
	FLIGHT OPERATIONS REGULATIONS TRAINING (HELICOPTERS)	EDN 01
---	---	---------------

SECTION I – DEFINITIONS AND ABBREVIATIONS

1.1 DEFINITIONS

- 1.1.1 Approved Training Organisation – Approved Training Organisation (ATO) is a certified organisation staffed, equipped and operated in a suitable environment offering approved flying training, and/or synthetic flight instruction and/or theoretical knowledge instruction for specific flight training programmes for aeroplane or helicopter. Also see Recognised ATO.
- 1.1.2 CET session – Means a block session of 03:00 hrs of Critical Emergency Training undertaken on a simulator for the training of critical emergencies and practice of aeronautical decision-making during abnormal scenarios.
- 1.1.3 Confined Area - An area which has obstructions requiring a steeper than normal approach, or where the manoeuvring space in the ground cushion is limited, or whenever obstructions force a steeper than normal climb-out angle.
- 1.1.4 Critical phases of flight - Means taxiing, hovering, take-off, final approach, missed approach, the landing and any other phases of flight as determined by the pilot-in-command or commander.
- 1.1.5 Elevated helipad – Means a FATO that is at least 3 m above the surrounding surface.
- 1.1.6 Ground Instructor (GI) – A person duly approved to provide ground training in aeronautical knowledge areas related to technical aspects and/or aircraft performance.
- 1.1.7 Helipad – See Operating Site.
- 1.1.8 Line Flying under Supervision (LIFUS) – Consolidation training flown by pilot under the supervision of a supervisory aircrew. Details of LIFUS are required to be enumerated by an air operator in the Operations Manual.
- 1.1.9 Mountainous Area - An area of changing terrain profile where the changes of terrain elevation exceed 900 m (3000 ft) within a distance of 18.5 km (10 NM).
- 1.1.10 Operating site – Means a site, other than an aerodrome, selected by the operator or pilot-in command for landing, take-off and/or external load operations. This is also interchangeable with the term helipad.

REV.0	CIVIL AVIATION AUTHORITY NEPAL	SEC I CHAP 1
-------	--------------------------------	--------------


	FLIGHT OPERATIONS REGULATIONS TRAINING (HELICOPTERS)	EDN 01
---	---	--------

- 1.1.11 Operational Evaluation Board (OEB) – See Operational Suitability Data (OSD).
- 1.1.12 Operational Suitability Data (OSD) - Report mandatorily submitted by aircraft manufacturers and approved by EASA containing data on training of pilots, cabin crew, maintenance crew, qualification of simulators and the MMEL which is used by operators and ATOs for training. OSD succeeds the erstwhile Operational Evaluation Board (OEB) report which was voluntary.
- 1.1.13 Recognized ATO – Organisation with an ATO approval which can attest that at least six type rating trainings have been imparted in the previous calendar year from the year training is being proposed.
- 1.1.14 Requalification training - The training required for crewmembers previously trained and qualified, but who have become unqualified due to not having met within the required period the recency requirements.

1.2 ABBREVIATIONS


ATO	Approved Training Organisation
AVSEC	Aviation Security
COA	Confined Area (Qualification)
EHC	Elevated Helipad Clearance
ELO	External Load Operation (Qualification)
GI	Ground Instructor
LIFUS	Line Flying Under Supervision
LTC	Line Training Captain
MTN	Mountain (Qualification)
MHC	Mountainous Helipad Clearance
PIC	Pilot in Command
OSD	Operational Suitability Data
RATO	Recognised ATO
SIC	Second in Command

REV.0	CIVIL AVIATION AUTHORITY NEPAL	SEC I CHAP 1
-------	--------------------------------	--------------

	FLIGHT OPERATIONS REGULATIONS TRAINING (HELICOPTERS)	EDN 01
---	---	--------

SPO	Single Pilot Operation
TRE	Type Rating Examiner
TRI	Type Rating Instructor

REV.0	CIVIL AVIATION AUTHORITY NEPAL	SEC I CHAP 1
-------	--------------------------------	--------------

	FLIGHT OPERATIONS REGULATIONS TRAINING (HELICOPTERS)	EDN 01
---	---	---------------

SECTION II - GENERAL


2.1 INTRODUCTION

- 2.1.1 Air operator certificate holders are required to establish and maintain approved ground and flight training programmes. ICAO Annex 6 Part III - Operation of Helicopters, contains the Standard and Recommended Practices (SARPs) covering flight crew requirements which requires all flight crew members to be adequately trained and qualified to perform their assigned duties.
- 2.1.2 The regulations contained therein stipulates the training standards of flight crew are to be read in conjunction with Flight Operations Regulations (Helicopter).

