

# NOTICE

## U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.217

National Policy

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05/23/13

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**SUBJ:** Information on Type Ratings for Helicopters that are Approved for Single Pilot Operations in Specified Flight Conditions

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**1. Purpose of This Notice.** This notice clarifies the requirements for issuance of rotorcraft type ratings that involve helicopters that have been type certificated (TC) requiring two pilots but are approved for single-pilot operations in specified flight conditions. This notice will reference current FAA Order 8900.1 policy for issuance of type ratings and expand on the unique aspects associated with rotorcraft that can be flown single-pilot in limited flight conditions (e.g., two pilots are required under instrument flight rules (IFR) but one pilot under visual flight rules (VFR)).

**2. Audience.** The primary audience for this notice are Flight Standards Service (AFS) aviation safety inspectors (ASI) assigned helicopter airmen certification or oversight duties, and Federal Aviation Administration (FAA) designated examiners authorized to conduct helicopter type rating practical tests. The secondary audience includes Flight Standards branches and divisions in the regions and in headquarters (HQ).

**3. Where You Can Find This Notice.** You can find this notice on the MyFAA employee Web site at [https://employees.faa.gov/tools\\_resources/orders\\_notices](https://employees.faa.gov/tools_resources/orders_notices). Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators can find this notice on the FAA Web site at <http://fsims.faa.gov>. This notice is available to the public at [http://www.faa.gov/regulations\\_policies/orders\\_notices](http://www.faa.gov/regulations_policies/orders_notices).

**4. Background.** Helicopter manufacturers are incorporating advanced technologies into new helicopter designs that can reduce pilot workload to a manageable level for single-pilot operations where the helicopter would otherwise require two pilots. The FAA has TC'd certain helicopters to be operated with a minimum crew of one pilot in specified flight conditions. Flight Standards must ensure that associated training programs and type rating certification evaluations are being conducted properly to address single-pilot operations.

**5. Regulatory Requirements.** Title 14 of the Code of Federal Regulations (14 CFR) part 61, § 61.43(b)(3) states: "If the FAA Flight Standardization Board report, FAA-approved aircraft flight manual, or aircraft type certification data sheet allows the pilot flight crew complement to be either a single pilot or a pilot and a copilot, then the applicant may demonstrate single pilot proficiency or have a copilot on the practical test. If the applicant performs the practical test with a copilot, the limitation of 'Second in Command Required' will be placed on the applicant's pilot

certificate. The limitation may be removed if the applicant passes the practical test by demonstrating single-pilot proficiency in the aircraft in which single-pilot privileges are sought.” For previously issued AB/AW-139 type ratings with the second-in-command (SIC) limitations, an applicant can present the documentation as described in this notice to an ASI for removal of the AB/AW-139 SIC limitation.

**a. Type Rating Limitations.** By properly addressing training and pilot certification requirements for single-pilot operations, a type rating can be issued without a SIC limitation.

**b. Training and Certification.** Single-pilot operations are often seat specific as identified in the helicopter’s TC, Rotorcraft Flight Manual (RFM), or RFM Supplement. The requirements for single-pilot training and certification may require a type rating applicant to switch seats during training and certification events to ensure the requirements of § 61.43 are met.

**c. Logbook Endorsements.** Standard examples of logbook endorsements regarding SIC limitations or single-pilot training/evaluation documentation are in Order 8900.1 Volume 5, Chapter 2, Section 19, subparagraph 5-729B. This section outlines the areas of operation that are required to be trained and evaluated to remove an SIC limitation. If the area of operations listed is not applicable to the aircraft TC/type rating, then it does not need to be trained/evaluated.

**Example:** The Agusta AB/AW-139 is approved to be flown single-pilot VFR only, so instrument procedures/tasks would not be evaluated during single-pilot training/evaluation segments. However, single pilot Inadvertent Instrument Meteorological Conditions (IIMC) should be trained/evaluated during the single pilot segment.

**6. Other Considerations.** Some helicopters require specified equipment or configuration to conduct single-pilot operations. Only appropriately equipped aircraft may be used to complete single-pilot training and evaluations. Equipment required for single-pilot operations can be determined from the TC, RFM, or RFM Supplement.

**Note:** Flight simulation training devices (FSTD), including full-flight simulators, must contain representative equipment of that required for single-pilot operations in the actual helicopter and may only be used for training and evaluation credit in accordance with approved air carrier training programs and 14 CFR part 142 curricula.

**7. Agusta AB/AW-139.** The FAA has approved the AB/AW-139 for single-pilot operations in VFR conditions, provided equipment specified in RFM Supplement No. 32 is installed (see Type Certificate Data Sheet (TCDS) R00002RD). Training programs and type rating evaluations in the AB/AW-139 must address both single-pilot and two-pilot operations in order to issue a type rating without an SIC limitation. Any specific single-pilot seat restrictions also need to be addressed in the training program.

**8. Action.** ASIs assigned helicopter related oversight functions must ensure that FAA-approved helicopter training programs incorporate single-pilot training requirements when the helicopter is approved for single-pilot operations. When a training program does not incorporate these requirements, an SIC limitation must be issued with the type rating.

**a. SIC Endorsements.** Prior to conducting type rating evaluations for these helicopters, ASIs and designated examiners should review the SIC endorsement/documentation requirements for single-pilot training/evaluation discussed above. Additionally, ASIs and designated examiners should be familiar with the requirements to facilitate removal of an SIC limitation.

**b. Compliance.** ASIs should ensure that airmen who have been issued an AB/AW-139 type rating without an SIC limitation completed all the requirements of § 61.43(b)(3) and the tasks in the applicable areas of operations in Volume 5, Chapter 2, Section 19, subparagraph 5-729C during the training and evaluation for issuance of the type rating. ASIs must verify that airmen have the single-pilot endorsement if they are conducting single-pilot operations. In the event documentation does not exist, ASIs and appropriately designated pilot examiners are able to conduct the required single-pilot training and evaluation to issue the single-pilot endorsement outlined above. Until such time that the required training and evaluation is completed, the airman should be advised that single-pilot operations are not authorized.

**9. Disposition.** We will incorporate the information in this notice into Order 8900.1 before this notice expires. Direct questions concerning the information in this notice to the Airmen Certification and Training Branch (AFS-810) at 202-385-9600.



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