



## SUMMARY OF CONSULTATION

# Standards for helicopter devices used to conduct training in multi-crew cooperation (MCC)

Prescribed qualification standards for FSTD (MCC training – helicopter) Instrument 2019

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## Overview

From 1 September 2015 changes to Part 61 of the *Civil Aviation Safety Regulations 1988 (CASR)* introduced a requirement for pilots conducting multi-crew operations in aeroplanes and helicopters to have completed training in multi-crew co-operation (MCC). The training must be conducted in a flight simulation training device (FSTD) that meets the prescribed standards for FSTDs used to conduct training in MCC.

Proposed standards for helicopter FSTDs used for MCC training were published by CASA on the Consultation Hub from 28 February to 28 March 2019.

The consultation sought feedback from industry on the proposed minimum standards that define a FSTD in which the practical elements of an approved course of MCC training can be conducted.

MCC training must be approved as a course of training under Part 61 and may only be conducted by an operator authorised under Part 142 of the *Civil Aviation Safety Regulations 1998 (CASR)*. The training includes theoretical and practical training in the application of non-technical skills in a simulated operational environment. The scope of training must reflect a level of complexity associated with operating a typical multi-crew type certificated aircraft.

By design, the practical training must be conducted in a FSTD that must be approved by CASA for the purpose. CASA prescribes minimum standards for FSTDs under Part 60 of CASR or Civil Aviation Order (CAO) 45.0. As MCC training is new to the Australian licensing framework, those standards either exceed the minimum requirements or describe a device that does not support the desired MCC training outcomes.

The proposed minimum standards for a FSTD suitable for MCC training are less onerous than the standards specified by the European Aviation Safety Agency (EASA) for the conduct of MCC training. The CASA standards describe a device that simulates a typical multi-engine helicopter equipped for multi-crew operations. The device enables the development of complex scenario-based training exercises that are utilised to develop a pilot's non-technical skills used in typical multi-crew operations.

## Respondents

A total of nine submissions were received. Six consented to having their comments published on the CASA website. Only one respondent was not associated with a training provider or an instructor.

## Key feedback

Six of the respondents supported the proposed minimum standards for a FSTD used to conduct MCC training. One of the six suggested the capability of the FSTD should be expanded to provide for the role of an aircrewman.

CASA's response is to not make a change. The standards do not need to be expanded since not all multi-crew operations require aircrewmen to be on board.

## SUMMARY OF CONSULTATION ON STANDARDS FOR HELICOPTER DEVICES USED TO CONDUCT TRAINING IN MULTI-CREW COOPERATION (MCC)

Two respondents objected to the proposed standards on the basis that the device did not need to simulate a multi-engine helicopter as multi-crew operations can be conducted in a single engine helicopter.

CASA's response is to not make a change. The proposed standards enable the development of more complex training scenarios that are more representative of the types of helicopter typically used by industry in multi-crew operations to teach and demonstrate realistic multi-crew non-technical skills.

There were two respondents associated with foreign training providers. One of the respondents recommended the standard for a full flight simulator be applied. This would exceed both the proposed minimum CASA standard and the EASA standards for MCC training devices.

CASA's response is to not make a change because the standards proposed by the respondents are too high for the intended outcome and would incur additional costs.

### **Notice of final rulemaking**

CASA intends to bring the proposed standards into effect in a Legislative Instrument under regulation 61.045 of CASR. CASA anticipates the standard will be incorporated into the Manual of Standards (MOS) for Subpart 60.C in 2020.

### **Future direction**

There was general support of the proposed CASA standards for a device used to conduct MCC training for helicopter pilots.

The number of helicopter pilots seeking MCC training in Australia is limited so the number of training providers is expected to be small.

CASA accepts the EASA standard for devices is appropriate when MCC training is integrated within a course of training for a helicopter type rating. An FSTD used for MCC training as part of an integrated course of training for a multi-crew helicopter type rating would be expected to meet the EASA standards.

CASA will monitor the effectiveness of MCC training conducted in a FSTD that meets the proposed CASA standards to determine if the device standards provide an effective platform for the conduct of MCC training for helicopter pilots.