



SUMMARY OF PROPOSED CHANGE



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

Prescribed qualification standards for FSTD (MCC training – helicopter) Instrument 2018

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Introduction

From 1 September 2015, Part 61 of the *Civil Aviation Safety Regulations (CASR)* - Flight Crew Licensing, introduced a requirement for the holder of a Private Pilot Licence (PPL) or a Commercial Pilot Licence (CPL) to complete a course of training in Multi-Crew Cooperation (MCC) prior to conducting a flight, that is required to be conducted as a multi-crew operation. In addition, an applicant for the grant of an Airline Transport Pilot Licence (ATPL) must have completed a course of training in MCC prior to attempting the flight test for the licence.

Part 142 of the *Civil Aviation Safety Regulations (CASR)* defines a course of training in MCC as a Part 142 activity. The practical training in MCC is conducted in a flight simulation training device (FSTD) which must be approved by CASA for the purpose.

CASA prescribes minimum standards for an FSTD in the Part 60 Manual of Standards (MOS) or legislative instrument under regulation 61.045 of CASR. MCC training is new to Australia and the existing standards for a flight simulator exceed the minimum standard required for an FSTD used to conduct MCC training.

The proposed standards would permit an FSTD that doesn't meet the minimum standard for approval as a flight simulator to be used for MCC training. The competency standards for MCC training are specified in Part 61 MOS.

In the near future, CASA anticipates the proposed standards will be included in the Part 60 MOS.

Purpose and scope of the proposed amendments

The proposed standards describe an FSTD that represents a generic multi-engine helicopter that is equipped to be operated by two pilots. The FSTD provides an effective platform for the delivery of scenario-based MCC training where students can develop and demonstrate non-technical skills in a simulated operational environment.

The standards specify the minimum FSTD that can be used by a Part 142 operator to conduct an approved course of training in MCC. A flight simulator qualified by CASA may also be approved by CASA for the conduct of MCC training.

Previous consultations

The proposed standards for an FSTD to be used to conduct MCC training for helicopter pilots have been developed in consultation with helicopter training providers and FSTD manufacturers from Australia and overseas. There has been no previous formal consultation conducted for the proposed standards.

Impact on industry

Due to the relatively small number of helicopter pilots who have a need to complete MCC training, there are only a small number of helicopter pilot MCC training providers. The proposed standards provide for a significantly lower cost alternative for an FSTD that can be used by a Part 142 operator to conduct an approved course of MCC training.

Existing helicopter flight simulators can be approved for MCC training. However, without the proposed new standards, the cost of MCC training for helicopters is unnecessarily high and the

availability of qualified flight simulators in Australia is very low. The only other alternative is to use overseas flight simulators

There are a number of FSTDs in Australia that would meet the proposed new standards to be approved for conducting MCC training. Since these FSTDs are used for other training purposes, the proposed standards provide an opportunity to increase the utilisation of these FSTDs with the potential to reduce the total costs of training.

Safety risk analysis

The proposed standards for an FSTD used to conduct MCC training for helicopter pilots are the minimum standards necessary for the effective delivery of scenario based MCC training and assessment of MCC non-technical skills.

The proposed standards are lower than the standards specified by EASA—under CS FSTD for a FNPT II - MCC device—because CASA does not require MCC training to be completed immediately prior to the student commencing a course of training for a multi-crew helicopter type rating.

Regulation impact statement

CASA does not anticipate a significant impact on industry. There are currently three organisations approved to provide helicopter pilot MCC training. These organisations have FSTDs that already meet the proposed standard. It is likely that the number of organisations seeking MCC training approval will be limited but would satisfy the future demand for MCC training. There are approximately ten businesses operating multi-crew helicopters and as such there is limited demand for multi-crew trained helicopter pilots.

Closing date for comment

CASA will consider all comments received as part of this consultation process and incorporate changes as appropriate. Comments on the draft standards for helicopter devices used to conduct training in MCC should be submitted through the online response form by close of business 28 March 2019.