**APPENDIX 2. HELICOPTERS**

**F. ATP / IR Integrated Course : *Helicopters***

a ) The ATP / IR integrated course should last between 12 and 36 months.

This period may be extended where additional flying training or ground instruction is provided by the ATO.

*CREDITING*

b ) Credit for the hours flown should be entered into the applicant’s training record. In case of a student - pilot who does not hold a pilot licence and with the approval of the GDCA of RA, an ATO may designate certain dual exercises to be flown in an aeroplane or a TMG up to a maximum of 20 hours.

*THEORETICAL KNOWLEDGE*

c ) The **750** hours of instruction can include classroom work, interactive video, slide or tape presentation, learning carrels, computer-based training, and other media as approved by the GDCA, in suitable proportions.

The **750** hours of instruction should be divided in such a way that in each subject the minimum hours are :

(1) Air Law 40 hours ;

(2) Aircraft General knowledge 80 hours ;

(3) Flight Performance and Planning 90 hours ;

(4) Human Performance and Limitations 50 hours ;

(5) Meteorology 60 hours ;

(6) Navigation 150 hours ;

(7) Operational Procedures 20 hours ;

(8) Principles of Flight 30 hours ;

(9) Communications 30 hours.

Other subdivision of hours may be agreed upon between the GDCA and the ATO.

d ) The Flight Instruction is divided into ***4***  *( four ) Phases* :

(1) **Phase 1 :**

Flight exercises up to the first solo flight comprise a total of not less than 12 hours dual flight instruction on a helicopter, including :

(i) pre-flight operations, mass and balance determination, helicopter inspection and servicing ;

(ii) aerodrome and traffic pattern operations, collision avoidance and procedures ;

(iii) control of the helicopter by external visual reference ;

(iv) take-offs, landings, hovering, look-out turns and normal transitions from and to the hover ;

(v) emergency procedures, basic auto-rotations, simulated engine failure, ground resonance recovery if relevant to type.

(2) **Phase 2 :**

Flight exercises until general handling and day VFR navigation progress check, and basic instrument flying progress check. This phase comprises a total flight time of not less than 128 hours including 73 hours of dual flight instruction flight time and including at least 5 hours VFR conversion training on an ME helicopter, 15 hours of solo flight and 40 hours flown as student PIC. The instruction and testing contain the following :

(i) sideways and backwards flight, turns on the spot ;

(ii) incipient vortex ring recovery ;

(iii) advanced / touchdown auto-rotations, simulated engine-off landings, practice forced landings. Simulated equipment malfunctions and emergency procedures relating to malfunctions of engines, controls, electrical and hydraulic circuits ;

(iv) steep turns ;

(v) transitions, quick stops, out of wind maneuvers, sloping ground landings and take-offs ;

(vi) limited power and confined area operations, including low level operations to and from unprepared sites ;

(vii) flight by sole reference to basic flight instruments, including completion of a 180 ° turn and recovery from unusual attitudes to simulate inadvertent entry into cloud ;

(viii) cross-country flying by external visual reference, DR and radio navigation aids, diversion procedures ;

(ix) aerodrome and traffic pattern operations at different aerodromes ;

(x) operations to, from and transiting controlled aerodromes ; compliance with ATS procedures, R / T procedures and phraseology ;

(xi) application of meteorological briefing arrangements, evaluation of weather conditions for flight and use of AIS ;

(xii) night flight, including take-offs and landings as PIC ;

(xiii) general handling, day VFR navigation and basic instrument flying progress checks in accordance with Appendix 4 to Part - FCL, conducted by an FI not connected with the applicant’s training.

(3) **Phase 3 :**

Flight exercises up to IR Skill Test. This part comprises a total of 40 hours dual instrument flight time, including 10 hours of an ME IFR certificated helicopter.

