



REPUBLIC OF CYPRUS
DEPARTMENT OF CIVIL AVIATION



Licensing
FOR OFFICIAL USE

Date of receipt:

Examiner's Report – Helicopter Skill Test (Single-Pilot & Multi-Pilot Helicopters) for the Issue of a Type Rating or ATPL and Proficiency Check for the Revalidation/Renewal of a Type Rating and IR

Note – Examiners are reminded as per FCL.1030 that they must complete this Report Form, provide the applicant with a signed report of the skill test or proficiency check and submit without delay copies of the report to the competent authority responsible for the applicant's licence, and to the competent authority that issued the examiner certificate. Examiners remain responsible for submitting the examiner's report to Licensing Section, within 14 working days from the skill test or proficiency check.

An examiner may only endorse the certificate of revalidation in a pilot's licence or certificate of authorisation to revalidate a rating, or to renew a rating which has not expired by more than 3 years and is still included in the licence. If the rating has expired by more than 3 years, or has been removed from Section XII of the licence, an application must be submitted to Licensing Section for the rating to be entered into the certificate of revalidation and a fee will apply.

FALSE REPRESENTATION STATEMENT

It is an offence to make, with intent to deceive, any false representations for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. Persons so doing render themselves liable, on summary conviction, to a severe fine and/or imprisonment.

1. APPLICANT DETAILS	To be completed by Applicant
DCA Personal reference number (if known):	
Surname:	Forename(s):
Title:	Date of Birth (dd/mm/yyyy):

2. SCOPE OF TEST OR CHECK	To be completed by Examiner
Skill Test :	Additional Forms to be submitted (ref. to Section 8)
Initial Issue of Type Rating <input type="checkbox"/>	LIC-03H <input type="checkbox"/>
ATPL(H) <input type="checkbox"/>	LIC-03H <input type="checkbox"/>
Extention of Existing Type Rating Privileges to Single Pilot <input type="checkbox"/> / Multi Pilot <input type="checkbox"/> Ops <input type="checkbox"/>	LIC-03H <input type="checkbox"/>
Extention of IR Privileges from SE to ME Helicopter <input type="checkbox"/>	LIC-04 <input type="checkbox"/>
Conversion of a Type Rating from a 3 rd Country Licence <input type="checkbox"/>	LIC-03H <input type="checkbox"/>
Removal of 3 rd Country Restriction from a Type rating <input type="checkbox"/>	LIC-03H <input type="checkbox"/>
Validation of a 3 rd Country License <input type="checkbox"/>	LIC-03H <input type="checkbox"/>
Proficiency Check:	
Type Rating Revalidation <input type="checkbox"/>	

Type Rating Renewal Expiry Date of Previous Rating :/...../.....

Instrument Rating (IR) :

IR Revalidation

IR Renewal Expiry Date of Previous Rating :/...../.....

PBN privileges RNP APCH completed: Yes No

Test or Check Conditions: Single Pilot (SP) Ops Multi Pilot (MP) Ops SP & MP Ops

Helicopter/Powered Lift Type Rating on (specify including variants):

3. SKILL TEST or PROFICIENCY CHECK DETAILS AND RESULTS		To be completed by Examiner	
Date of exam first attempt:		Date of exam second attempt:	
Expiry date of current rating:		Expiry date of current rating:	
New rating valid until:		New rating valid until:	
Aerodrome or site (Location of Test):		Aerodrome or site (Location of Test) :	
Helicopter Registration and Type/Class used for Skill Test or Proficiency Check (please specify including variants):		Helicopter Registration and Type/Class used for Skill Test or Proficiency Check (please specify including variants):	
FSTD Identification Number of simulator used (which must be issued in accordance with Commission Regulation (EU) 1178/2011 as amended):		FSTD Identification Number of simulator used (which must be issued in accordance with Commission Regulation (EU) 1178/2011 as amended):	
Competent authority issuing qualification certificate for the simulator or aircraft:		Competent authority issuing qualification certificate for the simulator or aircraft:	
Off Chocks/Start:		Off Chocks/Start:	
On Chocks/Finish:		Total Time:	
On Chocks/Finish:		Total Time:	
Examiner's Acknowledgement		Examiner's Acknowledgement	
I have found the applicant's experience and instruction to comply with Annex I Part FCL <input type="checkbox"/>		I have found the applicant's experience and instruction to comply with Annex I Part FCL <input type="checkbox"/>	
I confirm that all the required manoeuvres and exercises have been completed <input type="checkbox"/>		I confirm that all the required manoeuvres and exercises have been completed <input type="checkbox"/>	
I confirm that the applicant's theoretical knowledge has been confirmed by verbal examination (where applicable) <input type="checkbox"/>		I confirm that the applicant's theoretical knowledge has been confirmed by verbal examination (where applicable) <input type="checkbox"/>	

