



**U.S. Department  
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Federal Aviation  
Administration**

# InFO

Information for Operators

InFO 25002

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*An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements, with relatively low urgency or impact on safety. The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.*

**Subject:** Training for Pilots of Multi-Engine Helicopters on Simultaneous Dual-Engine Failures.

**Purpose:** This InFO encourages operators and training providers to include simultaneous dual engine failure scenarios in both initial and recurrent ground and flight training for pilots of multi engine helicopters.

**Background:** A review of National Transportation Safety Board (NTSB) data indicates that from 1982 to the present, NTSB has investigated 27 accidents of dual-engine helicopters which experienced loss of power in both engines, resulting in 20 fatalities. In general, the causes of the dual-engine loss of power were fuel exhaustion, fuel contamination, and pilot error, among other factors. The Federal Aviation Administration (FAA) recognizes that simultaneous dual-engine loss of power does not occur frequently; however, if it does occur, immediate corrective action is necessary to prevent serious injury to the flightcrew and passengers, and to prevent damage to the helicopter. Pilots of dual-engine helicopters need to remain aware that simultaneous dual-engine loss of power is possible and be trained in how to react.

**Discussion:** FAA recommends that operators and training providers incorporate simultaneous dual-engine failure into their training programs. Operators and training providers should utilize a risk-based approach to evaluate how to incorporate this training. The training should emphasize the occurrence of an unannounced dual-engine failure requiring an autorotation and the necessary immediate actions. Training should also emphasize unique operational risks and the associated mitigations. Operators should discuss with pilots those conditions when a dual-engine failure may occur; these conditions (e.g., simultaneous impact to power control levers, bird strikes, fuel contamination or starvation, etc.) present differing risks depending on the aircraft design. Simultaneous dual-engine failure training in a Flight Simulation Training Device or ground training should address the scenarios and emphasis areas described below:

**A. Scenarios.** Training should include unannounced autorotations in the following scenarios:

- Various altitudes and airspeeds;
- Level, accelerating, and decelerating pitch attitudes; and
- Recoveries from unusual attitudes.

**B. Emphasis.** During the unannounced autorotations, the training should emphasize the following:

- Immediate recognition of the dual-engine failure with concurrent reduction of collective pitch to preserve rotor revolutions per minute (rpm);
- The elements related to an autorotation;
- Establishing proper aircraft trim and autorotation airspeed;
- Maintaining rotor rpm within normal limits;
- Compensating for windspeed and direction as necessary to avoid undershooting or overshooting the selected landing area; and
- Utilizing proper deceleration and collective pitch application for touchdown.

**Recommended Action:** Operators and training providers should review the information in this InFO and consider revising training curricula to mitigate the hazards associated with simultaneous dual-engine failures for pilots of multiengine helicopters.

**Contact:** Direct questions or comments regarding this InFO to the Air Transportation Division at [9-AFS-200-Correspondence@faa.gov](mailto:9-AFS-200-Correspondence@faa.gov).