

(10) point FCL.720.H is amended as follows:

(a) the introductory sentence is replaced by the following:

‘Unless otherwise determined in the operational suitability data established in accordance with Annex I (Part 21) to Commission Regulation (EU) No 748/2012, 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:’;

(b) point (a) is amended as follows:

(1) the introductory phrase is replaced by the following:

‘(a) Multi-pilot helicopters. An applicant for a type rating for a multi-pilot helicopter type shall, before starting the type rating training course:’;

(2) in point (2), point (ii) is replaced by the following:

‘(ii) have completed at least 500 hours of flight time as a pilot in multi-pilot operations in any aircraft category;’;

(3) in point (2), point (iii) is deleted;

(c) the introductory paragraph of point (b) is replaced by the following:

‘(b) A graduate from an ATP(H)/IR, ATP(H), CPL(H)/IR or CPL(H) integrated course who does not comply with the requirement of point (a)(1), shall be entitled to undergo the type rating training course for a multi-pilot helicopter type rating and shall have the type rating issued with the privileges limited to exercising functions as co-pilot only. The limitation shall be removed once the pilot has complied with all of the following:’;

(d) the introductory paragraph of point (c) is replaced by the following:

‘(c) Multi-engine helicopters. An applicant for the issue of a first type rating for a multi-engine helicopter shall:’;

(11) in point FCL.905.TRI, point (a)(5) is amended as follows:

(a) point (ii) is replaced by the following:

‘(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;’

(b) point (iii) is deleted;

(12) in point FCL.910.TRI, point (c) is amended as follows:

(a) point (2) is replaced by the following:

‘(2) Before the privileges of a TRI(H) are extended from single-pilot to multi-pilot operations in the same type of helicopters, the holder shall have at least 350 hours of flight time as a pilot in multi-pilot operations in any aircraft category.’;

(b) a new point (3) is added as follows:

‘(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).’;

(13) in point FCL.915.TRI, point (d) is replaced by the following:

‘(d) for TRI(H):

(1) for a TRI(H) certificate for single-pilot single-engine helicopters, either:

- (i) have completed 250 hours as a pilot on helicopters; or
- (ii) hold an FI(H) certificate;

(2) for a TRI(H) certificate for single-pilot multi-engine helicopters, either:

- (i) have completed 500 hours as pilot of helicopters, including 100 hours as PIC in single-pilot multi-engine helicopters; or
- (ii) hold an FI(H) certificate and have completed 100 hours of flight time as a pilot in multi-engine helicopters;

(3) for a TRI(H) certificate for multi-pilot helicopters, have completed 1 000 hours of flight time as a pilot on helicopters, including 350 hours in multi-pilot operations;’;

(14) in point FCL.915.IRI, point (3) of point (b) is replaced by the following:

‘(3) when seeking privileges to provide training in multi-engine helicopters, meet the requirements of points FCL.910.TRI(c)(1) and FCL.915.TRI(d)(2);’;

(15) in point FCL.905.SFI, point (2) of point (d) is replaced by the following:

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

(16) in point FCL.915.SFI, point (e) is amended as follows:

(a) point (2) is replaced by the following:

‘(2) in the case of multi-pilot helicopters, at least 1 000 hours of flying experience as a pilot in helicopters, including at least 350 hours in multi-pilot operations in any aircraft category;’;

- (b) point (4) is replaced by the following:
 - ‘(4) in the case of single-pilot single-engine helicopters, completed 250 hours as a pilot on helicopters.’;
 - (c) a new point (5) is added as follows:
 - ‘(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.’;
- (17) in point FCL.915.MCCI, points (1) and (2) of point (b) are replaced by the following:
- ‘(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.’;
- (18) in point FCL.1005.TRE, point (2) of point (b) is replaced by the following:
- ‘(2) proficiency checks for the revalidation or renewal of IRs, provided the TRE(H) holds a valid IR(H);’;
- (19) in point FCL.1010.TRE, point (6) of point (b) is replaced by the following:
- ‘(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.’;
- (20) in point FCL.1010.SFE, point (b) is amended as follows:
- (a) points (3) and (4) are replaced by the following:
 - ‘(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.’
 - (b) a new point (5) is added as follows:
 - ‘(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.’;