2.2 APPLICABILITY

- 2.2.1 All air operator certificate holders and flight crew operating helicopters are to comply with FOR – Training (Helicopters) for maintaining standards in ground and flight training.

REV.0	CIVIL AVIATION AUTHORITY NEPAL	SEC I CHAP 1
-------	--------------------------------	--------------

	FLIGHT OPERATIONS REGULATIONS TRAINING (HELICOPTERS)	EDN 01
---	---	--------

SECTION III – SUPERVISORY AIRCREW

3.1 TYPES OF SUPERVISORY AIRCREW

3.1.1 Flight crew shall be supervised and examined by supervisory aircrew designated to perform such duties. The supervisory aircrew depending on their role and responsibilities will be appointed/approved by CAA Nepal and shall be limited to the following:

- (a) Type Rating Examiner (TRE) – Appointed
- (b) Type Rating Instructor (TRI) - Appointed
- (c) Line Training Captain (LTC) – Approved

3.1.2 TRE and TRI will undertake supervisory duties on behalf of CAA Nepal, and LTC will undertake supervisory duties on behalf of the air operator.

3.2 RESPONSIBILITIES OF SUPERVISORY AIRCREW

3.2.1 The responsibility of Type Rating Examiner (TRE) shall be to undertake:

- (a) All responsibilities of Type Rating Instructor (TRI).
- (b) Skill test for type rating.

3.2.2 The responsibility of Type Rating Instructor (TRI) shall be to undertake:

- (a) All responsibilities of Line Training Captain (LTC).
- (b) Proficiency checks.
- (c) Qualification checks.
- (d) Type rating training.


3.2.3 The responsibility of Line Training Captain (LTC) shall be to undertake:

- (a) Line Flying under Supervision (LIFUS).
- (b) Requalification training.

3.3 QUALIFYING REQUIREMENTS OF SUPERVISORY AIRCREW

3.3.1 Supervisory aircrew by virtue of their responsibility requires the selected aircrew to have high professional standards, be unbiased in their assessments, and be generally respected for impartiality and proficiency with a diligent attitude. These

REV.0	CIVIL AVIATION AUTHORITY NEPAL	SEC I CHAP 1
-------	--------------------------------	--------------

	<p style="text-align: center;">FLIGHT OPERATIONS REGULATIONS TRAINING (HELICOPTERS)</p>	<p style="text-align: center;">EDN 01</p>
---	---	---

qualities are of even greater importance for TRE and TRI who are responsible to act on behalf of CAA Nepal and represent the regulatory authority.

3.3.2 In addition, the qualifying requirements of supervisory aircrew for appointment shall be based on the following:

- (a) Shall have successfully completed the training requirements for supervisory aircrew.
- (b) Shall have successfully passed all proficiency checks in the preceding 03 years.
- (c) Shall have a record free of any accident/incident attributable to pilot proficiency during the preceding 03 years.
- (d) Shall not have tested alcohol positive during a pre/post flight medical check in the preceding 03 years

3.4 TRAINING REQUIREMENTS OF SUPERVISORY AIRCREW


3.4.1 The responsibilities of Type Rating Examiner (TRE) and Type Rating Instructor (TRI) are to impart flight training on type and to conduct qualifying checks and assessments on type. Accordingly, it is vital that they develop instructor skills of teaching and judgement, understanding of behavioural attitudes, a deeper knowledge of helicopter type, and a confident maturity in handling and demonstrating flight performance. Achieving a higher degree of competence on the helicopter type and an instructor skill set is testimony to their supervisory status and enables a higher quality of training to be imparted to others. The training requirements for qualifying as TRE and TRI is placed at *Appendix I*.