1 st Exam Results		2 nd Exam Results	
Pass <input type="checkbox"/> or Partial Pass* <input type="checkbox"/> or Fail* <input type="checkbox"/> or Incomplete <input type="checkbox"/> (* refer to Section 4)		Pass <input type="checkbox"/> or Partial Pass* <input type="checkbox"/> or Fail* <input type="checkbox"/> or Incomplete <input type="checkbox"/> (* refer to Section 4)	
Examiner's certificate number:		Examiner's certificate number:	
Licence number:		Licence number:	
Examiner's name:		Examiner's name:	
Examiner's signature:		Examiner's signature:	
Applicant's Acknowledgement:			
<p><i>a. I declare that the information on this form is correct, and</i></p> <p><i>b. I confirm that I have received by the Examiner a signed copy of this Examiner Report.</i></p>			
Applicant's signature:		Applicant's signature:	

4. SKILL TEST or PROFICIENCY CHECK – NOTICE OF FAILURE *		To be completed by Examiner, then read and signed by the Applicant	
1 st Exam Results		2 nd Exam Results	
Examiner:			
You are hereby notified that you have failed <input type="checkbox"/> /partial pass <input type="checkbox"/> the test <input type="checkbox"/> /check <input type="checkbox"/> for the following reasons:		You are hereby notified that you have failed <input type="checkbox"/> /partial pass <input type="checkbox"/> the test <input type="checkbox"/> /check <input type="checkbox"/> for the following reasons:	
In accordance with Part FCL an Approved Training Organisation shall determine and deliver the required refresher / remedial training prior to the applicant reattempting the skill test or proficiency check. The applicant must provide evidence of this training to the examiner who conducts the next test or check.			
Minimum training recommended by the Examiner:		Minimum training recommended by the Examiner:	
Examiner's signature:		Examiner's signature:	
1 st Exam Results		2 nd Exam Results	
Applicant Acknowledgement:			
<p><i>a. I understand that I have failed the items notified above.</i></p> <p><i>b. I understand that I shall not exercise the privileges of my rating following the failure of this test or proficiency check until the successful completion of training and a further skill test or proficiency check.</i></p> <p><i>c. I understand that for any comment or appeal regarding the above test/check I have the right to submit an email to: eld@dca.mcw.gov.cy</i></p>			
Applicant's signature:		Applicant's signature:	
This notice of failure was delivered in accordance with FCL.1030 (b)(1)			

5. For REVALIDATION Only	To be completed from Examiner
Revalidation by Experience of Single Engine Piston or Single Engine Turbine Helicopters/IR Cross Credit.	
I confirm the applicant has met the requirements of Part-FCL.740.H for the revalidation of the following types: Ratings are now valid until	
I confirm the applicant has met the requirements of Part-FCL Appendix 8 for the IR Cross Credit of the following types: Ratings are now valid until	
Rating Revalidated by Experience, I have <input type="checkbox"/> I have not <input type="checkbox"/> Signed the Certificate of Revalidation.	

6. Initial Issue or Renewal of a Type Rating Only	To be completed by Head of Training
I certify that (Candidate's Name) has met all pre-requisites for training established in Part-FCL, and has:	
completed a course of training (<u>excluding MCC</u>) for the initial issue of a type rating in accordance with Part-FCL, <input type="checkbox"/> or	
completed a course of training (<u>including MCC</u>) for the initial issue of a type rating in accordance with Part-FCL, <input type="checkbox"/> or	
completed a course of refresher training for the renewal of a type rating, <input type="checkbox"/> or	
been assessed, and a determination made, that no refresher training is required for the renewal of the type rating <input type="checkbox"/>	
Date Course Commenced: Date Course Completed:	
Theoretical Knowledge Training:	From (Date): To (Date): Location: Hours completed: Date of Exam: Examination result (%):
FSTD Training:	From (Date): To (Date): Location: Type Training completed in FFS (Hours): As PF: As PNF: Type Training completed in FTD (Hours): As PF: As PNF: IR Training completed in FFS/FTD As PF: As PNF: FSTDs used (Approval No.(s)):
Flight Training (in Helicopter):	Type rating Training completed (Hours): IR Training completed (Hours): Helicopter Type: Registration(s): No. of Take-offs / Landings: Training Aerodrome(s) used:
Recommendation for Skill Test only:	Recommended by (HpT/ Instructor's Name): Lic. No.:
ATO Details:	Name of Head of Training or Authorised Signatory: Position: Signature of Head of Training or Authorised Signatory: Date: ATO Name: ATO No.: Competent Authority of ATO:

7. NATIONAL PROCEDURE DECLARATION, only for NON-CYPRUS DCA EXAMINERS		To be completed by Examiner	
1st Exam		2nd Exam	
I hereby declare that I have reviewed and applied the relevant national procedures and requirements of the applicant's Competent Authority (Cyprus DCA) contained in the current version of the Examiner Differences Document. Version:		I hereby declare that I have reviewed and applied the relevant national procedures and requirements of the applicant's Competent Authority (Cyprus DCA) contained in the current version of the Examiner Differences Document. Version:	
Date (dd/mm/yyyy):		Date (dd/mm/yyyy):	
Examiner's signature:		Examiner's signature:	

8. INSTRUCTIONS TO CANDIDATES
Depending on the scope of this check/test, the candidate should also complete and submit the related forms as described in Section 2. All the submitted instructions as described in each of these forms should be duly followed.

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK				
Manoeuvres/Procedures		FSTD	H	Instructor initials when training completed	Checked in FSTD or H	1 st Attempt		2 nd Attempt	
						Pass	Fail	Pass	Fail
						Insert examiner's initial only			
SECTION 1 – Preflight preparations and checks									
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection		P		M (if performed in the helicopter)				
1.2	Cockpit inspection	P	---->		M				
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P	---->		M				
1.4	Taxiing/air taxiing in compliance with ATC instructions or with instructions of an instructor	P	---->		M				
1.5	Pre-take-off procedures and checks	P	---->		M				
SECTION 2 – Flight manoeuvres and procedures									
2.1	Take-offs (various profiles)	P	---->		M				
2.2	Sloping ground or crosswind take-offs & landings	P	---->						
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P	---->						
2.4	Take-off with simulated engine failure shortly before reaching TDP or DPATO	P	---->		M				
2.4.1	Take-off with simulated engine failure shortly after reaching TDP or DPATO	P	---->		M				
2.5	Climbing and descending turns to specified headings	P	---->		M				
2.5.1	Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments	P	---->		M				
2.6	Autorotative descent	P	---->		M				
2.6.1	For single-engine helicopters (SEH) autorotative landing or for multi-engine helicopters (MEH) power recovery	P	---->		M				
2.7	Landings, various profiles	P	---->		M				
2.7.1	Go-around or landing following simulated engine failure before LDP or DPBL	P	---->		M				
2.7.2	Landing following simulated engine failure after LDP or DPBL	P	---->		M				
SECTION 3 – Normal and abnormal operations of the following systems and procedures A mandatory minimum of 3 items shall be selected from this section									
3.	Normal and abnormal operations of the following systems and procedures:				M				
3.1	Engine	P	---->						
3.2	Air conditioning (heating, ventilation)	P	---->						
3.3	Pitot/static system	P	---->						
3.4	Fuel System	P	---->						
3.5	Electrical system	P	---->						
3.6	Hydraulic system	P	---->						
3.7	Flight control and trim system	P	---->						
3.8	Anti-icing and de-icing system	P	---->						
3.9	Autopilot/Flight director	P	---->						
3.10	Stability augmentation devices	P	---->						
3.11	Weather radar, radio altimeter, transponder	P	---->						
3.12	Area navigation system	P	---->						
3.13	Landing gear system	P	---->						
3.14	APU	P	---->						
3.15	Radio, navigation equipment, instruments and FMS	P	---->						

