



Helicopter Flight Operations - SBHE

- ➔ Human External Cargo (HEC)
- ➔ Multi-Pilot Operations
- ➔ Either Seat Qualification
- ➔ IFR Experience
- ➔ LLR – PinS
- ➔ Fuel / Energy
- ➔ Training & Checking
- ➔ Operation on more than one Type or Variant

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Human External Cargo (HEC)

! **Waiting** for an EASA-**approved** device for single-engine helicopter !

« *Kabinensicherung* »

- Separate **approval** for **each mission**
- Only for **public interest** missions
- Only for **companies** that already have an **approved SOP** (grandfather right)





Multi-Pilot

Definitions

- **Multi-pilot helicopters**, [...] 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. (>9 PAX IFR OPS or >19 PAX VFR OPS)
- **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**.



Multi-Pilot

Licence required

	CAT		SPO / NCC	
	CMD	FO	CMD	FO
Multi-pilot helicopter	ATPL(H)	CPL(H) + MCC + ATPL theory	CPL(H) + MCC + ATPL theory	CPL(H) + MCC + ATPL theory
Multi-pilot operation	CPL(H) + MCC	CPL(H) + MCC	CPL(H) + MCC	CPL(H) + MCC

- 500 h multi-pilot operations in any aircraft category = MCC credit
- **ATPL theory** : prerequisite for **type rating course multi-pilot helicopter** (FCL.720.H)
- Not possible for **NCO** operations
- **Multi-pilot operation** : initial & revalidation with **OPC** (no entry in the licence)
- **OPC** for pilots flying **SP & MP** : **OPC MP combined** (with a SP part)



Multi-Pilot

SOP

- Definition and description of multi-pilot operations for normal, abnormal & emergencies (general concept, PF and PM duties, etc.)
- PF & PM alternating roles
- Part of the OMs
- SPO operations : no mixed duty between PM and Task Specialist

PF : pilot flying
PM : pilot monitoring



Either Seat Qualification

AMC1 ORO.FC.236 Pilot qualification to operate in **either pilot's seat** — helicopters
[...]

- (1) complete their operator proficiency checks from **left-** and **right-**hand seats, on **alternate** proficiency checks; or
- (2) For **multi-engined** helicopters, if **two consecutive** operator **proficiency** checks are conducted from the **same seat**, the pilot should complete at least the following from the other pilot's seat:
 - (i) an **engine failure** during take-off;
 - (ii) a **one-engine-inoperative approach** and **go-around**; and
 - (iii) a **one-engine-inoperative landing**;
- (3) For **single-engined** helicopters, if two consecutive operator proficiency checks are conducted from the same seat, the pilot should complete **at least one autorotation training** or **checking** from the other pilot's seat.



Either Seat Qualification

GM1 ORO.FC.236 Pilot qualification to operate in either pilot's seat — helicopters

QUALIFICATION TO FLY IN EITHER PILOT'S SEAT –
NOMINATED COMMANDER IN CHARGE OF **LINE CHECKS**

If the **line check** takes place for the purpose of the line check **revalidation** of a **fully qualified commander** and **the line checker has no pilot tasks** other than checking, then the nominated commander in charge of conducting the line check does **not require a qualification** to operate in **either pilot's seat** regardless of the seat he or she occupies.



Initial : either seat required

Recurrent : no either seat required



IFR Experience – CPL(H)

ORO.FC.H.150 Commanders holding a CPL(H)

(a) Holders of a CPL(H) (helicopter) shall only act as commanders in CAT operations on a **single-pilot** helicopter if:

- (1) **when operating under IFR**, they have a minimum of 700 hours total flight time on helicopters, including 300 hours as pilot-in-command. The total flight time on helicopters shall **include 100 hours under IFR. Up to 50 hours instrument time** performed on an **FFS(H) level B or FTD level 3** qualification **or higher** qualified for instrument training, **may be credited** towards the 100 hours.



CPL(H) - IFR OPS : min 100 h IFR (up to 50 h SIM credited)



PinS - LLR

Point-in-Space – PinS

Low Level Route – LLR

Low Flight Network – LFN

HELICOPTER
ONLY

- A **PinS** approach & departure is a **GNSS-based procedure** designed specifically for helicopters (SPA)
- Swiss LFN
 - **Rettung National**
 - **State flights**
 - Certification **RNP 0.3 all phases of flight**



Fuel / Energy Scheme Helicopters (CAT)

CAT.OP.MPA.191

- Integration of the term: «discretionary fuel»
- For IFR → new RCF procedure (reduced contingency fuel)

CAT.OP.MPA.195

- Fuel checks do not necessarily have to be written down in OFP
(SP operation not equipped with SAS)
- New → ATC call «MINIMUM FUEL» und «MAYDAY MAYDAY MAYDAY FUEL»

CAT.OP.MPA.200

- New «Approval Point» → refueling with rotors turning



Training & Checking Personnel

Personnel providing aircraft/FSTD training & checking

- Flight training **TRI, FI or SFI**
- Operator proficiency **TRE, SFE, or**

For CAT, non-complex, VFR by day

- suitably qualified commander holding a **FI/TRI/SFI**, nominated by the operator

For SPO:

- suitably qualified **PIC** nominated by the operator



Recurrent Aircraft / FSTD Training

AMC1 ORO.FC.230 Recurrent training and checking RECURRENT TRAINING AND CHECKING SYLLABUS

[...]

(4) Aircraft/FSTD training

(i) General

[...]

(C) Aircraft/FSTD training may be combined with the operator proficiency check. The recurrent aircraft/FSTD training of a single task or manoeuvre should be separate from, and should not take place at the same time as an operator proficiency check of the item.

(ii) Helicopters

If the operator is able to demonstrate, on the basis of a compliance and risk assessment, that alternating the use of an FSTD with the use of an aircraft for this training provides equivalent standards of training with safety levels similar to those achieved using an FSTD, the aircraft may be used (alternating with the use of an FSTD) for this training to the extent necessary.



Recurrent Checking

AMC1 ORO.FC.230 Recurrent training and checking RECURRENT TRAINING AND CHECKING SYLLABUS

[...]

(1) Operator proficiency checks

(ii) Helicopters

(A) The aircraft/FSTD checking programme should be established in a way that **all major failures** of aircraft systems and associated procedures will have been **checked** in the preceding **3-year** period.

The operator should **define** which failures are **major** for the purpose of the operator proficiency check **based on a risk assessment**

[...]



Operation on more than one Type or Variant

More training - less checking

FOCA AltMoC

«Helicopter recurrent training & checking» will be no longer applicable !

Two defined groups

- Single-engined turbine helicopter operated under VFR
- Single-engined piston helicopter operated under VFR

An OPC on one type will be valid for all the other types within the group

For CAT Ops

- at least 2 OPC per type within 3-year cycle

Annual recurrent ground & flight training for each type or variant

→ no credit within a group



Operation on more than one Type or Variant

Operation on more than one type (CAT only)

[...]

the flight crew member should **not** operate **more** than **three** helicopter **types** or **groups** of types in **CAT**, **NCC** and **SPO**

Combinations of helicopter and aeroplane under CAT/NCC/SPO

- 1 type/class **aeroplane** and 1 helicopter **type**
- 1 type/class **aeroplane** and 1 **group** of helicopter types

