- (3) A person who does not hold a rotorcraft category and helicopter class rating must have had at least 20 hours of dual instruction in a Robinson R-22 helicopter prior to operating it in solo flight. In addition, the person must obtain an endorsement from a certified flight instructor authorized under paragraph (b)(5) of this section that instruction has been given in those maneuvers and procedures, and the instructor has found the applicant proficient to solo a Robinson R–22. This endorsement is valid for a period of 90 days. The dual instruction must include at least the following abnormal and emergency procedures flight training:
- (i) enhanced training in autorotation procedures,
- (ii) engine rotor RPM control without the use of the governor,
- (iii) low rotor RPM recognition and recovery, and
- (iv) effects of low G maneuvers and proper recovery procedures.
- (4) A person who does not hold a rotocraft category and helicopter class rating must have had at least 20 hours of dual instruction in a Robinson R–44 helicopter prior to operating it in solo flight. In addition, the person must obtain an endorsement from a certified flight instructor authorized under paragraph (b)(5) of this section that instruction has been given in those maneuvers and procedures, and the instructor has found the applicant proficient to solo a Robinson R–44. This endorsement is valid for a period of 90 days. The dual instruction must include at least the

following abnormal and emergency procedures flight training:

- (i) enhanced training in autorotation procedures.
- (ii) engine rotor RPM control without the use of the governor,
- (iii) low rotor RPM recognition and recovery, and
- (iv) effects of low G maneuvers and proper recovery procedures.
- (5) No certificated flight instructor may provide instruction or conduct a flight review in a Robinson model R–22 or R–44 unless that instructor:
- (i) Completes the awareness training in paragraph 2(a) of this SFAR,
- (ii) Meets the experience requirements of paragraphs 2(b)(1)(i) of this SFAR for the R–22, or 2(b)(2)(i) of this SFAR for the R–44.
- (iii) Has completed flight training in an R-22, R-44, or both, on the following abnormal and emergency procedures:
- (A) enhanced training in autorotation procedures,
- (B) engine rotor RPM control without the use of the governor,
- (C) low rotor RPM recognition and recovery, and
- (D) effects of low G maneuvers and proper recovery procedures.
- (iv) Been authorized by endorsement from an FAA aviation safety inspector or authorized designated examiner that the instructor has completed the appropriate training, meets the experience requirements and has satisfactorily demonstrated an ability to provide instruction on the general subject areas of paragraph 2(a)(3) of this SFAR, and

the flight training identified in paragraph 2(b)(5)(iii) of this SFAR.

- (c) Flight Review:
- (1) No flight review completed to satisfy § 61.56 by an individual after becoming eligible to function as pilot in command in a Robinson R–22 helicopter shall be valid for the operation of R–22 helicopter unless that flight review was taken in an R–22.
- (2) No flight review completed to satisfy § 61.56 by individual after becoming eligible to function as pilot in command in a Robinson R–44 helicopter shall be valid for the operation of R–44 helicopter unless that flight review was taken in the R–44.
- (3) The flight review will include a review of the awareness training subject areas of paragraph 2(a)(3) of this SFAR and the flight training identified in paragraph 2(b) of this SFAR.
- (d) Currency Requirements: No person may act as pilot in command of a Robinson model R-22 or R-44 helicopter carrying passengers unless the pilot in command has met the recency of flight experience requirements of § 61.57 in an R-22 or R-44, as appropriate.
- 3. Expiration date. This SFAR expires December 31, 1997, unless sooner superseded or rescinded.

Issued in Washington, DC, February 23, 1995.

## David R. Hinson,

Administrator.

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