The instruction and testing should contain the following :

(i) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate ATS documents in the preparation of an IFR flight plan ;

(ii) procedures and maneuvers for IFR operation under normal, abnormal and emergency conditions covering at least :

(A) transition from visual to instrument flight on take-off ;

(B) SIDs and arrivals ;

(C) en-route IFR procedures ;

(D) holding procedures ;

(E) instrument approaches to specified minima ;

(F) missed approach procedure ;

(G) landings from instrument approaches ;

(H) in-flight maneuvers and particular flight characteristics ;

(I) instrument exercises with one engine simulated inoperative.

(4) **Phase 4 :**

Instruction in MCC should comprise the relevant training set out in FCL. 735. H and AMC 1. FCL, 735. A, FCL. 735. H and FCL. 735. As.

If a Type Rating for MP helicopter is not required on completion of this part, the applicant should be provided with a certificate of course completion for MCC training.

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**G. ATP Integrated Course : *Helicopters***

a ) The ATP Integrated Course should last between 12 and 36 months.

This period may be extended where additional flying training or ground instruction is provided by the ATO.

*CREDITING*

b ) Credit for the hours flown should be entered into the applicant’s training record. In case of a student - pilot who does not hold a pilot licence and with the approval of the GDCA of RA, an ATO may designate certain dual exercises to be flown in an aeroplane or a TMG up to a maximum of 20 hours.

*THEORETICAL KNOWLEDGE*

c ) The **650** hours of instruction can include classroom work, interactive video, slide or tape presentation, learning carrels, computer-based training, and other media as approved by the GDCA, in suitable proportions.

The **650** hours of instruction should be divided in such a way that in each subject the minimum hours are :

(1) Air Law 30 hours ;

(2) Aircraft General knowledge 70 hours ;

(3) Flight Performance and Planning 65 hours ;

(4) Human Performance and Limitations 40 hours ;

(5) Meteorology 40 hours ;

(6) Navigation 120 hours ;

(7) Operational Procedures 20 hours ;

(8) Principles of Flight 30 hours ;

(9) Communications 25 hours.

Other subdivision of hours may be agreed upon between the GDCA and the ATO.

d ) The flight instruction is divided into ***3*** *( three ) Phases* :

(1) **Phase 1 :**

Flight exercises up to the first solo flight comprise a total of not less than 12 hours dual flight instruction on a helicopter, including :

(i) pre-flight operations, mass and balance determination, helicopter inspection and servicing ;

(ii) aerodrome and traffic pattern operations, collision avoidance and procedures ;

(iii) control of the helicopter by external visual reference ;

(iv) take-offs, landings, hovering, look-out turns and normal transitions from and to the hover ;

(v) emergency procedures, basic auto-rotations, simulated engine failure, ground resonance recovery if relevant to type.

(2) **Phase 2 :**

Flight exercises until general handling and day VFR navigation progress check, and basic instrument flying progress check conducted by an FI not connected with the applicant’s training. This phase comprises a total flight time of not less than 128 hours including 73 hours of dual flight instruction flight time and including at least 5 hours VFR conversion training on an ME helicopter, 15 hours of solo flight and 40 hours flown as student PIC. The instruction and testing contain the following :

(i) sideways and backwards flight, turns on the spot ;

(ii) incipient vortex ring recovery ;

(iii) advanced / touchdown auto-rotations, simulated engine-off landings, practice forced landings. Simulated equipment malfunctions and emergency procedures relating to malfunctions of engines, controls, electrical and hydraulic circuits ;

(iv) steep turns ;

(v) transitions, quick stops, out of wind maneuvers, sloping ground landings and take-offs ;

(vi) limited power and confined area operations, including low level operations to and from unprepared sites ;

(vii) 10 hours flight by sole reference to basic flight instruments, including completion of a 180 ° turn and recovery from unusual attitudes to simulate inadvertent entry into cloud ;

(viii) cross-country flying by external visual reference, DR and radio navigation aids, diversion procedures ;

(ix) aerodrome and traffic pattern operations at different aerodromes ;

(x) operations to, from and transiting controlled aerodromes ; compliance with ATS procedures, R / T procedures and phraseology ;

(xi) application of meteorological briefing arrangements, evaluation of weather conditions for flight and use of AIS ;

(xii) night flight, including take-offs and landings as PIC ;

(xiii) general handling, day VFR navigation and basic instrument flying progress checks in accordance with Appendix 4 to Part - FCL, conducted by an FI not connected with the applicant’s training.

