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Manufacturer
Robinson Helicopter Company (RHC)

Type Certificate Data Sheet (TCDS)	TCDS Identifier	Marketing Name	Pilot Type Rating
H11NM	R44, R44 II	Astro, Clipper, Clipper I/II, Raven, Raven I/II, E.N.G, Police, Instrument Trainer, Cadet	Not applicable

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1. RECORD OF REVISIONS

Revision Number	Section(s)	Date
Original	All	12/15/1993
1	All	02/15/1995
2	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 since Revision 1 on 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 R44, as defined in FAA Type Certificate Data Sheet (TCDS) #H11MN. The evaluation was conducted 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 121, and FAA Order 8400.10, Volume 8, Chapter 3, Section 4 based on the aircraft having a unique design, flight, and handling characteristic; the FSB report was published on 12/15/1993.

4.2 On 01/08/1995 through 01/20/1995, the R44 was reevaluated with emphasis on reviewing the training requirements proposed for SFAR 73. This evaluation was conducted

concurrently with the FSB for the R22, to which the SFAR also applied. SFAR 73 was published on 03/27/1995.

4.3 On 12/17/2017, the Rotorcraft and Powered Lift Branch formed a third FSB to evaluate the R22, by request of the Robinson Helicopter Company. The evaluation was conducted 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.

4.4 Variation History.

R44 Astro (Approved 10/10/1992): *Serial numbers: 0001 thru 0761. *Produced January 1993 thru January 2000. Equipped with a Lycoming O-540-F1B5, 260 horsepower carbureted engine, de-rated to 205 horsepower maximum continuous power with 225 horsepower 5-minute takeoff rating. Throttle governor from outset. Non-boosted main rotor flight controls (electric automatic cyclic trim and ground-adjustable collective trim), except for a limited number of 1999 model year aircraft, which received the first hydraulic flight control installations. Gross weight 2,400 pounds. 14-volt electrical system standard; 28-volt optional. Model R44 on TCDS. Astro is a commercial/marketing term. Many of these aircraft have been upgraded to hydraulic controls during factory overhauls.

R44 Clipper: *Serial numbers: Subset of Astro beginning with 0250. *Produced July 1996 thru Jan 2000. Float equipped Astro. Additional corrosion protection. Auxiliary horizontal stabilizer installed at base of lower vertical stabilizer. Drain valves installed in chin. Additional navigation lights on top of mast fairing on fixed float versions. Marine radio package optional. Optional hydraulic cyclic and collective controls replace manual controls. Model R44 on TCDS. "Clipper" is a commercial/marketing term. Fixed floats available 1996, and pop-out floats available beginning July 1999.

R44 Raven I: *Serial numbers: 0761 and subsequent. *Produced January 2000 thru present. Hydraulic flight controls and adjustable pilot-side pedals standard. Model R44 on TCDS. "Raven I" is a commercial/marketing term.

R44 Clipper I: *Serial numbers: Subset of Raven I. *Produced January 2000 thru present. Float equipped Raven I. Fixed or pop-out floats available. Model R44 on TCDS. "Clipper I" is a commercial/marketing term.

R44 Raven II (approved October 3, 2002): *Serial numbers: 10001 and subsequent. *Produced October 2002 thru present. Equipped with a Lycoming IO-540-AE1A5. Fuel injected engine, 300 horsepower, de-rated to 205 horsepower maximum continuous power with 245 horsepower 5-minute takeoff rating. Gross weight 2,500 pounds. 28-volt electrical system. Solid-state start booster for retard magneto. Second oil cooler. Rounded tip main and tail rotor blades. Model R44 II on TCDS. "Raven II" is a commercial/marketing term.

R44 Clipper II: *Serial numbers: Subset of Raven II. *Produced October 2002 thru present. Float-equipped Raven II. Fixed or pop-out floats available. Model R44 II on TCDS. "Clipper II" is a commercial/marketing term.

