

HELICOPTER TYPE RATINGS

If you have obtained a JAR PPL (H) on the Robinson R22 or Hughes 300, and now wish to convert to one of our larger helicopters, then Rotorflight can help you obtain a Type Rating.

The Robinson R44 is natural progression from the R22 being quicker (117 kts) and larger (seats four).

The R44 is a more stable platform than the R22 and is very easy to fly with its hydraulic cyclic and collective assistance. It is much quicker than an R22 and is ideally suited for longer flying excursions as additional baggage can also be carried. Rotorflights R44 is a Raven II (the most powerful version of the R44 series) has fuel injection, bubble windows for better visibility and also an emergency night kit. This makes the aircraft suitable for night flying (if the PIC has a night rating).



Rotorflight are a Type Rating Training Organisation (TRTO) registered with the CAA. This enables us to perform type ratings on the R22, R44 and Bell 206 Jetranger.

TRAINING REQUIREMENTS

For rating issue you must:-

- A) Provide evidence of having completed a course of training at an authorised Type Rating Training Organisation (TRTO), following a syllabus recognised by the JAA.
- B) Pass a Licensing Skills Test (LST) conducted by an authorised CAA Type Rating Examiner (TRE).
- C) Pass a theoretical knowledge written exam as part of the TRTO course.

Helicopter (without flight simulation)

Whenever a helicopter is used for training the amount of flight time practical training should be adequate for the completion of the skill test. This should be at least 5 hours for single-pilot single engine, 8 hours for single-pilot multi-engine and 10 hours for multi-pilot helicopters.

The amount of flight training will depend on the complexity of the helicopter type involved and, to some extent, on the previous experience of the applicant.

RE-VALIDATION OF HELICOPTER TYPE RATINGS

Revalidation of a helicopter type rating requires a proficiency check in the relevant type of helicopter within 3 months immediately preceding the expiry date of the rating, and at least 2 hours (including the proficiency check) as pilot of the relevant helicopter within the validity period of the rating with the exception of the following types:-

Bell 47, Brantley B2, Hughes 269, Enstrom ENF 28 and Hiller UH12.

If a pilot holds ratings for more than one of these types, he will still need to fly a minimum of 2 hours on each type to be revalidated. However, he will need only a single proficiency check on one of the types concerned.

RENEWAL OF HELICOPTER TYPE RATINGS

Where licence holders have been unable to renew a helicopter type rating for a period not exceeding 5 years from the date of expiry, they will be required to complete the following requirements:

- i) Applicants shall complete refresher flight training at the discretion of the Head of Training of an approved TRTO/FTO to include at least 2 hours on type.

ii) Complete proficiency Check (which may be included in the 2 hours minimum above). The renewal of an Instrument Rating, if held, should be combined with the proficiency check.

iii) A UK Authorised Examiner can sign the Certificate of Revalidation page within a UK national pilot's licence. An Examiner qualified in accordance with JAR-FCL can sign a Certificate of Revalidation page within a JAR licence. The LPC form, completed as a renewal, would be sent to CAA Personnel Licensing Department (PLD).

iv) The CAA will charge no fee provided the Examiner signs the C of R.

Where licence holders have been unable to renew a helicopter type rating for a period exceeding 5 years from the date of expiry*, they will be required to complete the following requirements:

i) Type technical training and a pass in the ground examination in accordance with the TRTO/FTO approval.

ii) Complete at least 2 hours of flight training on type.

iii) Complete a Proficiency check. The LPC form gives the TRTO/FTO opportunity to indicate what refresher training has been completed.

iv) The completed form should be sent to the CAA PLD together with the appropriate fee as per the Scheme of Charges.

v) The Examiner should make no licence entry.

** Where an applicant can show that they are currently flying under the privileges of an ICAO licence, and are flying a helicopter type within their UK or JAR-FCL licence, the renewal requirements will be based on the expiry date of the rating currently being exercised.*