3.4.2 The responsibility of Line Training Captain (LTC) is to impart line training and provide the transitional operational experience to pilots who are on their path to achieve full operational clearances within the company. They do not provide instructional training in the same lines as the TRE or TRI, but they fulfil an important role as supervisory aircrew by recognizing errors of aircrew under consolidation, giving guidance on correcting, and supervising the implementation of standardized company operating procedures. The training requirements for qualifying as LTC is placed at *Appendix I*.

3.5 APPOINTMENT OF SUPERVISORY AIRCREW

3.5.1 Type Rating Examiner (TRE) and Type Rating Instructor (TRI) shall be appointed by CAA Nepal from suitable aircrew who meet the qualifying requirements and have completed the applicable training requirements of supervisory aircrew.

REV.0	CIVIL AVIATION AUTHORITY NEPAL	SEC I CHAP 1
-------	--------------------------------	--------------


	FLIGHT OPERATIONS REGULATIONS TRAINING (HELICOPTERS)	EDN 01
---	---	--------

- 3.5.2 Their selection shall be on merit and based upon selection matrix given at *Appendix II* and verified by a board nominated by CAA Nepal. New appointees will undergo suitable orientation course to align their roles with CAA Nepal responsibilities.
- 3.5.3 An appropriate ratio of TRE/TRIs to the available pilots in the industry is essential to maintain quality through selectiveness and to monitor the calibre of supervisory responsibilities being undertaken on behalf of CAA Nepal. Accordingly, a ratio not more than one TRE/TRI to five pilots would be considered while appointing these supervisory aircrew.
- 3.5.4 Line Training Captain (LTC) would be nominated by air operators and approved by CAA Nepal. They shall meet the qualifying requirements and have completed the applicable training requirements of supervisory aircrew at *Appendix I*.
- 3.5.5 Since LTC are approved on the basis of nomination from air operator, in case of change in employment, the LTC approval will stand to be automatically cancelled and would need to be applied afresh with nomination from the new employer.
- 3.5.6 All the three types of supervisory aircrew shall undertake standardisation check annually conducted by a FOI, for validation and continuation of their supervisory status.
- 3.5.7 The supervisory status is liable to be revoked in case of failure in any check, or in case of accident/incident which is attributable to pilot proficiency, and in case if testing alcohol positive during a pre/post flight medical check.

3.6 UTILISATION OF SUPERVISORY AIRCREW

- 3.6.1 Type Rating Examiner (TRE) and Type Rating Instructor (TRI) shall impart type rating training when appointed to an ATO.
- 3.6.2 Supervisory responsibilities of TRE/TRI shall be undertaken on behalf of CAA Nepal. Any operator requiring such service shall apply to CAA Nepal with details of requirement at least 30 days in advance. Suitable TRE/TRI shall be nominated by CAA Nepal for the task with due consideration on their availability and repetitiveness.
- 3.6.3 LTC shall be utilised for supervisory duties only within the operator he is employed in. In unique cases, LTC could be utilised additionally for another operator. In such cases, the other operator shall apply to CAA Nepal for joint utilisation and shall propose his nomination alongwith NOC from parent operator of LTC. No more than two operators would be permitted to share LTC in exceptional cases.

REV.0	CIVIL AVIATION AUTHORITY NEPAL	SEC I CHAP 1
-------	--------------------------------	--------------

	FLIGHT OPERATIONS REGULATIONS TRAINING (HELICOPTERS)	EDN 01
---	---	--------

SECTION IV – TYPE TRAINING


4.1 TYPE RATING

- 4.1.1 Pilots shall undertake helicopter type rating course from an Approved Training Organisation (ATO). Evidence of successful completion of course shall be submitted for type endorsement.
- 4.1.2 All ATOs shall attest that at least six type rating trainings have been imparted in the previous calendar year at their organisation to be deemed as a recognized ATO for type endorsement. Training currency is an affirmation of the quality of training being imparted by the ATO and an indicator that training effectiveness has been preserved by the ATO.
- 4.1.3 Skill test for type rating shall be conducted by an instructor other than the instructor who imparted the flight training.
- 4.1.4 The training requirements for qualifying on a helicopter type (initial or differences), shall be based upon the associated Operational Evaluation Board (OEB) report or Operational Suitability Data (OSD) report for the particular helicopter type.

