**Title of Consultation: Overview and questions - Multi-engine helicopter ratings (CD 2209FS)**

# Overview

You told us about the difficulties facing rotary wing pilots, instructors and flight examiners because single-pilot, less complex multi-engine helicopters don’t have a class rating enjoyed by their fixed-wing equivalents.

We understand that the current approach to prescribe a type rating for each multi-engine helicopter is a key reason for the limited availability of suitably qualified flight instructors, flight examiners, and flight training operators (FTO) to conduct training and assessments for some multi-engine helicopters. This has led to increased costs and time to access training and assessment and impacts on the availability of suitably qualified pilots. The problem is exacerbated by the very small number of these types of helicopters in Australia.

An alternative approach is proposed to better facilitate training, testing, entry and continuation for pilots conducting operations using non-complex single pilot certified multi-engine helicopters.

To facilitate this, we have drafted an instrument that will effectively replicate a multi-engine helicopter class rating until the flight crew licensing rules are amended to formally create the class rating.

The creation of a new multi-engine helicopter class rating will allow:

* pilots who operate certain less complex multi-engine helicopters certified for single-pilot operations to operate under the new class rating
* flight instructors and examiners who hold a multi-engine helicopter class rating training or testing endorsement to conduct training or testing for the class rating and training and flight review for subsequent types of multi-engine helicopter in the class, without holding a type-specific training or testing endorsement
* Part 141 Flight Training Operators to conduct training for the new class and manage the instructors permitted to conduct the training.

In the first stage of the process to incorporate the new class rating into CASR, we are seeking comment on the consultation draft of the Multi-Engine Helicopters Exemption 2022 instrument.

This instrument will create a class-like system as a step to implementing the new class rating and will allow multi-engine helicopters to operate in the system until the regulations are changed to formally create the class rating.

A plain English document also accompanies the draft instrument to explain the operation of the instrument and the intent of each provision.

The exemption will be in place by the end of July 2022.

**Opportunity to comment**

If you would like to provide comment on the advanced copy of the proposed instrument CASA EX49/22 – Multi-Engine Helicopters Exemption 2022 you can do so through the online response form.

# Documents for review

All relevant documentation:

* SPC on CD 2209FS (481 KB KB PDF document) – this document is the summary of the proposals in the draft instrument
* Consultation Draft - CASA EX49/22 — Multi-Engine Helicopters Exemption 2022 391 KB (PDF document) – this document is the draft instrument
* Explanation document - CASA EX49/22 — Multi-Engine Helicopters Exemption 2022 (477 KB PDF document) – this document provides an explanation of the intent and effect of each provision in the draft instrument
* MS Word copy of online consultation - Multi-engine helicopter ratings (CD 2209FS) 51.1 KB (Office Word 2007 XML document)

is attached in the ‘related’ section at the bottom of the page.

# 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**[Online Survey](https://consultation.casa.gov.au/regulatory-program/pp1816us/consultation/) |

**Related**

[List of documents to attach to the consultation]

* SPC on CD 2209FS
* Consultation Draft - CASA EX49/22 — Multi-Engine Helicopters Exemption 2022
* Explanation document - CASA EX49/22 — Multi-Engine Helicopters Exemption 2022
* MS Word copy of online consultation - Multi-engine helicopter ratings (CD 2209FS)

**Audiences**

* CASA Staff
* current helicopter pilots
* flight training operators (helicopter only)
* AOC holders operating helicopters
* Part 138 certificate holders operating helicopters
* Flight training operators – helicopters

**Interests**

* In-house training
* Operational standards
* Flight training

**Page: Contents** [Standard page]

We are proposing to create a class-like system as a step to implementing the new class rating and will allow multi-engine helicopters to operate in the system until the rules are changed to formally create the class rating.

If you choose to continue, 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 regulations

When you have completed the section on which you wish to provide feedback, select the **‘Finish’**button at the bottom right of this page.

# **Page: Personal information** [Standard page]

**Note:** This page consists of standardised text. Please do not delete it.

## First name

(Required)

|  |
| --- |
|  |

## Last name

(Required)

|  |
| --- |
|  |

## Email address

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

## Email

|  |
| --- |
|  |

## 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.

|  |
| --- |
|  |

## Which of the following best describes the group you represent?

*Please select all that apply*

* Helicopter pilot
* Flight instructor
* Flight examiner
* Helicopter flight training operator
* Part 138 certificate holder operating helicopters
* AOC holder operating helicopters
* Other

## Please specify 'Other' if selected

|  |
| --- |
|  |

# **Page 2: Consent to publish submission** [Standard page]

**Note:** This page consists of standardised text. Please do not delete it.

To provide transparency and promote data, 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
* **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.

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

## 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.

# **Page: How the proposed instrument will work in practice**

The proposed instrument would establish a new class-like rating system for the operation of multi-engine helicopters.

The aircraft proposed to be included in the system were selected based on the training for type ratings prescribed in the [Prescription of Type Ratings Excluded from CASR Part 142 Flight Training (Edition 6) Instrument 2018](https://www.legislation.gov.au/Details/F2018L00715). This instrument allows training to be conducted on the basis that training for the prescribed single-pilot type ratings is less complex and can be done adequately by the holder of a Part 141 certificate. The training does not require the additional organisational systems and processes that are required under Part 142. This training has been conducted by a Part 141 FTO for several years without negative safety impacts.

The list of aircraft can be found in the proposed Multi-Engine Helicopters Exemption 2022 instrument.

The instrument would allow:

* Pilots who hold at least one of the prescribed multi-engine helicopter type ratings to operate any of the other prescribed multi-engine helicopters so long as the pilot completes training and a flight review for each of the other models they wish to operate. This means that pilots are not required to obtain and maintain multiple type ratings. Importantly, a pilot who completes the training and flight review for another model of helicopter does not need to complete the type rating flight test for the subsequent types and will not be granted the relevant type rating.
* Flight instructors who hold a type-specific training endorsement for at least one of the prescribed multi-engine helicopters to also conduct training for any other prescribed multi-engine helicopters that they are authorised to fly, without holding a type-specific training endorsement. Importantly, an instructor must have logged a minimum of 25 hours pilot in command (PIC) experience on the particular type of helicopter before the instructor can conduct training for that multi-engine helicopter. The FTO responsible for the training is responsible for ensuring the instructor is competent conducting the training.
* Flight examiners who hold a type-specific testing endorsement for at least one of the prescribed multi-engine helicopters to also conduct testing for any other prescribed multi-engine helicopter that they are authorised to fly, without holding a type-specific testing endorsement. In addition, a flight examiner will need to be authorised to conduct flight training for a multi-engine helicopter prescribed in the instrument. This reflects the principle that a person should only test what they are competent to train. A flight examiner will be authorised to conduct the flight training in accordance with the requirements for an instructor described above which includes having at least 25 hours experience on type.
* Part 141 FTO to conduct training for subsequent multi-engine helicopters and manage the instructors permitted to conduct the training and flight review. The FTO must have an approved training course for the relevant aircraft type as part of their flight training suite.

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

* Yes – please comment below.
* No

|  |
| --- |
| Comments |

# **Page: Almost done**

You are about to submit your response. By clicking 'Submit Response' you give us permission to analyse and include your response in our results. After you click Submit, you will no longer be able to go back and change any of your answers.

If you provide an email address, you will be sent a receipt and a link to a PDF copy of your response.

|  |
| --- |
| Email address |