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## Flight Standardization Board (FSB) Report

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Revision: 1  
Date: 12/17/2018

Manufacturer  
**Robinson Helicopter Company (RHC)**

Type Certificate Data Sheet (TCDS)	TCDS Identifier	Marketing Name	Pilot Type Rating
H10WE	R22, R22 Alpha, R22 Beta, R22 Mariner	Standard, HP, Beta II, Mariner II, Instrument Trainer, Police Helicopter	Not applicable

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## 1. RECORD OF REVISIONS

Revision Number	Section(s)	Date
Original	All	02/15/1995
1	All	12/17/2018

## 2. INTRODUCTION

Aircraft Evaluation Groups (AEG) are responsible for working with aircraft manufacturers and modifiers during the development and Federal Aviation Administration (FAA) certification of new and modified aircraft to determine: 1) the pilot type rating; 2) flightcrew member training, checking, and currency requirements; and 3) operational suitability.

This report lists those determinations for use by: 1) FAA employees who approve training programs; 2) FAA employees and designees who certify airmen; and 3) aircraft operators and training providers to assist them in developing their flightcrew member training, checking, and currency.

## 3. HIGHLIGHTS OF CHANGE

The purpose of this revision is to update the report to the new Flight Standardization Board (FSB) format and to revise the Master Differences Requirements (MDR) table to include all variations introduced since the original FSB report dated 02/15/1995. This revision also includes a new Appendix 4 to provide information and guidelines on the requirements of Special Federal Aviation Regulation (SFAR) No. 73, Robinson R22/R44 Special Training and Experience Requirements.

## 4. BACKGROUND

- 4.1 The Rotorcraft and Powered Lift Branch formed an FSB to evaluate the R22, as defined in FAA Type Certificate Data Sheet (TCDS) #H10WE. The evaluation was conducted on 01/08/1995 through 01/20/1995 using the methods described in FAA Advisory Circular (AC) 120-53, Crew Qualification and Pilot Type Rating Requirements for Transport Category Aircraft Operated under FAR Part 21, and FAA Order 8400.10, Volume 8, Chapter 3, Section 4 based on the aircraft having a unique design, flight, and handling characteristic.
- 4.2 On 12/17/2017, the Rotorcraft and Powered Lift Branch formed another FSB to evaluate the R22, as defined in FAA TCDS #H10WE. The evaluation was conducted by request of the Robinson Helicopter Company (RHC) on 03/12/2018 through 03/16/2018 using the

methods described in AC 120-53 and FAA Order 8900.1, Volume 8, Chapter 2, Section 5 to determine if the aircraft still had a unique design, flight, and handling characteristic.

### 4.3 Variation History.

R22 Standard (Approved 03/16/1979): \*Serial numbers 0000 thru 0199, except 0175. \*Produced March 1979 thru late 1981. This variant was equipped with a Lycoming 0-320-A2B or Lycoming 0-320-A2C engine normally rated at 150 horsepower and de-rated to 124 horsepower. Gross weight 1,300 pounds and stabilizer angle of 1.8° to 2.3° nose up. Model R22 on TCDS. “Standard” is a commercial/marketing term.

R22 HP: \*Serial numbers 200 thru 350. \*Produced late 1981 thru late 1983. Same as R22 except equipped with a Lycoming 0-320-B2C engine normally rated at 160 horsepower and de-rated to 124 horsepower. Gross weight 1,300 pounds with a stabilizer angle of 1.8° to 2.3° nose up. Model R22 on TCDS. “HP” is a commercial/marketing term.

R22 Alpha (Approved 10/12/1983): \*Serial numbers 350 thru 500. \*Produced October 1983 thru 1985. This model was equipped with a Lycoming 0-320-B2C engine de-rated to 124 horsepower. Aircraft equipped with extended lower steel frames, tail cone higher than Standard/HP, and aft battery installation. Gross weight 1,370 pounds with a stabilizer angle of 2.8° to 3.3° nose down, and auxiliary fuel tank optional for serial numbers 0457 and subsequent. (Distinct model on TCDS).