4.2 LINE FLYING UNDER SUPERVISION (LIFUS) TRAINING


- 4.2.1 Line Flying under Supervision (LIFUS) is an integral facet of training for pilot consolidation to build competence and confidence in line operations. The aim of LIFUS is to allow the under-supervision pilot to regain practical experience and exposure to the operator's route structure and varied type of operations. By the end of the LIFUS, the under-supervision pilot will have demonstrated the ability to effectively undertake normal rostered duties and a level of performance that meets the standards for qualifying on other operational duties.
- 4.2.2 LIFUS flights can be undertaken on revenue and non-revenue flights and shall be flown with supervisory aircrew who is at least a Line Training Captain (LTC).
- 4.2.3 Under-supervision pilot who has not attained Pilot in Command qualification on type shall fly all flights as LIFUS. This shall be flown from Second in Command (SIC) seat and the time flown logged as Co-Pilot hours.
- 4.2.4 Under-supervision pilot having attained Pilot in Command qualification on type can log LIFUS time flown as PIC hours if flown from the PIC seat.

REV.0	CIVIL AVIATION AUTHORITY NEPAL	SEC I CHAP 1
-------	--------------------------------	--------------

	<p>FLIGHT OPERATIONS REGULATIONS TRAINING (HELICOPTERS)</p>	<p>EDN 01</p>
---	---	---------------

4.2.5 Supervisory aircrew undertaking LIFUS can log the time flown as PIC hours.

<p>REV.0</p>	<p>CIVIL AVIATION AUTHORITY NEPAL</p>	<p>SEC I CHAP 1</p>
--------------	---------------------------------------	---------------------

	FLIGHT OPERATIONS REGULATIONS TRAINING (HELICOPTERS)	EDN 01
---	---	---------------

SECTION V – RECURRENT FLIGHT TRAINING


5.1 PILOT PROFICIENCY CHECKS (PPC)

- 5.1.1 The operator shall ensure that piloting technique and the ability to execute emergency procedures is checked in such a way as to demonstrate the pilot's competence on each type or variant of a type of helicopter. The operator shall ensure that the pilot's competence to comply with such rules is demonstrated to TRE/TRI.
- 5.1.2 Approved flight simulation training devices may be used for pilot proficiency checks if they are specifically authorised.
- 5.1.3 Pilot proficiency checks shall be performed twice within a period of one year and the validity of each check shall be six months. The minimum duration of the check shall be 01:00 hr and not be dovetailed into any other flight such as that for revenue, positioning or maintenance.
- 5.1.4 Consecutive pilot proficiency checks shall be as far as practicable, not be conducted by the same TRE/TRI.

5.2 CRITICAL EMERGENCY TRAINING (CET)


- 5.2.1 The operator shall ensure competency of the pilot in the handling of critical emergencies and the safe operation of helicopter in abnormal conditions of flight. The operator shall ensure that the pilot's competence is retained through critical emergency training.
- 5.2.2 The pilot shall be trained on abnormal conditions and emergencies such as touchdowns in engine failure, hydraulic failure, multiple system failures, tail rotor failure/control failure, loss of tail rotor effectiveness (LTE), vortex ring etc. Besides flight emergencies, the training shall also cover aspects of helicopter performance and scenarios where aeronautical decision making can be exercised.
- 5.2.3 Considering that flight emergencies and abnormal scenarios cannot be recreated in actual flying with full realism, critical emergency training shall be conducted by a recognized ATO on an approved flight simulation training device. In exceptional cases when simulator of a type may not be available, and subject to approval, the training shall be conducted by the recognized ATO on an actual helicopter.