SINGLE/MULTI-PILOT HELICOPTERS		PRACTICAL TRAINING			SKILL TEST OR PROFICIENCY CHECK				
Manoeuvres/Procedures		FSTD	H	Instructor initials when training completed	Checked in FSTD or H	1 st Attempt		2 nd Attempt	
						Pass	Fail	Pass	Fail
						Insert examiner's initial only			
SECTION 4 – Abnormal and emergency procedures					A mandatory minimum of 3 items shall be selected from this section				
4	Abnormal and emergency procedures				M				
4.1	Fire drills (including evacuation if applicable)	P							
4.2	Smoke control and removal	P	---->						
4.3	Engine failures, shutdown and restart at a safe height	P	---->						
4.4	Fuel dumping (simulated)	P	---->						
4.5	Tail rotor control failure (if applicable)	P	---->						
4.5.1	Tail rotor loss (if applicable)	P	A helicopter shall not be used for this exercise						
4.6	Incapacitation of crew member – MPH only	P	---->						
4.7	Transmission malfunctions	P	---->						
4.8	Other emergency procedures as outlined in the appropriate flight manual	P	---->						
SECTION 5 – Instrument flight procedures (to be performed in IMC or simulated IMC)									
5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne	P*	---->*						
5.1.1	Simulated engine failure during departure	P*	---->*		M*				
5.2	Adherence to departure and arrival routes and ATC instructions	P*	---->*		M*				
5.3	Holding procedures	P*	---->*						
5.4	3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure	P*	---->*						
5.4.1	Manually, without flight director. Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taken into account such limitations (for example, choose an ILS for 5.4.1 in the case of such AFM limitation).	P*	---->*		M*				
5.4.2	Manually, with flight director	P*	---->*		M*				
5.4.3	With coupled autopilot	P*	---->*						
5.4.4	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1 000 ft above aerodrome level until touchdown or until completion of the missed approach procedure	P*	---->*		M*				
5.5	2D operations down to the MDA/H	P*	---->*		M*				
5.6	Go-around with all engines operating on reaching DA/H or MDA/MDH	P*	---->*						
5.6.1	Other missed approach procedures	P*	---->*						
5.6.2	Go-around with one engine simulated inoperative on reaching DA/H or MDA/MDH	P*	---->*		M*				
5.7	IMC autorotation with power recovery	P*	---->*		M*				
5.8	Recovery from unusual attitudes	P*	---->*		M*				
SECTION 6 - Use of optional equipment									
6.	Use of optional equipment	P	---->						

GUIDANCE DOCUMENT

Ref. EU 1178/2011

1. FCL.740.H Revalidation of Type Ratings – helicopters:

(a) Revalidation

For revalidation of type ratings for helicopters, the applicant shall:

- (1) pass a proficiency check in accordance with [Appendix 9](#) to this Part in the relevant type of helicopter or an FSTD representing that type within the 3 months immediately preceding the expiry date of the rating; and
- (2) complete at least 2 hours as a pilot of the relevant helicopter type within the validity period of the rating. The duration of the proficiency check may be counted towards the 2 hours.
- (3) When applicants hold more than 1 type rating for single-engine piston helicopters, they may achieve revalidation of all the relevant type ratings by completing the proficiency check in only 1 of the relevant types held, provided that they have completed at least 2 hours of flight time as PIC on the other types during the validity period. The proficiency check shall be performed each time on a different type.
- (4) When applicants hold more than 1 type rating for single-engine turbine helicopters with a maximum certificated take-off mass up to 3175 kg, they may achieve revalidation of all the relevant type ratings by completing the proficiency check in only 1 of the relevant types held, provided that they have completed:
 - (i) 300 hours as PIC on helicopters;
 - (ii) 15 hours on each of the types held; and
 - (iii) at least 2 hours of PIC flight time on each of the other types during the validity period.
The proficiency check shall be performed each time on a different type.
- (5) A pilot who successfully completes a skill test for the issue of an additional type rating shall achieve revalidation for the relevant type ratings in the common groups, in accordance with (3) and (4).
- (6) The revalidation of an IR(H), if held, may be combined with a proficiency check for a type rating.
- (7) (b) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved. In the case of (a)(3) and (4), the applicant shall not exercise his/her privileges in any of the types.

AMC1 FCL.740.H (a)(3) Revalidation of Type Ratings – helicopters:

Only the following SEP helicopter types can be considered for crediting of the proficiency check. Other SEP helicopters (for example the R22 and R44) should not be given credit for.