R22 Beta (Approved 8/12/1985): \*Serial numbers 0501 thru 2570. \*Produced August 1985 thru January 1996. This model is equipped with a Lycoming 0-320-B2C engine de-rated to 124 horsepower and 131 horsepower 5-minute takeoff rating. Aircraft has extended lower steel frames, higher tail cone than Standard/HP, and an aft battery installation. Aircraft equipped with a seven-hole instrument panel and larger oil cooler. Gross weight 1,370 pounds, with a stabilizer angle of 2.8° to 3.3° nose down and auxiliary fuel tank option. The A569-5 low-rpm warning unit with starter lockout feature installed in S/N 2115 and subsequent. Starter lockout prevents starter activation at less than 62% rotor rpm when actuator is not fully disengaged; starter may be activated above 69% rotor rpm to allow an in-flight engine start. (Distinct model on TCDS).

R22 Mariner (Approved 09/12/1985): \*Serial numbers (Subset of Beta) 0364, 0501 thru 2570 eligible (suffix "M" added to ship serial number). \*Produced September 1984 thru January 1996. This model is similar to Beta configuration except it includes utility floats and additional corrosion protection. It has a stabilizer angle of 1.8° to 2.3° nose up and a float stabilizer on lower vertical stabilizer in place of tailskid; it may be flown without floats visual flight rules (VFR) day or night or day VFR flight only with floats installed. The auxiliary fuel tank and marine radio package are optional; and, it has a slightly modified allowable center of gravity (CG) range. (Distinct model on TCDS).

**NOTE 1:** Early style governor in production. Throttle/collective style governor on newly manufactured aircraft. \*Serial numbers: 1795 thru 2500. \*Produced Mid 1990 thru early 1995. (Superseded by present design, R44 style throttle governor).

**NOTE 2:** Present style governor. Throttle only governor based on governor developed for R44 during R44 certification. \*Serial numbers: 2500 and subsequent. \*Produced Early 1995 thru present.

R22 Beta II: \*Serial numbers 2571 and subsequent. \*Produced January 1996 thru present. This variant is equipped with a Lycoming O-360-J2A engine de-rated to 124 horsepower maximum continuous power and 131 horsepower 5-minute takeoff rating. Gross weight is 1370 pounds with a stabilizer angle of 2.8° to 3.3° nose down. Aircraft has a throttle only engine governor and A569-5 low-rpm warning unit with starter lockout feature as standard equipment; auxiliary fuel system optional. Model R22 Beta on TCDS. “Beta II” is a commercial/marketing term. A Beta II is a Beta with an O-360 engine option.

R22 Mariner II: \*Serial numbers subset of Beta. \*Produced January 1996 thru early 2003. This variant is similar to Beta II configuration except includes utility floats and additional corrosion protection. Aircraft has a stabilizer angle of 1.8° to 2.3° nose up and float stabilizer in place of tailskid. The aircraft may be flown without floats VFR day or night or day VFR flight only with floats installed. The marine radio package is optional. Model R22 Mariner on TCDS. “Mariner II” is a commercial/marketing term. A Mariner II is a Mariner with the O-360 engine options.

**NOTE 1:** Carburetor heat assist incorporated. Reduces pilot workload by adding carburetor heat as collective is lowered. \*Serial numbers: 2665 and subsequent.

**NOTE 2:** Full throttle caution light added. \*Serial numbers: 4591 and subsequent. \*Produced beginning Mid 2014. Warns pilots of power limited situations as throttle approaches full open position. (Retrofit kit available).

Instrument Trainer: Alpha, Beta, or Beta II configuration with 10-hole instrument panel. Visual meteorological conditions (VMC) operations only.

Police Helicopter: Alpha, Beta, or Beta II configuration with searchlight, police radio package, and 70-amp alternator.

\*Means approximate serial numbers and dates.

