

Aircrew Regulatory Frameworks for Technical Crew Members & HHO/HEC

Authority	Reg. Basis	Initial Quals	Recurrent Quals	Recency
EASA	ORO.TC.115-135 ; SPA.HHO.130(c)-(f) ; SPA.HHO.130(f)(1)	<u>Operator-established training program; HHO training/checking conducted under a detailed syllabus approved by the competent authority</u> and included in the Operations Manual. Technical crew must complete applicable initial/conversion training and demonstrate proficiency.	<u>Every 12 months</u> : each technical crew member undergoes recurrent training relevant to aircraft type/class and equipment. Must include theoretical and practical instruction and practice, with CRM integrated. HHO procedures are also subject to proficiency checking.	<u>90 days, 3 cycles</u> : HHO crew member must have completed <u>3 hoist cycles</u> in the last 90 days. For day operations, any combination of 3 day/night cycles; <u>for night operations, 3 night cycles</u> . Each cycle includes transition to/from hover.
UK CAA	CAP 999 ; SPA.HHO.130 ; ORO-TC.135 ;	<u>Essentially retains the EASA-style HHO framework. HHO technical crew must be trained/checked on HHO role</u> , hoist equipment, aircraft preparation, normal/emergency procedures, CRM/coordination, communications, emergency equipment, handling persons, CG/performance effects, pilot guidance, hazards and static electricity.	<u>Every 12 months</u> : recurrent training relevant to aircraft and equipment, including theoretical and practical instruction/practice and CRM. UK AMC further defines annual emergency procedures, evacuation, emergency equipment, first aid, etc.	<u>UK SPA.HHO.130(d): 3 hoist cycles within the preceding 90 days; 3 night cycles for night HHO</u> . CAP 999 additionally expects SAR operators to establish an agreed training/checking program covering SAR-specific functions, including winching normal & emergency procedures.
IOGP-690	IOGP Report 690 , (Guidelines for HHO)	<u>Operator-approved training program</u> for Hoist Operators, Rescue Specialists, Technical Crew Members and Pilots. Training should include aircraft and hoist systems, CRM, communications, emergency procedures, human factors, risk assessment, overwater operations, confined area operations, night operations where applicable, equipment inspection, rescue device use, practical hoist evolutions, and competency assessment. Personnel must demonstrate proficiency before operational deployment.	<u>Annual recurrent training</u> incorporating theoretical and practical instruction, emergency and abnormal procedures, CRM, operational risk management, equipment changes, mission-specific scenarios, and documented proficiency assessment. Recurrent training should include practical hoist operations and emergency recovery procedures.	<u>Operator-managed competency and currency program. Industry best practice aligns with 3 hoist cycles within 90 days (including night cycles for night qualification)</u> , with supervised requalification following loss of currency. Personnel should maintain recent operational experience through documented hoist evolutions at intervals defined by the operator's Aviation Safety Management System.

FAA	14 CFR Part 133; AC 133-1B	<u>FAA guidance recommends structured training</u> for class B HEC that includes equipment & rigging, fall protection, comms, crew/pilot tasks, mock-up training and demonstrated (or documented) proficiency. Training personnel should have sufficient Class B HEC, rigging <u>and fall-protection experience</u>	<u>FAA guidance suggests both pilots and crew members should receive recurrent Class B HEC training annually.</u> Additional documented training should occur for a new operation type, equip. change, or significant mission-profile change.	<u>Operator should establish a recent-experience program</u> ensuring each pilot and crewmember has performed Class B HEC or equivalent precision operations within a specified period. <u>Unlike EASA, FAA guidance does not prescribe one universal number of days/cycles; the operator establishes it.</u> Company-specific experience should not simply carry over from another operator.
Transport Canada	CAR 702; CASS 722.76(25)-(26);	<u>Crew involved in applicable Class D external-load operations must be trained under §722.76.</u> Training addresses briefings, inspections, equipment, procedures, representative loads, precision hovering, pickup/delivery, and simulated emergencies. Personnel carried externally must receive training in comms/coordination, EPs, equipment inspection/ attachment, malfunction proc., static-aircraft practice and operational practice.	Training required under §722.76 and qualification & training requirements established in the operator's COM; <u>no universal annual recurrent interval identified in §722.76(26).</u>	Operational qualification and currency are substantially managed through the approved training program and <u>Company Operations Manual</u> (722.21)