R44 Cadet: *Serial numbers: 30001 and subsequent. *Produced May 2016 thru present. R44 configured without rear seats. Geared toward training market. Same O-540-F1B5 engine as the Astro/Clipper I, but with power limits (via manifold pressure placard). Engine is de-rated to 185 horsepower maximum continuous power with 210 horsepower 5-minute takeoff rating. Model R44 on TCDS. “Cadet” is a commercial/marketing term. TCDS separates Cadets (reduced allowable weight and power) by serial number.

R44 E.N.G (Electronic New Gathering Version): *Serial numbers: Limited production. *Produced January 1998 thru present. Aircraft limited to three occupants (right rear seat has equipment installed in its place). Base aircraft may be Astro/Raven I (earlier production) or Raven II (later production). Once Raven II became available, Raven I’s were not built as E.N.G. versions due to weight concerns. Model R44 or R44 II on TCDS. “E.N.G” is a commercial/marketing term.

R44 Police (Police Version): *Serial numbers: Limited production. *Produced July 1997 thru present. Aircraft limited to three occupants (right rear seat has equipment installed in its place). Base aircraft may be Astro/Raven I (earlier production) or Raven II (later production). Once Raven II became available, Raven I’s were not built as Police versions due to weight concerns. LH cyclic not fitted due to equipment installed in that area. Left front seat is the observer’s station. Model R44 or R44 II on TCDS. “Police” is a commercial/marketing term.

NOTE 1: Carburetor Heat Assist Incorporated, beginning with the R44 S/N 0202 in 1995 and installed in all subsequent carbureted R44s including the R44 Cadet. This reduced pilot workload by adding carburetor heat when the collective was lowered and reduced, when the collective was raised.

NOTE 2: Full Throttle Caution Light Added: *Serial numbers: 2363 and subsequent, 13500 and subsequent, and 30001 and subsequent. *Produced Mid 2014 thru present. System warns pilot of power-limited situations as throttle approaches full open position. Retrofit kit available.

NOTE 3: Autopilot (available option): *Serial numbers: 2420 and subsequent, 12000 and subsequent, and 30001 and subsequent. *Produced Mid 2015 thru present. Autopilot reduces pilot workload and may help with unusual attitude recovery following inadvertent instrument meteorological conditions (IMC), or may limit pilot over-control in turbulence. Retrofit kit available.

Instrument Trainer: R44 or R44 II configuration with 10-hole instrument panel. Visual meteorological conditions (VMC) operations only.

*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
CFI	Certified Flight Instructor
CPT	Cockpit Procedures Trainer
E.N.G.	Electronic News Gathering
FAA	Federal Aviation Administration
FFS	Full Flight Simulator
FSB	Flight Standardization Board
FSTD	Flight Simulation Training Device
IMC	Instrument Meteorological Conditions
MDR	Master Differences Requirements
NAS	National Airspace System
PIC	Pilot in Command
PTS	Practical Test Standards
RFM	Rotorcraft Flight Manual
RFMS	Rotorcraft Flight Manual Supplement
RHC	Robinson Helicopter Company
RT	Cyclic Right Trim
SFAR	Special Federal Aviation Regulation
TC	Type Certificate
TCDS	Type Certificate Data Sheet
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 R44 and R44 II have been demonstrated and determined by the Administrator to have commonality.
- 8.2** Related Aircraft on Different TCDS.
 - a) R22.
 - 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.

9.2.1 Pilots must receive special emphasis on the following areas during ground training:

- a) R44 without hydraulics. R44s without hydraulics did not have a right trim knob like the R22. Trim controls were electric switches on cyclic. Robinson has discontinued all factory support for trim systems (upgrade to hydraulics required at overhaul and for compatibility with all recent production rotor blades), so there should be few, if any, trim-configured aircraft remaining.

9.2.2 Pilots must receive special emphasis on, and perform the following areas during, flight training:

- a) R44 with hydraulics (collective and cyclic).
- b) Pilots need to be trained on how to rotate the cyclic (wind up) after the dual controls are removed.
- c) Autopilot.
- d) Pilots need training on guarding the controls during all phases of flight and cyclic positioning when the removable controls are installed and the HDG or NAV modes are selected.
- e) Carburetor heat and carburetor assist.
- f) Familiarization with teetering cyclic (see 9.4 below).