## 5. ACRONYMS

14 CFR	Title 14 of the Code of Federal Regulations
AC	Advisory Circular
ACS	Airman Certification Standards
AEG	Aircraft Evaluation Group
ASI	Aviation Safety Inspector
CG	Center of Gravity
CFI	Certified Flight Instructor
CPT	Cockpit Procedures Trainer
FAA	Federal Aviation Administration
FFS	Full Flight Simulator

FSB	Flight Standardization Board
FSTD	Flight Simulation Training Device
MDR	Master Differences Requirements
NAS	National Airspace System
PIC	Pilot in Command
PTS	Practical Test Standards
RFM	Rotorcraft Flight Manual
RHC	Robinson Helicopter Company
RT	Cyclic Right Trim
SFAR	Special Federal Aviation Regulation
TC	Type Certificate
TCDS	Type Certificate Data Sheet
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions

## 6. DEFINITIONS

These definitions are for the purposes of this report only.

- 6.1 **Base Aircraft.** An aircraft identified for use as a reference to compare differences with another aircraft.
- 6.2 **Current.** A crewmember meets all requirements to operate the aircraft under the applicable operating part.
- 6.3 **Differences Tables.** Describe the differences between a pair of related aircraft and the minimum levels operators must use to conduct differences training and checking of crewmembers. Difference levels range from A to E.
- 6.4 **Master Differences Requirements (MDR).** Specifies the highest training and checking difference levels between a pair of related aircraft derived from the Differences Tables.
- 6.5 **Mixed Fleet Flying.** The operation of a base aircraft and one or more related aircraft for which credit may be taken for training, checking, and currency events.
- 6.6 **Operational Evaluation.** An AEG process to determine pilot type rating, minimum crewmember training, checking, and currency requirements, and unique or special airman certification requirements (e.g., specific flight characteristics, no-flap landing).
- 6.7 **Operational Suitability.** An AEG determination that an aircraft or system may be used in the National Airspace System (NAS) and meets the applicable operational regulations (e.g., Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 121, 133, 135).
- 6.8 **Qualified.** A crewmember holds the appropriate airman certificate and ratings as required by the applicable operating part.

- 6.9 Related Aircraft.** Any two or more aircraft of the same make with either the same or different type certificates that have been demonstrated and determined by the Administrator to have commonality.
- 6.10 Seat Dependent Tasks.** Maneuvers or procedures using controls that are accessible or operable from only one flightcrew member seat.
- 6.11 Special Emphasis Area.** A training requirement unique to the aircraft, based on a system, procedure, or maneuver, which requires additional highlighting during training. It may also require additional training time, specialized training devices, or training equipment.
- 6.12 Specific Flight Characteristics.** A maneuver or procedure with unique handling or performance characteristics that the FSB has determined must be checked.

## **7. PILOT TYPE RATING**

- 7.1** Type Rating. Not applicable.
- 7.2** Common Type Ratings. Not applicable.
- 7.3** Military Equivalent Designations. Not applicable.

## **8. RELATED AIRCRAFT**

- 8.1** Related Aircraft on Same TCDS. The R22, R22 Alpha, R22 Beta, and R22 Mariner have been demonstrated and determined by the Administrator to have commonality.
- 8.2** Related Aircraft on Different TCDS.
  - a) R44.
  - b) R66.

## **9. PILOT TRAINING**

- 9.1** Airman Experience. No specific previous pilot experience required. See Appendix 4, Special Federal Aviation Regulation (SFAR) No. 73 Requirements, for training and aeronautical experience required by SFAR 73.
- 9.2** Special Emphasis Areas. Pilots must receive special emphasis on the following areas during ground and flight training: RT trim (cyclic right trim) pull-push knob in reference to the R22 RFM Safety Notice SN-1, and the differences on carburetor heat/carburetor assist application.
- 9.3** Specific Flight Characteristics. Due to the low inertia rotor system, the R22 requires additional knowledge and skill with energy management during autorotations (see Appendix 4 for SFAR 73 specific flight training).

#### **9.4 Seat Dependent Tasks.**

**9.4.1** There are no seat dependent tasks for pilots as long as the pilot keeps the cyclic grip on or near his/her leg.

**9.4.2** Instructor pilots and check pilots must receive seat dependent training on cyclic up/down positions (teetering cyclic) to simulate short/tall student instruction, if applicable.

#### **9.5 Regulatory Training Requirements which are Not Applicable to the R22. Aircraft used in 14 CFR part 135 operations:**

- Ground Training. Part 135, § 135.345(b)(6)(iv).
- Emergency Training. Part 135, § 135.331(b)(3)(i) and (d).