(3) **Phase 3 :**

Instruction in MCC should comprise the relevant training set out in FCL. 735. H and AMC 1. FCL, 735. A, FCL. 735. H and FCL. 735. As.

If a Type Rating for MP helicopter is not required on completion of this part, the applicant should be provided with a certificate of course completion for MCC training.

**H. ATP Modular Theoretical Knowledge Course : *Helicopters***

a ) The aim of this course is to train pilots who have not received the theoretical knowledge instruction during an integrated course to the level of theoretical knowledge required for the ATPL ;

b ) An approved course should include formal classroom work and may include the use of such facilities as interactive video, slide or tape presentation, learning carrels and computer-based training and other media distance learning *( correspondence )* courses as approved by the GDCA of RA. Approved distance learning *( correspondence )* courses may also be offered as part of the course ;

c ) The ATP modular course should last 18 months.

This period may be extended where additional training is provided by the ATO.

The flight instruction and skill test need to be completed within the period of validity of the pass in the theoretical examinations.

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**I.** **CPL / IR Integrated Course : *Helicopters***

a ) The CPL / IR Integrated Course should last between 9 and 30 months.

This period may be extended where additional flying training or ground instruction is provided by the ATO.

*CREDITING*

b ) Credit for the hours flown should be entered into the applicant’s training record. In case of a student - pilot who does not hold a pilot licence and with the approval of the GDCA of RA, an ATO may designate certain dual exercises to be flown in an aeroplane or a TMG up to a maximum of 20 hours.

*THEORETICAL KNOWLEDGE*

c ) The **500**  hours of instruction can include classroom work, interactive video, slide or tape presentation, learning carrels, computer-based training, and other media as approved by the GDCA, in suitable proportions.

The **500**  hours of instruction should be divided in such a way that in each subject the minimum hours are :

1) Air Law 30 hours ;

(2) Aircraft General knowledge 50 hours ;

(3) Flight Performance and Planning 60 hours ;

(4) Human Performance and Limitations 15 hours ;

(5) Meteorology 40 hours ;

(6) Navigation 100 hours ;

(7) Operational Procedures 10 hours ;

(8) Principles of Flight 25 hours ;

(9) Communications 30 hours.

Other subdivision of hours may be agreed upon between the GDCA and the ATO.

*FLYING TRAINING*

d ) The flight instruction is divided into ***3*** *( three ) Phases* :

(1) **Phase 1 :**

Flight exercises up to the first solo flight. This part comprise a total of at least 12 hours dual flight instruction on a helicopter, including :

(i) pre-flight operations, mass and balance determination, helicopter inspection and servicing ;

(ii) aerodrome and traffic pattern operations, collision avoidance and procedures ;

(iii) control of the helicopter by external visual reference ;

(iv) take-offs, landings, hovering, look-out turns and normal transitions from and to the hover ;

(v) emergency procedures, basic auto-rotations, simulated engine failure, ground resonance recovery, if relevant to type.

(2) **Phase 2 :**

Flight exercises until general handling and day VFR navigation progress check conducted by an FI not connected with the applicant’s training, and basic instrument flying progress check. This phase comprises a total flight time of not less than 128 hours including 73 hours of dual flight instruction flight time and including at least 5 hours VFR conversion training on an ME helicopter, 15 hours of solo flight and 40 hours flown as student PIC. The instruction and testing contain the following :

(i) sideways and backwards flight, turns on the spot ;

(ii) incipient vortex ring recovery ;

(iii) touchdown or advanced auto-rotations, simulated engine-off landings, practice forced landings. Simulated equipment malfunctions and emergency procedures relating to malfunctions of engines, controls, electrical and hydraulic circuits ;

(iv) steep turns ;

(v) transitions, quick stops, out of wind maneuvers, sloping ground landings and take-offs ;

(vi) limited power and confined area operations, including low level operations to and from unprepared sites ;

