Proposed instrument (CASA EX64/22) - Flight Training and Flight Tests by Grade 1 Training Endorsement Holders (Exemptions and Approvals) - (CD 2212FS)

# Overview

We are reviewing parts of the flight training and testing scheme that are not working as efficiently as intended.

Since the commencement of the flight crew licensing rules in 2014, practical barriers to the efficient conduct of entry control testing have emerged, and the intended proportionate approach to flight testing has not materialised.

Part 61 enables the holder of a Pilot Instructor Rating to apply for a training endorsement which permits them to instruct someone for specific pilot authorisations. One of these authorisations is the Grade 1 training endorsement, which permits the supervision of Grade 2 and Grade 3 training endorsement holders. Additionally, holding a Grade 1 training endorsement is one of the optional qualifications to be named the head of operations for Part 141 operators.

The qualifications and operational and instructional experience of Grade 1 training endorsement holders usually far exceeds that of Grade 2 training endorsement holders, including in the areas of assessment and attending to challenging training cases. However, the Grade 1 training endorsement privileges do not reflect the responsibilities that would normally be associated with these instructors.

As there are minimal differences between the Grade 1 and Grade 2 training endorsements – apart from higher experience levels and the additional privilege of supervision – there is diminished incentive for flight instructors to seek a Grade 1 training endorsement. This is believed to be one of the reasons for the diminishing availability of suitably qualified flight instructors to become the head of operations for Part 141 operators. Another disincentive is the additional requirements these instructors need to complete to gain additional training endorsements required to be authorised to conduct a wider scope of training and assessments.

To address these problems, we propose to allow some Grade 1 training endorsement holders to conduct:

* flight training for a Grade 2 training endorsement, design feature training endorsement, flight activity training endorsements and low-level training endorsements
* assessments and grant of nominated ratings and endorsements.

Conditions will apply to ensure the endorsement holder is competent to conduct the nominated activities.

This will be a phased approach. As a first step, we are seeking feedback on the consultation draft of the Flight Training and Flight Tests by Grade 1 Training Endorsement Holders (Exemptions and Approvals) 2022 instrument. This instrument will allow some Grade 1 training endorsement holders to conduct nominated flight training and assessment activities, until the rules are amended.

To explain the operation of the instrument and the intent of each provision we have included a plain English explanation document in the documents for review.

The instrument will be in place by the end of September 2022.

## **Opportunity to comment**

Please submit your comments on proposed instrument CASA EX64/22 - Flight Training and Flight Tests by Grade 1 Training Endorsement Holders (Exemptions and Approvals) through the Consultation Hub using the survey provided. If you are unable to provide feedback in this way, please contact us at regulatoryconsultation@casa.gov.au .

## **Documents for review**

All documents related to this consultation are in the ‘Related’ section at the bottom of the overview page. They are:

* SPC on CD 2212FS - summary of the proposals included in the draft instrument
* Consultation Draft - CASA EX64/22 - Flight Training and Flight Tests by Grade 1 Training Endorsement Holders (Exemptions and Approvals) - draft instrument
* Explanation document - CASA EX64/22 - Flight Training and Flight Tests by Grade 1 Training Endorsement Holders (Exemptions and Approvals) –provides an explanation of the intent and effect of each provision in the draft instrument
* MS Word copy of online consultation - Proposed instrument (CASA EX64/22) - Flight Training and Flight Tests by Grade 1 Training Endorsement Holders (Exemptions and Approvals) (CD 2212FS) for ease of distribution and feedback within your organisation.

# What happens next

At the end of the response period, we will:

* review comments received
* make all responses publicly available on the Consultation Hub (unless you request your submission remain confidential).
* publish a Summary of Consultation which summarises the feedback received, outlines any intended changes and next steps.

All comments received on the proposed instrument will be considered. Relevant feedback that improves upon the proposed instrument will be incorporated into the final instrument.