**9.6** Flight Simulation Training Devices (FSTD). There are no specific systems, procedures, or maneuvers unique to the R22 that require a specific FSTD for training.

**9.7** Training Equipment. There are no specific systems or procedures unique to the R22 that require specific training equipment.

**9.8** Differences Training between Related Aircraft. Pilots must receive differences training for all R22 variation specified in Appendix 2, Master Differences Requirements (MDR) Table.

**9.9** Other Training Items. Instructor pilots and check pilots should be trained on the R22 published RHC maneuvers guidelines, if applicable: <https://robinsonheli.com/flight-training-guide>.

### **10. PILOT CHECKING**

**10.1** Landing from a No-Flap or Nonstandard Flap Approach. Not applicable.

**10.2** Specific Flight Characteristics. There are no specific flight characteristics other than SFAR 73. See Appendix 4 for specific flight checking.

#### **10.3 Seat Dependent Tasks.**

**10.3.1** There are no seat dependent tasks as long as the pilot keeps the cyclic grip on or near his/her leg.

**10.3.2** Instructors and check pilots should be evaluated on cyclic up/down (teetering cyclic) positions to simulate short/tall student instruction/checking, if applicable.

#### **10.4 Other Checking Items.**

**10.4.1** Pilots must be evaluated on the use of the RT trim pull-push knob after takeoff, in cruise flight, and before landing.

**10.4.2** Pilots must be checked on the use of carburetor heat assist, if applicable.

**10.4.3** Instructors, check pilots, and examiners should be evaluated on the R22 published RHC maneuvers guidelines, if applicable: <https://robinsonheli.com/flight-training-guide>.

**10.5** FSTDs. There are no specific systems, procedures, or maneuvers unique to the R22 that require a specific FSTD for checking.

**10.6** Equipment. There are no specific systems or procedures unique to the R22 that require specific equipment.

**10.7** Differences Checking between Related Aircraft. Pilots must receive differences checking between the R22 variations. See Appendix 2.

## **11. PILOT CURRENCY**

There are no additional currency requirements for the R22 other than those already specified in SFAR 73 and parts 61 and 135. See Appendix 4 for information on SFAR 73 requirements.

**11.1** Differences Currency between Related Aircraft. Not applicable.

## **12. OPERATIONAL SUITABILITY**

The R22 is operationally suitable for operations under parts 91 and 135. The FSB determined operational compliance by conducting an evaluation of aircraft serial numbers 3548 and 3299 on 03/12/2018 through 03/16/2018. The list of operating rules evaluated during the FSB is on file at the Rotorcraft and Powered Lift Branch.

## **13. MISCELLANEOUS**

None.

## APPENDIX 1. DIFFERENCES LEGEND

### Training Differences Legend

Differences Level	Type	Training Method Examples	Conditions
A	Self-Instruction	<ul style="list-style-type: none"> <li>• Operating manual revision (HO)</li> <li>• Flightcrew operating bulletin (HO)</li> </ul>	<ul style="list-style-type: none"> <li>• Crew has already demonstrated understanding on base aircraft (e.g. updated version of engine).</li> <li>• Minor or no procedural changes required.</li> <li>• No safety impact if information is not reviewed or is forgotten (e.g. different engine vibration damping mount).</li> <li>• Once called to attention of crew, the difference is self-evident.</li> </ul>
B	Aided Instruction	<ul style="list-style-type: none"> <li>• Audiovisual presentation (AV)</li> <li>• Tutorial computer-based instruction (TCBI)</li> <li>• Stand-up instruction (SU)</li> </ul>	<ul style="list-style-type: none"> <li>• Systems are functionally similar.</li> <li>• Crew understanding required.</li> <li>• Issues need emphasis.</li> <li>• Standard methods of presentation required.</li> </ul>
C	Systems Devices	<ul style="list-style-type: none"> <li>• Interactive (full-task) computer-based instruction (ICBI)</li> <li>• Cockpit Procedures Trainers (CPT)</li> <li>• Part task trainers (PTT)</li> <li>• Level 4 or 5 flight training device (FTD 4-5)</li> </ul>	<ul style="list-style-type: none"> <li>• Training can only be accomplished through systems training devices.</li> <li>• Training objectives focus on mastering individual systems, procedures, or tasks versus highly integrated flight operations or “real-time” operations.</li> <li>• Training devices are required to assure attainment or retention of crew skills to accomplish more complex tasks usually related to aircraft systems.</li> </ul>
D	Maneuvers Devices	<ul style="list-style-type: none"> <li>• Level 6 or 7 flight training device (FTD 6-7)</li> <li>• Level A or B full flight simulator (FFS A-B)</li> </ul>	<ul style="list-style-type: none"> <li>• Training can only be accomplished in flight maneuver devices in a real-time environment.</li> <li>• Training requires mastery of interrelated skills versus individual skills.</li> <li>• Motion, visual, control loading, and specific environmental conditions may be required.</li> </ul>
E	Level C/D FFS or Aircraft	<ul style="list-style-type: none"> <li>• Level C or D full flight simulator (FFS C-D)</li> <li>• Aircraft (ACFT)</li> </ul>	<ul style="list-style-type: none"> <li>• Motion, visual, control loading, audio, and specific environmental conditions are required.</li> <li>• Significant full task differences that require a high fidelity environment.</li> <li>• Usually correlates with significant differences in handling qualities.</li> </ul>