(vii) flight by sole reference to basic flight instruments, including completion of a 180 ° turn and recovery from unusual attitudes to simulate inadvertent entry into cloud ;

(viii) cross-country flying by external visual reference, DR and radio navigation aids, diversion procedures ;

(ix) aerodrome and traffic pattern operations at different aerodromes ;

(x) operations to, from and transiting controlled aerodromes ; compliance with ATS procedures, R / T procedures and phraseology ;

(xi) application of meteorological briefing arrangements, evaluation of weather conditions for flight and use of AIS ;

(xii) night flight, including take-offs and landings as PIC ;

(xiii) general handling, day VFR navigation and basic instrument flying progress checks in accordance with Appendix 4 to Part - FCL, conducted by an FI not connected with the applicant’s training.

(3) **Phase 3 :**

Flight exercises up to IR Skill Test.

This Phase comprises a total of 40 hours dual instrument flight time, including 10 hours of an ME IFR certificated helicopter.

The instruction and testing should contain the following :

(i) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate ATS documents in the preparation of an IFR flight plan ;

(ii) procedures and maneuvers for IFR operation under normal, abnormal and emergency conditions covering at least :

(A) transition from visual to instrument flight on take-off ;

(B) SIDs and arrivals ;

(C) en - route IFR procedures ;

(D) holding procedures ;

(E) instrument approaches to specified minima ;

(F) missed approach procedure ;

(G) landings from instrument approaches ;

(H) in - flight maneuvers and particular flight characteristics ;

(I) instrument exercises with one engine simulated inoperative.

*INTENTIONALLY LEFT BLANK*

**J. CPL Integrated Course : *Helicopters***

a ) The CPL / IR Integrated Course should last between 9 and 24 months.

This period may be extended where additional flying training or ground instruction is provided by the ATO.

*CREDITING*

b ) Credit for the hours flown should be entered into the applicant’s training record. In case of a student - pilot who does not hold a pilot licence and with the approval of the GDCA of RA, an ATO may designate certain dual exercises to be flown in an aeroplane or a TMG up to a maximum of 20 hours.

*THEORETICAL KNOWLEDGE*

c ) The **350**  hours of instruction can include classroom work, interactive video, slide or tape presentation, learning carrels, computer-based training, and other media as approved by the GDCA, in suitable proportions.

The **350**  hours of instruction should be divided in such a way that in each subject the minimum hours are :

1) Air Law 25 hours ;

(2) Aircraft General knowledge 30 hours ;

(3) Flight Performance and Planning 25 hours ;

(4) Human Performance and Limitations 10 hours ;

(5) Meteorology 30 hours ;

(6) Navigation 55 hours ;

(7) Operational Procedures 8 hours ;

(8) Principles of Flight 20 hours ;

(9) Communications 10 hours.

Other subdivision of hours may be agreed upon between the GDCA and the ATO.

*FLYING TRAINING*

d ) The flight instruction is divided into ***2*** *( two ) Phases* :

(1) **Phase 1 :**

Flight exercises up to the first solo flight. This part comprise a total not less than 12 hours dual flight instruction on a helicopter, including :

(i) pre-flight operations, mass and balance determination, helicopter inspection and servicing ;

(ii) aerodrome and traffic pattern operations, collision avoidance and procedures ;

(iii) control of the helicopter by external visual reference ;

(iv) take-offs, landings, hovering, look-out turns and normal transitions from and to the hover ;

(v) emergency procedures, basic auto-rotations, simulated engine failure, ground resonance recovery, if relevant to type.

