



SUMMARY OF PROPOSED CHANGE



New competency standards for pilots of Australian registered gyroplanes

Part 61 Manual of Standards Amendment Instrument 2020 (No. 1)

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Introduction

With the commencement of Part 61 of CASR – Flight Crew Licensing, CASA introduced a Manual of Standards (MOS) that outlines the competency standards that must be met prior to the grant of a licence, rating, or endorsement.

Part 61 of CASR provided the licensing framework for powered-lift, airship and gyroplane aircraft categories in anticipation of a need to issue flight crew licences and ratings for pilots of such aircraft. Consequently, within the development of the Part 61 MOS there were some sections reserved to allow for the development of standards applicable to pilots operating the abovementioned aircraft.

The gyroplane standards have been developed with the consideration of existing standards already implemented by other foreign national aviation authorities as well as from discussions with several industry leads. The standards have also been reviewed and comment provided by a gyroplane expert via the Flight Crew Licensing Technical Working Group.

CASA seeks industry and public comment on the attached consultation draft of the Part 61 MOS.

To amend the Part 61 MOS to add new competency standards for gyroplanes the addition of the following sections is proposed:

- Schedule 1 - Directory of units of competency and units of knowledge
- Schedule 2 - Competency standards
- Schedule 3 - Aeronautical knowledge standards
- Schedule 5 – Flight test standards
 - Appendix G.3 - RPL Gyroplane category rating flight test
 - Appendix H.4 – PPL Gyroplane category rating flight test
 - Appendix I.4 – CPL Gyroplane category rating flight test
 - Appendix L.3 – Single engine gyroplane class rating
 - Appendix N.1 – PIFR rating flight test *
 - Appendix O.1 – NVFR rating flight test *
 - Appendix Q.1 – Low-level rating flight test*
 - Appendix R.1 – Aerial application rating and endorsement flight test *
- Schedule 6 – Proficiency check standards
 - Appendix 4 – Aerial application rating prof check *
- Schedule 7 – Flight review standards
 - Appendix L – Aircraft rating flight review *
 - Appendix N – PIFR rating flight review
 - Appendix O – NVFR rating flight review
 - Appendix Q – Low-level rating

- Schedule 8 – Tolerances
 - Table 6 – Gyroplane class rating – Private
 - Table 7 – Gyroplane class rating - Professional

The standards that are annotated with *, indicate the changes to the current standard. All text highlighted in yellow has not been amended.

CASA is currently conducting a concurrent consultation to amend the term incipient spin to stall with a wing drop. This amendment is highlighted in bold text.

Purpose and scope of the proposed amendments

CASR Part 61 - Flight Crew Licensing prescribes requirements for flight crew licences, ratings and endorsements to ensure pilots seeking to conduct flight in gyroplanes are safe to do so.

At the time the flight crew licensing rules commenced there was no immediate requirement for CASA to prescribe standards in the Part 61 MOS for gyroplane operations as there were currently no gyroplanes on the Australian civil register. The Australian Sport Rotorcraft Association (ASRA) is responsible for authorising pilots of recreational gyroplanes administered by that organisation.

More recently, CASA became aware that some aircraft in the gyroplane category have been used to conduct operations beyond the scope of the self-administering sport aviation body to authorise. These encompass such activities as aerial livestock mustering. Industry is seeking a regulatory mechanism that provides for the conduct of commercial aerial work operations using gyroplanes. For commercial operations, a gyroplane must be registered with CASA and requires the pilots to be licensed under CASR Part 61. As this has not been possible until now such activities have been conducted as a private activity administered by the ASRA.

Flight training requirements for several operational ratings are currently specified in Civil Aviation Order (CAO) 95.12 which states the general conditions that gyroplanes can be operated when used for the purpose of flight training by ASRA for the pilot certificate. Under CASR Part 61 all flight training for the grant of a flight crew licence or rating must be conducted by an operator authorised under CASR Parts 141 or 142. Due to the small number of participants likely to seek training, CASA expects all gyroplane training activities will be conducted by an operator or person authorised under CASR Part 141.

The Part 61 MOS is applicable to all pilots and gyroplane operators, as it sets out standards for:

- pre-requisite flight training and aeronautical knowledge required for the granting of licences, ratings or endorsements
- flight tests
- flight reviews
- proficiency checks for gyroplane aircraft ratings and operational ratings
- the minimum level of acceptable proficiency in general and aviation English
- theory examinations.

The Part 61 MOS consolidates all current standards relevant to flight crew licensing that are referenced in the CASRs. As the training for the grant of a gyroplane licence is new to Australia many of the requirements will be consolidated within the existing standards within the Part 61 MOS. Once in effect they will form the minimum standards for the training and assessment of competency prior to the issue of a gyroplane pilot licence, endorsement or rating.

Previous consultations

The current Part 61 MOS includes some limited standards for gyroplane pilots. There has been no previous consultation on competency standards related to flight crew authorisations applicable to the commercial operation of gyroplanes.

Impact on industry

The proposal will further support the aviation sectors seeking to conduct commercial gyroplane operations.

CASA undertook to implement these changes in 2015. Without taking these actions significant gaps in the Flight Crew Licensing Framework will continue.

CASA has set a tentative date of November 2020 to publish the proposed standards. This will be supported by an Advisor Circular for gyroplane flight training.

Operators will be required to develop a syllabus of training for their operations manual which will be subject to approval by CASA.

Safety risk analysis

CASA conducted a safety risk analysis during development of the proposed amendment. The amendment is expected to enhance safety where gyroplanes may be more suitable for some commercial flight activities than other categories of aircraft. The implementation of minimum standards is necessary for the effective delivery of gyroplane training and the ongoing assessment of competency.

Regulation impact statement

CASA does not anticipate any negative impact on industry. It is likely that the number of individuals seeking a gyroplane licence will be limited, allowing training organisations time to build both capability and capacity to satisfy the anticipated future demand.

There is the potential for several cost benefits as gyroplanes are less expensive to operate than other categories of aircraft.

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 Part 61 MOS should be submitted through the online response form by close of business 24 August 2020.