### Checking Differences Legend

Differences Level	Checking Method Examples	Conditions
A	None	None
B	<ul style="list-style-type: none"> <li>• Oral or written exam</li> <li>• Tutorial computer-based instruction self-test (TCBI)</li> </ul>	<ul style="list-style-type: none"> <li>• Individual systems or related groups of systems.</li> </ul>
C	<ul style="list-style-type: none"> <li>• Interactive (full-task) computer-based instruction (ICBI)</li> <li>• Cockpit Procedures Trainers (CPT)</li> <li>• Part task trainers (PTT)</li> <li>• Level 4 or 5 flight training device (FTD 4–5)</li> </ul>	<ul style="list-style-type: none"> <li>• Checking can only be accomplished using systems devices.</li> <li>• Checking objectives focus on mastering individual systems, procedures, or tasks.</li> </ul>
D	<ul style="list-style-type: none"> <li>• Level 6 or 7 flight training device (FTD 6–7)</li> <li>• Level A or B full flight simulator (FFS A–B)</li> </ul>	<ul style="list-style-type: none"> <li>• Checking can only be accomplished in flight maneuver devices in a real-time environment.</li> <li>• Checking requires mastery of interrelated skills versus individual skills.</li> <li>• Motion, visual, control loading, and specific environmental conditions may be required.</li> </ul>
E	<ul style="list-style-type: none"> <li>• Level C or D full flight simulator (FFS C–D)</li> <li>• Aircraft (ACFT)</li> </ul>	<ul style="list-style-type: none"> <li>• Significant full task differences that require a high fidelity environment.</li> </ul>

## APPENDIX 2. MASTER DIFFERENCES REQUIREMENTS (MDR) TABLE

These are the minimum levels of training and checking required, derived from the highest level in the Differences Tables in Appendix 3. Differences levels are arranged as training/checking.

Related Aircraft ↓	Base Aircraft →	Standard	HP	Alpha	Beta II	Mariner II	Instrument Trainer
Standard		Not applicable	B/B	B/B	B/B	B/B	C/C
HP		B/B	Not applicable	B/B	B/B	B/B	C/C
Alpha		B/B	B/B	Not applicable	B/B	B/B	C/C
Beta II		B/B	B/B	B/B	Not applicable	B/B	C/C
Mariner II		B/B	B/B	B/B	B/B	Not applicable	C/C
Instrument Trainer		C/C	C/C	C/C	C/C	C/C	Not applicable
Police Helicopter		Not evaluated					

### Variation(s) of the Aircraft Type

A variation of the aircraft type is an aircraft or a group of aircraft with the same type certificate (TC) as the base aircraft. A variation of the aircraft type has the same features as the base aircraft. If the variation(s) of the aircraft type has pertinent differences from the base aircraft, differences training is required. Pertinent differences are those that could affect flight safety. Typical pertinent differences are those relating to configuration, handling qualities, performance, procedures, limitations, controls, instruments, indicators, systems, equipment, options, or modifications.

