

TYPE RATINGS FOR THE SINGLE ENGINE BELL 206 - INFORMATION FOR HELICOPTER PILOT LICENCE HOLDERS AND TRAINING ORGANISATIONS.

1 Introduction

1.1 Data has been submitted to the European Aviation Safety Agency (EASA) by Bell Helicopter in support of the catch-up Operational Evaluation Board (OEB) process for the single engine Bell 206L and variants. The OEB report can be viewed on EASA's website at:

<http://easa.europa.eu/certification/flight-standards/doc/oeb-final-report/bell/206%20Long%20Ranger%20Final%20Report.pdf>

1.2 The purpose of this Circular is to bring to the attention of potentially affected parties the effect that the work of OEBs will have on the approved training courses for aircraft ratings under new EU regulations. It also explains the specific changes to the Bell 206L type rating endorsement to be included in a licence and the adjustments that will need to be made to the training for type ratings for single engine Bell 206 models and variants. OEB's and their final reports are discussed in another AIC (W101/2011) entitled 'EASA OEBs and Training for Aircraft Class and Type Ratings', which should be read in conjunction with this Circular.

1.3 OEB final reports provide a general description of an aeroplane or helicopter, updates the Type Rating List and the Licence Endorsement List including variants, and makes recommendations for the minimum training syllabus for:

- Initial type rating;
- Additional type rating;
- Differences training;
- Familiarisation training;
- Specifications for particular emphasis during training.

1.4 As a result of the evaluation of the Bell 206, EASA has recommended adoption of the helicopter type rating list, the licence endorsement list and the Bell 206 training for licensing purposes as presented on the OEB report.

2 The Type Rating List and Licence Endorsement List

2.1 The type rating list and licence endorsement list entries with the new licence endorsement (shown in the right hand column) taken from the Bell 206 OEB are shown in (2.1.1) and (2.1.2) below:

2.1.1 Type Rating List entry

Manufacturer	Helicopter		Licence endorsement
Bell Helicopters			
SE Turbine	Bell 206 L		Bell 206
	Bell 206 L-1		
	Bell 206 L-3		
	Bell 206 L-4		

2.1.2 Licence Endorsement List entry

Manufacturer	Helicopter		Licence endorsement
Bell Helicopters			
SE Turbine	Bell 206 A	(D)	Bell 206
	Bell 206 B		
	Bell 206 B-2		
	Bell 206 B-3		
	Bell 206 L		
	Bell 206 L-1		
	Bell 206 L-3		
	Bell 206 L-4		

2.2 Explanation of Type Rating List and Licence Endorsement List entries

2.2.1 The full type rating list published by EASA contains only the helicopters that have been evaluated through a Joint OEB (under the auspices of the Joint Aviation Authorities) or an initial OEB or OEB Catch-Up process under the auspices of EASA. In this case only the Bell 206L models were evaluated. Reports are, as noted previously, published on the EASA Flight Standards website and Pilot Training course information is available from the Manufacturers.

2.2.2 The licence endorsement list contains details of helicopters that have not yet been evaluated through an OEB process but for which a type rating endorsement can still be included in a licence; in this case the Bell 206A and B models.

2.2.3 For the B206 series, the licence endorsement list also includes the Bell 206L models to show their relationship to the earlier models for type rating endorsement and training purposes.

3 Training

3.1 Consequences for Training Organisations

3.1.1 Training organisations may continue to offer already approved type rating courses for the Bell 206 until 7 April 2014. Pilots who successfully complete existing approved courses can apply for the new type rating endorsement - i.e. Bell 206. However, the CAA Approvals Section will be contacting training organisations about the effects the content of the OEB Final Report will have on the continuing approval of their type rating training and differences training courses. As stated in paragraph 1.2; attention is also drawn to AIC W101/2011.

3.2 Consequences for pilots

3.2.1 The requirement to complete Differences Training when moving between Bell 206L, L-1, L-3 and L-4 variants is removed with immediate effect and replaced with a requirement to complete Familiarisation Training instead. The recommended training from the OEB Final Report (including Note) is as follows:

Helicopter Models	Content of theoretical subjects	Duration	Reference
Bell 206 L Bell 206 L-1 Bell 206 L-3 Bell 206 L-4	Significant differences in the following parts: <ul style="list-style-type: none">Presentation of the aircraft, structure, transmission, rotors, and equipment, normal and contingency operation of the systemsLimitationsPerformance, preparation and flight controlWeight and balance, operationOptional equipment	4 hours	RFM & Pilot Operating Handbook

Note: Additional familiarisation training may depend on optional equipment installed on specific variants and must be completed in accordance with the appropriate level of training.

3.3 The requirement to complete Differences Training when first moving from Bell 206A or 206B models to B 206 L models or vice versa remains in place. Similarly, where a valid type rating is held and the variant has not been flown within the preceding two years, pilots may re-qualify for the variant by completing appropriate Differences Training or a Type Rating licence proficiency check in that variant.

4 Administrative consequences for pilots

4.1 Pilots who do not hold a single engine Bell 206 type rating endorsement

4.1.1 Applicants who successfully complete approved training for their type rating will be granted the new type rating endorsement i.e. Bell 206.

4.2 Pilots with existing type rating endorsements for the single engine Bell 206

4.2.1 Pilots with an existing type rating endorsement for the single engine Bell 206 (e.g. Bell 206L) are reminded that they can only fly the types or variants of types covered by valid type ratings that actually appear in their licences. Pilots with related instructing and examining privileges are similarly limited.

4.2.2 When a pilot with one of the existing single engine Bell 206 type rating endorsements applies for any other service which adds or alters information contained in their pilot licence, the existing endorsement(s) will be replaced with the new one. Related Type Rating Instructor and Type Rating Examiner privileges, if held, will also be updated. These pilots will then have ratings for all of the variants within the rating. No additional fee will be payable for amending the Bell 206 entry.

4.2.3 Pilots may make a specific application for their existing type rating endorsement(s) to be replaced by the new one, but a rating variation fee will be payable for this separate service. The fee is currently £87. Again related Type Rating Instructor and Type Rating Examiner privileges, if held, will also be updated as necessary. A letter requesting the change will suffice as the application along with Form SRG/1187 giving payment details. Form SRG/1187 can be found on our website at www.caa.co.uk/PLD. Pilots are reminded to include their CAA Reference Number and, if authorised, identify their status as a Type Rating Examiner for the single engine B 206 in the letter. Applications should be made in writing to:

The Licensing Section
Licensing and Training Standards
Civil Aviation Authority
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

4.2.4 Entries in Certificates of Revalidation will not need to be changed.

5 Points of contact

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Email: LTSApprovals@caa.co.uk (for approved training organisations)
fclweb@caa.co.uk (for pilots)

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