9.3 Specific Flight Characteristics. There are no specific flight characteristics. 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 Instructors and check pilots must receive seat dependent training on cyclic up/down positions (teetering cyclic) to simulate short/tall pilot instruction, if applicable.

9.5 Regulatory Training Requirements which are Not Applicable to the R44.

9.5.1 Aircraft used in 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 R44 that require a specific FSTD for training.
- 9.7** Training Equipment. In addition to those items specified in 9.2 above, instructors should refer to the Rotorcraft Flight Manual (RFM) supplements for optional equipment installed.
- 9.8** Differences Training between Related Aircraft. Pilots must receive differences training for all R44 variations specified in Appendix 2, Master Differences Table (MDR).
- 9.9** Other Training Items. Instructor pilots and check pilots should be trained on the R44 published Robinson Helicopter Company (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. There are no seat dependent tasks as long as the pilot keeps the cyclic grip on or near his/her leg.
 - 10.3.1** Check pilots should be evaluated on cyclic up/down (teetering cyclic) positions to simulate short/tall pilot/instructor instruction/checking, if applicable.
- 10.4** Other Checking Items.
 - 10.4.1** R44 without Hydraulics (See 9.2.1).
 - 10.4.2** R44 with Hydraulics (Collective and Cyclic). Pilots need to be checked (oral only) on how to rotate the cyclic (wind up) after dual controls are removed.
 - 10.4.3** Autopilot (if Installed). Pilots should be checked on guarding the controls during all phases of flight, in addition to the Rotorcraft Flight Manual Supplement (RFMS) limitations.
 - 10.4.4** Carburetor Heat and Carburetor Assist (Oral, unless Required by RFM).
 - 10.4.5** Instructors, check pilots, and examiners should be evaluated on the R44 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 R44 that require a specific FSTD for checking.
- 10.6** Equipment. In addition to those items specified in 9.2 above, check pilots and examiners should refer to the RFM supplements for optional equipment installed.

10.7 Differences Checking between Related Aircraft. Pilots must receive differences checking between the R44 variations as specified in Appendix 2.

11. PILOT CURRENCY

There are no additional currency requirements for the R44 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 R44 is operationally suitable for operations under parts 91, 133, and 135. The FSB determined operational compliance by conducting an evaluation of aircraft serial numbers 0004 and 11294 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"> • Operating manual revision (HO) • Flightcrew operating bulletin (HO) 	<ul style="list-style-type: none"> • Crew has already demonstrated understanding on base aircraft (e.g. updated version of engine). • Minor or no procedural changes required. • No safety impact if information is not reviewed or is forgotten (e.g. different engine vibration damping mount). • Once called to attention of crew, the difference is self-evident.
B	Aided Instruction	<ul style="list-style-type: none"> • Audiovisual presentation (AV) • Tutorial computer-based instruction (TCBI) • Stand-up instruction (SU) 	<ul style="list-style-type: none"> • Systems are functionally similar. • Crew understanding required. • Issues need emphasis. • Standard methods of presentation required.
C	Systems Devices	<ul style="list-style-type: none"> • Interactive (full-task) computer-based instruction (ICBI) • Cockpit Procedures Trainers (CPT) • Part task trainers (PTT) • Level 4 or 5 flight training device (FTD 4–5) 	<ul style="list-style-type: none"> • Training can only be accomplished through systems training devices. • Training objectives focus on mastering individual systems, procedures, or tasks versus highly integrated flight operations or “real-time” operations. • Training devices are required to assure attainment or retention of crew skills to accomplish more complex tasks usually related to aircraft systems.
D	Maneuvers Devices	<ul style="list-style-type: none"> • Level 6 or 7 flight training device (FTD 6–7) • Level A or B full flight simulator (FFS A–B) 	<ul style="list-style-type: none"> • Training can only be accomplished in flight maneuver devices in a real-time environment. • Training requires mastery of interrelated skills versus individual skills. • Motion, visual, control loading, and specific environmental conditions may be required.
E	Level C/D FFS or Aircraft	<ul style="list-style-type: none"> • Level C or D full flight simulator (FFS C–D) • Aircraft (ACFT) 	<ul style="list-style-type: none"> • Motion, visual, control loading, audio, and specific environmental conditions are required. • Significant full task differences that require a high fidelity environment. • Usually correlates with significant differences in handling qualities.