REV.0	CIVIL AVIATION AUTHORITY NEPAL	SEC I CHAP 1
-------	--------------------------------	--------------

	<p>FLIGHT OPERATIONS REGULATIONS TRAINING (HELICOPTERS)</p>	<p>EDN 01</p>
---	---	---------------

- 5.2.4 The minimum duration of critical emergency training shall be 03 hrs and shall be undertaken by pilots once every two years.

<p>REV.0</p>	<p>CIVIL AVIATION AUTHORITY NEPAL</p>	<p>SEC I CHAP 1</p>
--------------	---------------------------------------	---------------------

	FLIGHT OPERATIONS REGULATIONS TRAINING (HELICOPTERS)	EDN 01
---	---	--------

SECTION VI – FLIGHT QUALIFICATIONS

6.1 PILOT IN COMMAND (PIC) QUALIFICATION

6.1.1 Type rated pilots shall not exercise the duties and responsibilities of Pilot in Command unless they have been assessed and released in PIC qualification.

6.1.2 The minimum prerequisites for PIC qualification shall be:

- (a) Completed 100:00 hrs on type.
- (b) Completed 60:00 hrs LIFUS for PIC.
- (c) Completed 04:00 hrs PIC training with TRE/TRI (to be flown from PIC seat).
- (d) One CET session completed 6 months prior to release check.
- (e) Operational experience of one year from the date of type endorsement to be aware of seasonal complexities and challenges of high-altitude ops.

6.1.3 LIFUS for PIC qualification should form a part of air operator's Operations Manual and shall comprise at least the following:

- (a) 30 sector routes, with at least 25% of routes flown on different sectors.
- (b) 20 flights from aerodrome, with at least 25% flown from different aerodromes.
- (c) 30 flights from operating site which are located at elevation higher than 7000 ft.

6.1.4 Release check for PIC qualification shall be of minimum 01:30 hrs duration and *inter alia* shall comprise:


- (a) Three take-offs and landings from operating site located at elevation between 7000 ft to 10000 ft.
- (b) One sector route check.
- (c) Critical emergency exercises.

6.2 MOUNTAIN (MTN) QUALIFICATION

6.2.1 Pilots shall not fly as PIC in mountainous area unless they have been assessed and released in MTN qualification. Air operators shall designate sectors constituting mountainous area in the Operations Manual in context of their operations.

6.2.2 The minimum prerequisites for MTN qualification shall be:

REV.0	CIVIL AVIATION AUTHORITY NEPAL	SEC I CHAP 1
-------	--------------------------------	--------------

	FLIGHT OPERATIONS REGULATIONS TRAINING (HELICOPTERS)	EDN 01
---	---	--------

- (a) Attained PIC qualification.
- (b) Completed 300:00 hrs on type.
- (c) Completed 200:00 hrs PIC on type.
- (d) Completed 150:00 hrs LIFUS for MTN.
- (e) Completed 10:00 hrs MTN training with TRE/TRI.
- (f) Two CET sessions with one completed 6 months prior to release check.

6.2.3 LIFUS for MTN qualification should form a part of air operator's Operations Manual and shall comprise at least the following:

- (a) 100 sector routes, with at least 75% of routes flown on mountainous areas.
- (b) 100 flights from aerodrome, with at least 75% flown from aerodrome located at mountainous areas.
- (c) 50 flights from operating site located in mountainous areas, with at least 50% flown from operating site at elevation of 10000 ft or higher.

6.2.4 Release check for MTN qualification shall be of minimum 03:00 hrs duration and *inter alia* shall comprise:

- (a) Three take-offs and landings from operating site located at elevation greater than 10000 ft.
- (b) Two mountainous area sector route checks.
- (c) Critical emergency exercises at operating site elevation greater than 7000 ft.

6.3 SINGLE PILOT OPERATION (SPO) QUALIFICATION


6.3.1 Pilots shall not undertake single pilot operation of helicopter type which is certificated for single pilot operation, unless they have been assessed and released in SPO qualification.