(2) **Phase 2 :**

Flight exercises until general handling and day VFR navigation progress check conducted by an FI not connected with the applicant’s training, and basic instrument flying progress check. This phase comprises a total flight time of not less than 123 hours including 73 hours of dual flight instruction flight time, 15 hours of solo flight and 35 hours flown as SPIC. The instruction and testing contain the following :

(i) sideways and backwards flight, turns on the spot ;

(ii) incipient vortex ring recovery ;

(iii) touchdown or advanced auto-rotations, simulated engine-off landings, practice forced landings. Simulated equipment malfunctions and emergency procedures relating to malfunctions of engines, controls, electrical and hydraulic circuits ;

(iv) steep turns ;

(v) transitions, quick stops, out of wind maneuvers, sloping ground landings and take-offs ;

(vi) limited power and confined area operations, including low level operations to and from unprepared sites ;

(vii) flight by sole reference to basic flight instruments, including completion of a 180 ° turn and recovery from unusual attitudes to simulate inadvertent entry into cloud ;

(viii) cross-country flying by external visual reference, DR and radio navigation aids, diversion procedures ;

(ix) aerodrome and traffic pattern operations at different aerodromes ;

(x) operations to, from and transiting controlled aerodromes ; compliance with ATS procedures, R / T procedures and phraseology ;

(xi) application of meteorological briefing arrangements, evaluation of weather conditions for flight and use of AIS ;

(xii) night flight, including take-offs and landings as PIC ;

(xiii) general handling, day VFR navigation and basic instrument flying progress checks in accordance with Appendix 4 to Part - FCL, conducted by an FI not connected with the applicant’s training.

**K. CPL Modular Course : *Helicopters***

a ) The CPL Modular Course should last 18 months.

This period may be extended where additional training is provided by the ATO. The flight instruction and skill test need to be completed within the period of validity of the pass in the theoretical examinations ;

b ) An approved course should include formal classroom work and may include the use of facilities such as interactive video, slide or tape presentation, learning carrels and computer-based training and other media distance learning *( correspondence )* courses as approved by the GDCA of RA. Approved distance learning *( correspondence )* courses may also be offered as part of the course.

*THEORETICAL KNOWLEDGE*

c ) The **250**  hours of instruction can include classroom work, interactive video, slide or tape presentation, learning carrels, computer-based training, and other media as approved by the GDCA, in suitable proportions.

*FLYING TRAINING*

d ) The flying instruction comprises the following items. The flight time allocated to each exercise is at the discretion of the FI, provided that at least 5 hours flight time is allocated to cross-country flying.

*VISUAL INSTRUCTION*

e ) Within the total of dual flight instruction time, the applicant may have completed during the visual phase up to 5 hours in a helicopter FFS or FTD 2, 3 or FNPT II, III.1 ) pre-flight operations, mass and balance determination, helicopter inspection and servicing;

2 ) level flight speed changes, climbing, descending, turns, basic auto - rotations, use of checklist, collision avoidance and checking procedures ;

3 ) take-offs and landings, traffic pattern, approach, simulated engine failures in the traffic pattern. Sideways and backwards flight and spot turns in the hover ;

4 ) recovery from incipient vortex ring condition ;

5 ) advanced auto-rotations covering the speed range from low speed to maximum range and maneuver in auto-rotations *( 180 °, 360 ° and “ S “ turns )* and simulated engine-off landings ;

6 ) selection of emergency landing areas, auto-rotations following simulated emergencies to given areas and steep turns at 30 ° and 45 ° bank ;

7 ) maneuvers at low level and quick-stops ;

8 ) landings, take-offs and transitions to and from the hover when heading out of wind ;

9 ) landings and take-offs from sloping or uneven ground ;

10 ) landings and take-offs with limited power ;

11 ) low level operations into and out of confined landing sites ;

12 ) cross-country flying using DR ( *Dead Reckoning )* and radio navigation aids, flight planning by the applicant, filing of ATC flight plan, evaluation of weather briefing documentation, NOTAM, etc.., R / T procedures and phraseology, positioning by radio navigation aids ; operation to, from and transiting controlled aerodromes, compliance with ATS procedures for VFR flights, simulated radio communication failure, weather deterioration, diversion procedures ; location of an off airfield landing site and simulated approach.

*BASIC INSTRUMENT INSTRUCTION*

f ) A maximum of 5 hours of the following exercises may be performed in an FFS or FTD or FNPT. Flight training should be carried out in VMC using a suitable means of simulating IMC for the student.