Checking Differences Legend

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

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 →	Astro (Without Fuel Injection or Hydraulics)	Clipper/I/II	Raven/I/II	E.N.G or Police	Cadet
Astro (Without Fuel Injection or Hydraulics)		Not applicable	B/B	B/B	B/B	B/B
Clipper/I/II		B/B	Not applicable	B/B	B/B	B/B
Raven/I/II		B/B	B/B	Not applicable	B/B	B/B
E.N.G or Police		Not evaluated	Not evaluated	Not evaluated	Not evaluated	Not evaluated
Instrument Trainer		Not evaluated	Not evaluated	Not evaluated	Not evaluated	Not evaluated
Cadet		B/B	B/B	B/B	B/B	Not applicable

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: (E) Training is required when transitioning to aircraft with hydraulic flight controls.

APPENDIX 3. DIFFERENCES TABLES

This Design Differences Table are modifications by Robinson Helicopter Company (RHC) since 1995. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: TO RELATED AIRCRAFT:	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 21 Air Conditioning	Air Conditioner	No	No	A	A
	ATA 22 Autoflight	Genesys HeliSAS Autopilot	No	Yes	*E	*E
	ATA 27 Flight Controls	Windup Cyclic	No	No	B	B
	ATA 29 Hydraulic Power	Collective and Cyclic	No	Yes	E	E
	ATA 34 Navigation	Aspen EFD 1000H Primary Flight Display with Garmin GTN 650	No	Yes	C	A
	ATA 34 Navigation	Aspen EFD 1000H Primary and Multifunction Flight Displays with Garmin GTN 750	No	Yes	C	A
	ATA 34 Navigation	Garmin GDU 700L TXi Display System with Garmin GTN 650	No	Yes	C	A

FROM BASE AIRCRAFT: TO RELATED AIRCRAFT:	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	ATA 71 Powerplant	Carburetor Heat Assist	No	Yes	D	A
	ATA 73 Engine Fuel and Control	Fuel Injection	No	No	D	A

* See 9.2 and 10.4

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

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 R-22/R-44 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 R44 as pilot in command (PIC) and all persons who manipulate the controls of the R44. 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 R44 unless that person has completed:

- a) The required awareness training and received an endorsement by an authorized R44 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)(2), no person may act as PIC of an R44 unless that person:

- a) Has at least 200 helicopter flight-hours, including at least 50 R44 flight-hours. A pilot may credit up to 25 R22 flight-hours towards the 50 R44 flight-hours; or
- b) Has received at least 10 hours of flight training in a Robinson helicopter, at least 5 hours of flight training in the R44, and received an endorsement by an authorized R44 CFI.

NOTE: A pilot who has not logged 200 hours in helicopters and 50 hours in the R44 (25 hours in the R22 can be credited towards the 50 hours) must also complete a flight review in the R44 within the preceding 12 calendar-months.

4.2 CFI. As described in SFAR 73, paragraph (b)(5), no CFI may provide instruction or conduct a flight review in the R44 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 flight-hours in Robinson helicopters. A CFI may credit up to 25 R22 flight-hours towards the 50 flight-hour requirement.
- 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.

NOTE: The FSB recommends a 14 CFR part 135 flight instructor and/or check pilot meet the requirements of SFAR 73 to conduct air carrier flight training in an R44.

5. FLIGHT REVIEW

In accordance with SFAR 73, paragraph 2(c), no person may serve as PIC in an R44 unless the pilot has completed a flight review in an R44 in accordance with part 61, § 61.56.

NOTE: The FSB recommends a part 135 competency check not satisfy the flight review requirements of SFAR 73 unless conducted in the R44.

6. RECENCY OF EXPERIENCE

In accordance with SFAR 73, paragraph 2(d), no person may act as PIC in an R44 carrying passengers unless the pilot has met the recency of experience requirements in an R44 in accordance with § 61.57.

NOTE: Part 135 R44 PICs and flight instructors must meet SFAR 73 recency of experience requirements in an R44.