**NOTE:** (C) Training in the cockpit of the actual aircraft may be substituted for an approved cockpit procedures trainer (CPT).

### APPENDIX 3. DIFFERENCES TABLES

This Design Differences Table lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

	<b>DESIGN</b>	<b>REMARKS</b>	<b>FLT CHAR</b>	<b>PROC CHNG</b>	<b>TRAINING</b>	<b>CHECKING</b>
	ATA 71 Powerplant	Carburetor Heat Assist	No	Yes	B	A

## **APPENDIX 4. SPECIAL FEDERAL AVIATION REGULATION (SFAR) NO. 73 REQUIREMENTS**

### **1. BACKGROUND**

In April 1997, the FAA issued Special Federal Aviation Regulation (SFAR) No. 73, Robinson R22/R44 Special Training and Experience Requirements, to establish special training and experience requirements for all pilots operating the Robinson R22 or R44. This SFAR also established special training and experience requirements for certified flight instructors (CFI) conducting student instruction or flight reviews. The FAA issued SFAR 73 after analysis of R22 and R44 accident data determined that additional specific pilot training is necessary for the safe operation of these helicopters.

This Appendix provides information and guidelines to pilots and CFIs to assist them in complying with the SFAR 73 requirements.

### **2. APPLICABILITY**

As described in SFAR 73, paragraph 1, the SFAR requirements apply to all pilots operating the R22 as pilot in command (PIC) and all persons who manipulate the controls of the R22. The requirements in SFAR 73 are in addition to the requirements of 14 CFR part 61.

### **3. TRAINING**

**3.1** General. As described in SFAR 73, paragraph 2(a), no person may manipulate the controls of the R22 unless that person has completed:

- a) The required awareness training and received an endorsement by an authorized R22 CFI; or
- b) The Robinson Helicopter Company (RHC) safety course and received an endorsement by an FAA aviation safety inspector (ASI).

### **4. AERONAUTICAL EXPERIENCE**

**4.1** PIC. As required by SFAR 73, paragraph (b)(1), no person may act as PIC of an R22 unless that person:

- a) Has at least 200 helicopter flight-hours, including at least 50 R22 flight-hours; or
- b) Has received at least 10 hours of flight training in the R22 and received an endorsement by an authorized R22 CFI.

A pilot who has not logged 200 hours in helicopters and 50 hours in the R22 must also complete a flight review in the R22 within the preceding 12 calendar-months. Once the pilot logs

200 hours in helicopters and 50 hours in the R22, then the pilot only needs to complete a flight review every 24-calendar-months in the R22, in accordance with part 61, § 61.56.

**4.2** CFI. As described in SFAR 73, paragraph (b)(5), no CFI may provide instruction or conduct a flight review in the R22 unless the CFI meets the following requirements:

- a) Has completed SFAR 73 awareness training.
- b) Has at least 200 helicopter flight-hours, including at least 50 R22 flight-hours.
- c) Has received an endorsement from an FAA ASI or authorized designated examiner that the CFI has completed the appropriate training, meets the experience requirements, and has satisfactorily demonstrated an ability to provide instruction in the R22.

**NOTE:** The FSB recommends that a 14 CFR part 135 flight instructor and/or check pilot also must meet the requirements of SFAR 73 to conduct air carrier flight training in an R22.

## **5. FLIGHT REVIEW**

In accordance with SFAR 73, paragraph 2(c), no person may serve as PIC in an R22 unless the pilot has completed a flight review in an R22 in accordance with § 61.56.

**NOTE:** The FSB recommends that a part 135 competency check not satisfy the flight review requirements of SFAR 73 unless conducted in the R22.

## **6. RECENCY OF EXPERIENCE**

In accordance with SFAR 73, paragraph 2(d), no person may act as PIC in an R22 carrying passengers unless the pilot has met the recency of experience requirements in an R22 in accordance with § 61.57.

**NOTE:** Part 135 R22 PICs and flight instructors must meet SFAR 73 recency of experience requirements in an R22.