(21) in Section I of Appendix 3, paragraph 9 is replaced by the following:

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

(22) Section B of Appendix 6 is amended as follows:

(a) paragraph 7 is replaced by the following:

‘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.’;

(b) paragraph 8 is deleted;

(c) paragraph 9.1 is renamed into ‘8.1’;

(d) paragraph 9.2 is renamed into ‘8.2’;

(e) paragraph 9.3 is renamed into ‘8.3’;

(f) paragraph 10 is renamed into ‘9’, and the first listed element of its paragraph (b) is replaced by the following:

‘— transition from visual to instrument flight on take-off.’;

(23) In Appendix 8, Section B is replaced by the following:

‘B. Helicopters

Credits shall be granted only if holders are revalidating 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 (could be a Point in Space (PinS) approach), have been performed on a SP type of helicopter in SP operations.

(24) Appendix 9 is amended as follows:

(a) Section A is amended as follows:

- (1) the heading before paragraph (13) and paragraph (13) are replaced by the following:

‘SPECIFIC REQUIREMENTS FOR THE SKILL TEST/PROFICIENCY CHECK FOR TYPE RATINGS FOR MULTI-PILOT AIRCRAFT, FOR SINGLE-PILOT AIRCRAFT WHEN OPERATED IN MULTI-PILOT OPERATIONS, FOR MPL AND FOR ATPL

13. The skill test for a multi-pilot aircraft or a single-pilot aircraft when operated in multi-pilot operations shall be performed in a multi-crew environment. Another applicant or another type rated qualified pilot may function as the second pilot. If an aircraft is used, the second pilot shall be the examiner or an instructor.’;

- (2) the introductory phrase of paragraph 15 is replaced by the following:

‘15. The following matters shall be specifically checked by the examiner for applicants for the ATPL or a type rating for multi-pilot aircraft or for multi-pilot operations in a single-pilot aircraft extending to the duties of a PIC, irrespective of whether the applicants act as PF or PM:’;

(b) Section B is amended as follows:

- (1) paragraph 2 is replaced by the following:

‘2. In the case of multi-pilot and single-pilot high-performance complex aeroplanes, applicants shall pass all sections of the skill test or proficiency check. Failure in more than five items will require applicants to take the entire test or check again. Applicants failing five or fewer items shall take the failed items again. Failure in any item on the retest or recheck, including those items that have been passed on a previous attempt, will require applicants to repeat the entire check or test again.’;

- (2) in paragraph 6, in the table following paragraph (j), the row with ‘General remarks’ before the headline ‘Section 6’, the subsequent Section 6 and the row with the ‘NOTE’ following Section 6 are deleted.

(c) in Section C, the following heading and paragraph (13) are added after paragraph (12):

‘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.’;

(d) Section D is amended as follows:

- (1) in paragraph 6, paragraphs (a), (b) and (c) are deleted;
- (2) after paragraph 6, the following paragraph (6a) is inserted as follows:

‘(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.’;
- (3) in the table following paragraph 8, the current Section 6 is deleted, and Section 7 is replaced by the following:

SECTION 6 — Optional equipment					
6	Use of optional equipment	P	---->	-	
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(e) Section E is amended as follows:

- (1) in paragraph 6, paragraphs (a), (b) and (c) are deleted.
- (2) after paragraph 6, the following paragraph (6a) is inserted:
 - ‘(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.’;
- (3) in the table following paragraph 8, the current Section 6 is deleted, and Section 7 is replaced by the following:

SECTION 6 – Optional equipment						
6	Use of optional equipment		P	---->		