6.3.2 The minimum prerequisites for SPO qualification shall be:

- (a) Attained PIC qualification.
- (b) Completed 100 hrs on type after attaining MTN qualification in case of SPO in mountainous areas.
- (c) Completed 50% of MTN qualification prerequisites in case of SPO in non-mountainous areas.
- (d) Completed 02:00 hrs SPO training with TRE/TRI.
- (e) Three CET sessions with one completed 6 months prior to release check.

6.3.3 Release check for SPO qualification shall be of minimum 02:00 hrs duration and *inter alia* shall comprise:

REV.0	CIVIL AVIATION AUTHORITY NEPAL	SEC I CHAP 1
-------	--------------------------------	--------------

	<p style="text-align: center;">FLIGHT OPERATIONS REGULATIONS TRAINING (HELICOPTERS)</p>	<p style="text-align: center;">EDN 01</p>
---	---	---

- (a) Three take-offs and landings from operating site located at elevation greater than 11000 ft in case of SPO MTN. For SPO non-MTN, operating site elevation can be between 7000 ft to 10000 ft.
- (b) One sector route check within appropriate area depending upon SPO MTN or SPO non-MTN.
- (c) Critical emergency exercises at operating site at elevation greater than 7000 ft.

6.4 MOUNTAINOUS HELIPAD CLEARANCE (MHC) QUALIFICATION

6.4.1 Pilots shall not act as PIC and land on operating sites in mountainous area unless they have been assessed and released in MHC qualification. Air operators shall designate mountainous operating sites in the Operations Manual and their category in context of their operations.

6.4.2 The landing qualification is categorized depending upon the elevation of the operating site and shall be:

- (a) Level 1 – for operating sites located upto elevation of 10000 ft.
- (b) Level 2 – for operating sites located above elevation of 10000 ft.

6.4.3 MHC qualification Level 1 will be deemed to have been achieved with the attainment of MTN qualification.

6.4.4 The release conditions for MHC qualification Level 2 shall be:

- (a) Completed 200 hrs on type after attaining SPO MTN qualification.
- (b) Completed 150 take-offs and landings from operating site above 10000 ft.
- (c) One CET session simulating emergencies and operations at density altitude above 17000 ft.


6.5 ELEVATED HELIPAD CLEARANCE (EHC) QUALIFICATION

6.5.1 Pilots shall not act as PIC and land on elevated operating sites unless they have been assessed and released in EHC qualification. Air operators shall designate elevated operating sites in the Operations Manual in context of their operations.

6.5.2 The minimum prerequisite for EHC qualification shall be:

- (a) Completed 100 hrs on type after attaining SPO qualification.
- (b) Completed 02:00 hrs EHC training with TRE/TRI.

REV.0	CIVIL AVIATION AUTHORITY NEPAL	SEC I CHAP 1
-------	--------------------------------	--------------

	FLIGHT OPERATIONS REGULATIONS TRAINING (HELICOPTERS)	EDN 01
---	---	--------

6.5.3 Release check for EHC qualification shall be of minimum 01:30 hrs duration with three take-offs and landing from elevated helipad.

6.6 CONFINED AREA (COA) QUALIFICATION


6.6.1 Pilots shall not act as PIC and land on operating sites with characteristics of confined area unless they have been assessed and released in COA qualification. Air operators shall designate operating sites with characteristics of confined area in the Operations Manual in context of their operations.

6.6.2 The minimum prerequisite for COA qualification shall be:

- (a) Completed 100 hrs on type after attaining SPO qualification.
- (b) Completed 02:00 hrs of COA training with TRE/TRI.

6.6.3 Release check for COA qualification shall be of minimum 01:30 hrs duration with three take-offs and landing from COA operating site.