**Exercise 1 :** *Instrument flying without external visual cues.*

Level flight performing speed changes, maintaining flight altitude *( level, heading )* turns in level flight at rate 15o and 30° bank, left and right ; roll - out on predetermined headings ;

**Exercise 2 :** *repetition of Exercise 1.*

Additionally climbing and descending, maintaining heading and speed, transition to horizontal flight ; climbing and descending turns ;

**Exercise 3 :** *repetition of Exercise 1 and* recovery from unusual attitudes*.*

**Exercise 4 :** *radio navigation.*

Exercise 5 : *repetition of Exercise 1* and turns using standby magnetic compass and standby artificial horizon ( if fitted ).

***GM 1.* to Appendix 3 ; Appendix 6 ; FCL. 735. H**

*OVERVIEW of FSTD TRAINING CREDITS for DUAL INSTRUCTION in HELICOPTER*

*FLYING TRAINING COURSES*

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **ATPL ( H ) / IR Integrated** | | | | | **FSTD credits** |
|  | ***Dual*** | ***Solo*** | ***SPIC*** | ***Total*** | ***FFS ; FTD ; FNPT*** |
| Visual, including ME Type Rating Training | **75** *hrs* | **15** *hrs* | **40** *hrs* | **130** *hrs* | **30** *hrs* FFS C / D Level *or* **25** *hrs* FTD 2, 3 *or*  **20** *hrs* FNPT II / III |
| Basic Instrument Training | **10** *hrs* | - | - | **10** *hrs* | **20** *hrs* FFS *or* FTD 2, 3 *or* FNPT II / III *or*  **10** *hrs* in at least an  FNPT I |
| Instrument Rating Training | **40** *hrs* |  |  | **40** *hrs* |
| MCC Training | **15** *hrs* | - | - | **15** *hrs* | **15**  *hrs* FFS *or* FTD 2, 3  *( MCC )* *or*  FNPT II / III *( MCC )* |
| ***Total*** | **140** *hrs* | **15** *hrs* | **40** *hrs* | **195** *hrs* | **65**  *hrs* FFS *or*  **60**  *hrs* FTD 2, 3 *or*  **55** *hrs* FNPT II / III *or*  **10** *hrs* in at least anFNPT I |
|  | | | | | |
| **ATPL ( H ) / VFR Integrated** | | | | | **FSTD credits** |
|  | ***Dual*** | ***Solo*** | ***SPIC*** | ***Total*** | ***FFS ; FTD ; FNPT*** |
| Visual including ME Type Rating Training | **75** *hrs* | **15** *hrs* | **40** *hrs* | **130** *hrs* | **30** *hrs* FFS C / D Level *or* **25** *hrs* FTD 2, 3 *or*  **20** *hrs* FNPT II / III |
| Basic Instrument  Training | **10** *hrs* | - | - | **10** *hrs* | **5** *hrs* in at least an FNPT I |
| MCC / VFR Training | **10** *hrs* | - | - | **10** *hrs* | **10**  *hrs* FFS *or* FTD 2, 3  *( MCC )* *or*  FNPT II / III *( MCC )* |
| ***Total*** | **95** *hrs* | **15** *hrs* | **40** *hrs* | **150** *hrs* | **40**  *hrs* FFS *or*  **35**  *hrs* FTD 2, 3 *or*  **30** *hrs* FNPT II / III *or*  **5** *hrs* in at least anFNPT I |
|  | | | | | |
| **CPL ( H ) / IR Integrated** | | | | | **FSTD credits** |
|  | ***Dual*** | ***Solo*** | ***SPIC*** | ***Total*** | ***FFS ; FTD ; FNPT*** |
| Visual, including ME Type Rating Training | **75** *hrs* | **15** *hrs* | **40** *hrs* | **130** *hrs* | **30** *hrs* FFS C / D Level *or* **25** *hrs* FTD 2, 3 *or*  **20** *hrs* FNPT II / III |
