 

**INFORMATION NOTICE**

**Number: LIC- 2018/04**

**Issued: November 5, 2018**

**Use of a single engine helicopter for IR training**

**This Information Notice contains information that is for guidance and/or awareness.**

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any ‘in-house’ or contracted maintenance organisations and relevant outside contractors).

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| **Applicability:** | |
| **Aerodromes:** | Not primarily affected |
| **Air Traffic:** | Not primarily affected |
| **Airspace:** | Not primarily affected |
| **Airworthiness:** | Not primarily affected |
| **Flight Operations:** | All AOC Holders |
| **Licensed/Unlicensed Personnel:** | All HCAA Examiners, Training Organisations and License Holders |

**1 Introduction**

This information notice is issued in order to clarify the use of a single engine helicopter for training that is IR equipped but not IR certified.

**2 Scope**

**Use of a single engine helicopter for training that is IR equipped but not IR certified**

In the current set up of European aviation regulations, the responsibility to interpret and implement the European law in the national legal system remains with the Member States.

Despite the fact that a very limited number of single-engine helicopters are IR equipped and certified in accordance with EU Regulations at the moment, this should not prevent single-engine helicopters IR equipped but not certified from being approved and used more frequently for training purposes in the future.

**Use of a multi engine helicopter for training that is IR certified**

On the other hand, for example, an ATO that wants to use a multi-engine IR certified helicopter, in order to comply with the 10 hours requirements of Part-FCL Appendix 6 7.A and then perform the skill test on the single-engine helicopter type used in the training (IR equipped but not certified), using as justification the fact that there is a lack of IR certified single-engine helicopters, should not be considered as a viable solution.

**3 Queries**

3.1 Any queries or requests for further guidance as a result of this communication should be addressed to:

Hellenic Civil Aviation Authority

Flight Standards Division

Licensing Section

580A Vouliagmenis Av., Argyroupoli 164 52

E-mail: [**d2b@hcaa.gr**](mailto:d2b@hcaa.gr)

**4 Cancellation**

4.1 This Information Notice will remain in force until further notice.