# Give Us Your Views [Appears on the overview page at the bottom]

[Online Survey](https://consultation.casa.gov.au/regulatory-program/pp1816us/consultation/) [This link is on the front page of the survey and takes you to the survey questions]

## **Related**

**Related Documents**

List of documents attached to the consultation

* SPC on CD 2212FS [PDF 481 KB]
* Consultation Draft - CASA EX64/22 – Flight Training and Flight Tests by Grade 1 Training Endorsement Holders (Exemptions and Approvals) [PDF 358.28KB]
* Explanation document - CASA EX64/22 – Flight Training and Flight Tests by Grade 1 Training Endorsement Holders (Exemptions and Approvals) [PDF 265.71KB]
* MS Word copy of online consultation – Proposed instrument (CASA EX64/22) - Flight Training and Flight Tests by Grade 1 Training Endorsement Holders (Exemptions and Approvals) [MS Word DOCX 44.3KB]

# **Audience & Interest groups**

**Audience**

* Instructors and flight examiners
* Pilots
* Part 142 operators
* Part 141 operators

**Interest**

* Licensing
* Flight training

# Page 1. Comments on proposed instrument (CASA EX64/22)

We are proposing to allow some Grade 1 training endorsement holders to conduct nominated flight training and assessment activities, as a first step until the rules are amended.

We will ask you for:

* **personal information**, such as your name, any organisation you represent, and your email address
* **your consent** to publish your submission
* **your responses** to the proposed changes in the regulations
* **any comments** you may want to provide
* **demographic information** to help us understand your interest in the instrument

Our [website](https://www.casa.gov.au/rules/changing-rules/consultation-industry-and-public)contains more information on making a submission and what we do with your feedback.

# Page 2. Personal information

## First name

*(Required)*

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## Last name

*(Required)*

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## Email address

*If you enter your email address, you will automatically receive an acknowledgement email when you submit your response.*

Email

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## Do your views officially represent those of an organisation?

*(Required)*

*Please select only one item*

[ ]  Yes, I am authorised to submit feedback on behalf of an organisation

[ ]  No, these are my personal views.

If yes, please specify the name of your organisation.

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Which of the following best describes the group you represent?

*Please select as many items as apply.*

[ ]  Instructors and flight examiners

[ ]  Pilots

[ ]  Part 141 operators

[ ]  Part 142 operators

[ ]  Other

Please specify ‘Other’ if selected.

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# Page 3. Consent to publish submission

To provide transparency and promote debate, we intend to publish all responses to this consultation. This may include both detailed responses/submissions in full and aggregated data drawn from the responses received.

Where you consent to publication, we will include:

* **your last name** if the submission is made by you as an individual or
* **the name of the organisation** on whose behalf the submission has been made
* **your responses** and comments

We **will not** include any other personal or demographic information in a published response

Do you give permission for your response to be published?

*(Required)*

*Please select only one item*

[ ]  Yes - I give permission for my response/submission to be published.

[ ]  No - I would like my response/submission to remain confidential but understand that de-identified aggregate data may be published.

[ ]  I am a CASA officer.

Information about how we consult and how to make a confidential submission is available on our  [**website**](%20website)<https://www.casa.gov.au/rules/changing-rules/consultation-industry-and-public>.

# Page 4. How the proposed instrument will work in practice

The proposed instrument would expand the training, assessment and grant activities that some Grade 1 training endorsement holders can conduct. In addition to existing limitations and conditions contained in the CASR some conditions would apply.

The instrument would allow Grade 1 training endorsement holders to conduct:

* Flight training for a Grade 2 training endorsement, design feature training endorsement, flight activity training endorsement or low-level training endorsement. The Grade 1 training endorsement holder must hold the same kind of training endorsement as that for which the flight training is conducted, and can only conduct training for persons who already hold a flight instructor rating. Existing limitations in the CASR continue to apply – for example, the Grade 1 training endorsement holder must be engaged to conduct the flight training by a flight training operator authorised to conduct the flight training and must be assessed as competent to conduct the training by the flight training operator.
* Flight tests and grant for a number of authorisations – see draft instrument for full list. The Grade 1 training endorsement holder must be authorised to conduct training for the relevant authorisation. The Grade 1 training endorsement holder must complete relevant e-learning modules of the Flight examiner rating course and comply with nominated provisions of the CASR as if the Grade 1 training endorsement holder were a flight examiner. The Grade 1 training endorsement holder must also have successfully completed an instructor proficiency check within 24 months prior to conducting a flight test, and must be approved to conduct flight training for the same kind of authorisation by a Part 141 operator that conducts the training.
* See the draft instrument for further detail.

## Do you have any comments about the proposed instrument?

Comments

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