REV.0	CIVIL AVIATION AUTHORITY NEPAL	SEC I CHAP 1
-------	--------------------------------	--------------

	FLIGHT OPERATIONS REGULATIONS TRAINING (HELICOPTERS)	EDN 01
---	---	---------------

SECTION VII – SPECIALISED OPERATIONS TRAINING

7.1 EXTERNAL LOAD OPERATIONS (ELO)

- 7.1.1 Pilots shall not act as PIC during external load operations unless they have been assessed and released in ELO qualification.
- 7.1.2 External load operation is a form of aerial work activity and involves transportation of loads external to the helicopter fuselage. This can be of a form where the load is free to move and jettisonable (underslung from cargo hook on long line), or the load is secured and non-jettisonable (on external pod or rack not below the landing gear). Human external cargo on long line is another type of external load operations.
- 7.1.3 Underslung loads are usually transported at a low height from ground, and it is therefore important that aircrew and ground crew are well trained in ELO and work as a team. In case of human external cargo, this is of even more importance that the crew is proficient and current in undertaking ELO tasks.
- 7.1.4 The ground training content for ELO is placed at Appendix III. The minimum prerequisites for ELO qualification for non-human cargo shall be:
- (a) Completed 200 hrs on type after attaining SPO qualification.
 - (b) Completed 02:00 hrs of ELO training for non-human cargo with TRE/TRI.
- 7.1.5 Release check for ELO qualification for non-human cargo shall be of minimum 01:30 hrs with three take-offs and landing with external cargo.
- 7.1.6 The minimum prerequisites for ELO qualification for human cargo shall be:
- (a) Completed 200 hrs on type after attaining SPO qualification.
 - (b) Completed 50:00 hrs of ELO with non-human cargo.
 - (c) Completed 02:00 hrs of ELO training for human cargo with TRE/TRI.
- 7.1.7 Release check for ELO qualification for human cargo shall be of minimum 01:30 hrs with three take-offs and landing with non-human external cargo.

REV.0	CIVIL AVIATION AUTHORITY NEPAL	SEC I CHAP 1
-------	--------------------------------	--------------

SECTION VIII – REGENCY AND REQUALIFICATION TRAINING

8.1 FLYING REGENCY

8.1.1 Air operators shall ensure that pilots flying in their organisation meet all recent experience requirements for continued exercise of privileges of the rating.

8.1.2 In case a pilot due to break in flying lacks the recent experience requirements he shall undertake requalification training as tabulated below:


Break in Flying	Ground requalification	Flight requalification (hrs; to be done by)
More than 90 days but less than 180 days	-	00:45 (by LTC)
More than 180 but less than 1 year	-	01:30 (by TRI)
More than 1 year and upto 2 years	04:00 hrs	03:00 (by TRI)

8.1.3 The requalification flight training may also be counted towards pilot proficiency check when done by TRI and for a duration exceeding 01:00 hr.

8.2 REGENCY OF FLIGHT QUALIFICATIONS

8.2.1 The recency standards of flight qualifications and in case of losing currency, the requalification requirements shall be as tabulated below. Air operators shall ensure that pilots flying in their organisation meet recency requirements.

Qualification	Currency standard	Requalification requirement
MTN	3 TOL in 90 days from MTN area	0:45 hrs by LTC
SPO	-	-
MHC	3 TOL in 90 days from MTN helipad	0:45 hrs by LTC
EHC	3 TOL in 180 days from EHC helipad	0:45 hrs by LTC
COA	3 TOL in 180 days from COA helipad	0:45 hrs by LTC
ELO	3 ELO ops in 180 days	0:45 hrs by LTC

	FLIGHT OPERATIONS REGULATIONS TRAINING (HELICOPTERS)	EDN 01
---	---	--------

SECTION IX – RECURRENT GROUND TRAINING

9.1 RECURRENT GROUND TRAINING MODULES

- 9.1.1 Air operators shall ensure that pilots flying in their organisation undertake the required ground training modules as tabulated below and that the validity of training is maintained before undertaking any revenue or non-revenue flights.

Recurrent Ground Training	
Module	Frequency
Type technical & performance training	Once every 12 months
Crew resource management training	Once every 12 months
Safety management system training	Once every 12 months
Firefighting & evacuation drill training	Once every 12 months
AVSEC training	Once every 12 months
Monsoon training	Once every 12 months
Dangerous goods training	Once every 24 months

- 9.1.2 The course content and duration of the aforementioned recurrent ground training modules are placed at Appendix IV.

REV.0	CIVIL AVIATION AUTHORITY NEPAL	SEC I CHAP 1
-------	--------------------------------	--------------