Manufacturer	Helicopter type and licence endorsement
Agusta-Bell	
SEP	Bell47
Bell Helicopters	
SEP	Bell47
Brantley	
SEP	Brantley B2
Breda Nardi	
SEP	HU269
Enstrom	
SEP	ENF28
Hélicoptères Guimbal	
SEP	Cabri G2
Hiller	
SEP	UH12
Hughes or Schweizer	
SEP	HU269
Westland	
SEP	Bell47

2. Appendix 9 – Training, skill test and proficiency check for MPL, ATPL, type and class ratings, and proficiency check for the BIR and IR

Specific requirements for the helicopter category:

1. In the case of skill test or proficiency check for type ratings and the ATPL, applicants shall pass Sections 1 to 4 and 6 (as applicable) of the skill test or proficiency check. Failure in more than five items will require applicants to repeat the entire test or check. Applicants failing not more than five items shall repeat the failed items. Failure in any item in the case of a retest or a recheck or failure in any other items already passed will require the applicants to repeat the entire test or check again. All sections of the skill test or proficiency check shall be completed within 6 months.
2. In the case of proficiency check for an IR, applicants shall pass Section 5 of the proficiency check. Failure in more than 3 items will require applicants to repeat the entire Section 5. Applicants failing not more than 3 items shall repeat the failed items. Failure in any item in the case of a recheck or failure in any other items of Section 5 already passed will require applicants to repeat the entire check.

Flight test tolerance

3. The applicant shall demonstrate the ability to:
 - (a) operate the helicopter within its limitations;
 - (b) complete all manoeuvres with smoothness and accuracy;
 - (c) exercise good judgement and airmanship;
 - (d) apply aeronautical knowledge;
 - (e) maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
 - (f) understand and apply crew coordination and incapacitation procedures, if applicable; and
 - (g) communicate effectively with the other crew members, if applicable.
4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

(a) IFR flight limits	
Height	
Generally	±100 ft
Starting a go-around at decision height/altitude	+50 ft/-0 ft
Minimum descent height/MAP/altitude	+50 ft/-0 ft
Tracking	
On radio aids	±5°
For “angular” deviations	Half-scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
2D (LNAV) and 3D (LNAV/VNAV) “linear” lateral deviations	cross-track error/deviation shall normally be limited to ± ½ of the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of one time the RNP value are allowable.
3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	not more than – 75 ft below the vertical profile at any time, and not more than + 75 ft above the vertical profile at or below 1 000 ft above aerodrome level.
Heading	
all engines operating	±5°
with simulated engine failure	±10°
Speed	
all engines operating	±5 knots
with simulated engine failure	+10 knots/-5 knots

(b) VFR flight limits	
Height:	
Generally	±100 ft
Heading:	
Normal operations	±5°
Abnormal operations/emergencies	±10°
Speed:	
Generally	±10 knots
With simulated engine failure	+10 knots/-5 knots
Ground drift:	
T.O. hover I.G.E.	±3 ft
Landing	±2 ft (with 0 ft rearward or lateral flight)

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK :

GENERAL :

5. The following symbols mean:
P = Trained as PIC for the issue of a type rating for single-pilot helicopters (SPH) or trained as PIC or co-pilot and as PF and PM for the issue of a type rating for multi pilot helicopters (MPH).
6. The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (---->).
The following abbreviations are used to indicate the training equipment used:
FFS = full-flight simulator
FTD = flight training device
H = helicopter
7. The starred items (*) shall be flown in actual or simulated IMC, only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type.
8. Instrument flight procedures (Section 5) shall be performed only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type. An FFS or an FTD 2/3 may be used for this purpose.
- 8a. To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.
By way of derogation from subparagraph above, in cases where a proficiency check for revalidation of PBN privileges does not include an RNP APCH exercise, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise.
9. Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise.
10. An FSTD shall be used for practical training and testing if the FSTD forms part of a type rating course. The following considerations will apply to the course:
 - (a) the qualification of the FSTD as set out in the relevant requirements of Annex VI (Part-ARA) and Annex VII (Part-ORA);
 - (b) the qualifications of the instructor and examiner;
 - (c) the amount of FSTD training provided on the course;
 - (d) the qualifications and previous experience in similar types of the pilots under training; and
 - (e) the amount of supervised flying experience provided after the issue of the new type rating.

MULTI-PILOT HELICOPTERS :

11. Applicants for the skill test for the issue of the multi-pilot helicopter type rating and ATPL(H) shall pass only Sections 1 to 4 and, if applicable, Section 6.
12. Applicants for the revalidation or renewal of the multi-pilot helicopter type rating proficiency check shall pass only Sections 1 to 4 and, if applicable, Section 6.

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.

3. Appendix 8 – Cross-crediting of the IR part of a class or type rating proficiency check (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 (*1)
Single-pilot helicopter (SPH) type rating, in multi-pilot operations	Privileges for single-pilot operations in the same type (*1)

*1 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.