COMMISSION IMPLEMENTING REGULATION (EU) 2021/2227

of 14 December 2021

amending Regulation (EU) No 1178/2011 as regards the requirements for all-weather operations and for instrument and type rating training in helicopters

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 ([1]), and in particular Articles 23(1) and 27(1) thereof,

Whereas:

(1) Annex I (Part-FCL) to Commission Regulation (EU) No 1178/2011 ([2]) lays down the training, testing and checking requirements for pilot licences, including requirements for obtaining privileges to fly approaches in accordance with instrument flight rules (IFR) down to decision heights of less than 200 feet, and for instrument and type rating training in helicopters.

(2) Commission Regulation (EU) No 965/2012 ([3]) lays down detailed rules for air operations, including requirements for operators to provide to their crew regular training and checking. That Regulation is being amended to reflect the latest International Civil Aviation Organization (ICAO) standardsregarding all-weather operations. The amendments to Regulation (EU) No 965/2012 are designed to constitute a comprehensive framework for low-visibility IFR approaches, including for aspects related to pilot training. Therefore, the corresponding requirements for low-visibility IFR approaches in Regulation (EU) No 1178/2011 should be deleted or, where necessary, replaced by references to Regulation (EU) No 965/2012.

(3) Due to the fact that single-engine helicopters are now being certified also for operation under IFR, the requirements for the helicopter instrument rating should be revised in order to be more relevant for the new types of helicopters and provide more flexibility as regards their use. The helicopter instrument rating and the related training should be designed to cover instrument flight in both single-engine and multi-engine helicopters, so that additional training to convert from a single-engine helicopter instrument rating to a multi-engine helicopter instrument rating would no longer be needed.

(4) Today the more demanding Part-FCL provisions for pilot training for multi-pilot helicopters apply also to multi-pilot operation in helicopters certified for single-pilot operation. As a result of that additional burden, almost all helicopter operations in such single-pilot certified helicopters are carried out in single-pilot operation, unless multi-pilot operation is mandated by operational requirements. Consequently, the safety benefit of flying with a co-pilot is lost. To avoid this outcome, the requirements and privileges for multi-pilot operation in helicopters should be revised in order to provide more flexibility. Appropriate requirements should be put in place to allow for safe multi-pilot operation in single-pilot helicopters.

([1]) OJ L 212, 22.8.2018, p. 1.

([2]) Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 311, 25.11.2011, p. 1).

([3]) Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 296, 25.10.2012, p. 1).

(5) Since, until now only multi-engine helicopters have been used for helicopter flights under IFR, the existing helicopter instrument ratings have been obtained in multi-engine helicopters. For this reason, and considering the future use of single-engine helicopters under IFR, transitional provisions should be put in place to ensure that pilots currently holding helicopter instrument ratings can use the associated privilege in both single-engine and multi-engine helicopters.

(6) Training organisations should be given sufficient time to adapt their training programmes.

(7) Regulation (EU) No 1178/2011 should also be amended to correct certain outdated or incorrect cross-references, as well as provide clarification for certain provisions.

(8) The European Union Aviation Safety Agency has prepared draft implementing rules and submitted them to the Commission with Opinion No 02/2021 ([4]) in accordance with points (b) and (c) of Article 75(2) and with Article 76(1) of Regulation (EU) 2018/1139.

(9) The measures provided for in this Regulation are in accordance with the opinion of the committee established in accordance with Article 127 of Regulation (EU) 2018/1139,

HAS ADOPTED THIS REGULATION:

Article 1

Regulation (EU) No 1178/2011 is amended as follows:

(1) Article 4c is amended as follows:

(a) in paragraph 1, point (b) is replaced by the following:

'(b) continue to be entitled to receive revalidation or renewal of their EIR, in accordance with point FCL.825(g) of Annex I (Part-FCL);';

(b) in paragraph 1, point (c) is replaced by the following:

'(c) be entitled to receive full credit towards the training requirements in point FCL.835(c)(2)(i) and (iii) of Annex I (Part-FCL), when applying for the issue of a basic instrument rating (BIR) in accordance with point FCL.835 of Annex I (Part-FCL); and';

(c) in paragraph 1, point (d) is replaced by the following:

'(d) continue to be entitled to receive full credit as established for EIR holders in Annex I (Part- FCL).';

(2) the following Article 4d is inserted:

'*Article 4d*

Transitional measures for single-engine instrument rating privileges for helicopters

Without prejudice to point FCL.630.H of Annex I (Part-FCL) to this Regulation, all of the following shall apply:

1. 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.

2. 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.';

([4]) https://www.easa.europa.eu/document-library/opinions

(3) the following Article 4e is inserted:

'*Article 4e*

Transitional measures for training, testing and checking related to multi-pilot operations in single-pilot helicopters

1. Member States may decide to issue specific privileges for conducting training, skill tests and proficiency checks in multi-pilot operation in single-pilot helicopters to applicants who meet all of the following conditions:

(a) hold an instructor or examiner certificate, as applicable, issued in accordance with Annex I (Part-FCL) to this Regulation, including the privileges to instruct or to examine, as applicable, in the relevant type of helicopter;

(b) have completed the training specified in point FCL.735.H of Part-FCL;

(c) have experience in multi-pilot operation in helicopters at a level that is acceptable to the competent authority of that Member State.

2. The privileges issued in accordance with paragraph 1 shall be valid until 30 October 2025. In order to revalidate the privileges, applicants shall comply with the experience requirements for instructor and examiner privileges related to multi-pilot operation in single-pilot helicopters as set out in Part-FCL.';

(4) in Article 10a, the following paragraph (6) is added:

'6. Pilot training organisations that provide training for the IR(H) shall adapt their training programme to be compliant with Annex I by 30 October 2023.';

(5) Annex I is amendend in accordance with the Annex to this Regulation.

Article 2

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

It shall apply from 30 October 2022. However, point (1) of Article 1 shall apply as of the date of entry into force.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 14 December 2021.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX

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) the definition of 'Multi-pilot aircraft' is replaced by the following:

' 'Multi-pilot aircraft':

— for aeroplanes, it means aeroplanes certificated for operation with a minimum crew of at least two pilots,

— 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 a 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 their 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 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.';

(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 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.

(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 phrase 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) in point (b), the introductory phrase is replaced by the following:

'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) in point (c), the introductory phrase is replaced by the following:

'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) 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.';

(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, 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;';

(14) in point FCL.915.IRI, point (b) (3) 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 (d) (2) 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, point (b) is replaced by the following:

'(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, 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 (b)(2) 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 (b)(6) 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 renumbered as '8.1.';

(d) paragraph 9.2 is renumbered as '8.2.';

(e) paragraph 9.3 is renumbered as '8.3.';

(f) paragraph 10 is renumbered as '9.', and its paragraph (b) is replaced by the following:

'(b) procedure and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:

— transition from visual to instrument flight on take-off,

— standard instrument departures and arrivals,

— en-route IFR procedures,

— holding procedures,

— instrument approaches to specified minima,

— missed approach procedures,

— landings from instrument approaches, including circling.';

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

'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.';

(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 words '*General remarks:* Special requirements for the extension of a type rating for instrument approaches down to a decision height of less than 200 ft (60 m), i. e. CAT II/III operations.' before the headline 'Section 6', the subsequent Section 6 and the words '*NOTE:* CAT II/III operations shall be performed in accordance with the applicable air operations requirements.' 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, points (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, Section 6 is deleted, and Section 7 is replaced by the following:

'SECTION 6 – Optional equipment								
6	Use of optional equipment		P	→	→'			

(e) Section E is amended as follows:

(1) in paragraph 6, points (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, Section 6 is deleted, and Section 7 is replaced by the following:

'SECTION 6 – Optional equipment								
6	Use of optional equipment		P	→'.				