| Basic Instrument Training | **10** *hrs* | - | - | **10** *hrs* | **20** *hrs* FFS *or* FTD 2, 3 *or* FNPT II / III *or*  **10** *hrs* in at least an  FNPT I |
| Instrument Rating Training | **40** *hrs* |  |  | **40** *hrs* |
| ***Total*** | **125** *hrs* | **15** *hrs* | **40** *hrs* | **180** *hrs* | **50**  *hrs* FFS *or*  **45**  *hrs* FTD 2, 3 *or*  **40** *hrs* FNPT II / III *or*  **10** *hrs* in at least anFNPT I |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **CPL ( H ) Integrated** | | | | | **FSTD credits** |
|  | ***Dual*** | ***Solo*** | ***SPIC*** | ***Total*** | ***FFS ; FTD ; FNPT*** |
| Visual | **75** *hrs* | **15** *hrs* | **35** *hrs* | **125** *hrs* | **30** *hrs* FFS C / D Level *or* **25** *hrs* FTD 2, 3 *or*  **20** *hrs* FNPT II / III |
| Basic Instrument Training | **10** *hrs* | - | - | **10** *hrs* | **5** *hrs* in at least an FNPT I |
| ***Total*** | **85** *hrs* | **15** *hrs* | **40** *hrs* | **135** *hrs* | **35**  *hrs* FFS *or*  **30**  *hrs* FTD 2, 3 *or*  **25** *hrs* FNPT II / III *or*  **5** *hrs* in at least anFNPT I |
|  | | | | | |
| **CPL ( H ) Modular** | | | | | **FSTD credits** |
|  | ***Dual*** | ***Solo*** | ***SPIC*** | ***Total*** | ***FFS ; FTD ; FNPT*** |
| Visual | **20** *hrs* | - | - | **20** *hrs* | **5** *hrs* FFS *or* FTD 2, 3  *or* FNPT II / III |
| Basic Instrument  Training | **10** *hrs* | - | - | **10** *hrs* | **5** *hrs* in at least an FNPT I |
| ***Total*** | **30** *hrs* | - | - | **30** *hrs* | **10**  *hrs* FFS *or* FTD 2, 3 *or* FNPT II / III *or*  **5** *hrs* in at least anFNPT I |
|  | | | | | |
| **IR ( H ) Modular** | | | | | **FSTD credits** |
|  | ***Dual*** | ***Solo*** | ***SPIC*** | ***Total*** | ***FFS ; FTD ; FNPT*** |
| SE | **50** *hrs* | - | - | **50** *hrs* | **35** *hrs* FFS *or* FTD 2, 3 *or* FNPT II / III *or*  **20** *hrs* FNPT I ( H ) or ( A ) |
| ME | **55** *hrs* | - | - | **55** *hrs* | **40** *hrs* FFS *or* FTD 2, 3 *or* FNPT II / III *or*  **20** *hrs* FNPT I ( H ) or ( A ) |
| ***Total*** | **105** *hrs* | - | - | **105** *hrs* | **40** *hrs* FFS *or* FTD 2, 3 *or* FNPT II / III *or*  **20** *hrs* FNPT I ( H ) or ( A ) |
|  | | | | | |
| **MCC ( H )** | | | | | **FSTD credits** |
|  | ***Dual*** | ***Solo*** | ***SPIC*** | ***Total*** | ***FFS ; FTD ; FNPT*** |
| MCC / IR | **20** *hrs* | - | - | **20** *hrs* | **20** *hrs* FFS *or*  FTD 2, 3 *( MCC )* *or* FNPT II / III *( MCC )* |
| MCC / VFR | **15** *hrs* | - | - | **15** *hrs* | **15** *hrs* FFS *or*  FTD 2, 3 *( MCC )* *or* FNPT II / III *( MCC )* |
| MCC / IR *for*  MCC / VFR  Holders | **5** *hrs* | - | - | **5** *hrs* | **5** *hrs* FFS *or*  FTD 2, 3 *( MCC )* *or* FNPT II / III *( MCC )* |

***Note :*** *In this matrix FSTD credits refer to helicopter FSTDs, if not mentioned otherwise.*