



Australian Government

Civil Aviation Safety Authority

Instrument number CASA 57/18

I, CHRISTOPHER PAUL MONAHAN, Executive Manager, National Operations & Standards, a delegate of CASA, make this instrument under regulations 11.056 and 141.035 of the *Civil Aviation Safety Regulations 1998*.

[Signed Christopher P. Monahan]

Christopher P. Monahan
Executive Manager, National Operations & Standards

28 August 2018

CASA 57/18 — Flight Training (Helicopter Firefighting Endorsement) Approval 2018

1 Name

This instrument is *CASA 57/18 — Flight Training (Helicopter Firefighting Endorsement) Approval 2018*.

2 Duration

This instrument:

- (a) commences on 1 September 2018; and
- (b) is repealed at the end of 31 August 2021.

3 Definitions

Note In this instrument certain terms and expressions have the same meaning as they have in the *Civil Aviation Act 1988*, Part 61 of CASR and the CASR Dictionary, including: ***aerial application operation***, ***AOC***, ***ARN*** and ***flight training***. ***Aerial work purpose*** has the same meaning as in paragraph 206 (1) (a) of CAR.

- (1) In this instrument:

aeronautical experience, for paragraph 5 (2) (b), means aeronautical experience in the conduct of relevant firefighting operations in a helicopter, in accordance with the requirements of Civil Aviation Order (***CAO***) 29.5 or 29.6, that is:

- (a) recorded in the logbook of the operator's chief pilot or the nominated senior pilot; and
- (b) of such a nature and extent as to satisfy the operator's chief pilot of his or her own, or the nominated senior pilot's, competency to conduct relevant firefighting operations.

aeronautical experience, for subparagraph 5 (2) (c) (i), means aeronautical experience as a pilot conducting flight training in a helicopter that is:

- (a) recorded in the nominated senior pilot's logbook; and
- (b) of such a nature and extent as to satisfy the operator's chief pilot of the nominated senior pilot's competency to conduct flight training.

fire control authority, of a State or territory, includes a parks, wildlife or forestry service.

helicopter firefighting endorsement means an endorsement of that kind granted under Subpart 61.R.

MOS means the *Part 61 Manual of Standards Instrument 2014*, as in force from time to time.

nominated senior pilot means a senior pilot of the operator nominated by the operator's chief pilot.

operator means a person who, for at least the 3 years immediately before first conducting relevant flight training under this approval instrument:

- (a) held an AOC authorising the person to undertake aerial application operations in a helicopter; and
- (b) had an operations manual that contains procedures for relevant firefighting operations; and
- (c) had annually conducted relevant firefighting operations under the written authorisation of the National Aerial Firefighting Centre (NAFC), or of a State or territory fire control authority.

PICUS means pilot in command under supervision.

relevant flight training means flight training for the grant of a helicopter firefighting endorsement.

relevant firefighting operations means helicopter operations conducted for an aerial work purpose in the form of:

- (a) dropping water or fire retardant for the purposes of fire fighting; or
 - (b) external sling load operations in which water or fire retardant is picked-up, carried and released for the purposes of fire fighting.
- (2) A reference in this instrument to a provision that includes the numerals "61" is a reference to the provision in Part 61 of CASR.

4 Approval

- (1) The operator is approved to conduct relevant flight training.
- (2) The approval is subject to the conditions mentioned in section 5.

5 Conditions

Requirements for delivery of relevant flight training

- (1) The operator must ensure that relevant flight training is delivered only by the operator's chief pilot or a nominated senior pilot.

Requirements for trainers

- (2) The operator must ensure that its chief pilot or a nominated senior pilot (as the case may be), at the time of delivering the relevant flight training:
 - (a) is authorised under regulation 61.1125 to exercise the privileges of the helicopter firefighting endorsement; and
 - (b) has aeronautical experience in the conduct of relevant firefighting operations; and
 - (c) for a nominated senior pilot:
 - (i) has aeronautical experience as a pilot conducting flight training; or
 - (ii) is supervised by the chief pilot in the conduct of flight training.

Requirements for trainees

- (3) The operator must ensure that relevant flight training is delivered only to a trainee who has:
- (a) a commercial pilot licence with a helicopter category rating under Part 61; and
 - (b) a helicopter low-level endorsement under regulation 61.1080; and
 - (c) if the relevant flight training is for relevant firefighting operations using an external sling load — a sling operations endorsement under regulation 61.1080.

Requirements for relevant flight training

- (4) The operator must ensure that relevant flight training is delivered in accordance with a course of training prepared by the operator that:
- (a) covers the matters mentioned in Schedule 1; and
 - (b) includes appropriate information about the pass standards for the aeronautical knowledge assessments, the practical flying assessment and the overall assessment.

Requirements for operator controls over relevant flight training

- (5) The operator must ensure that:
- (a) the aeronautical knowledge training, the practical flight training, and the assessments comply with the requirements set out in Schedule 1; and
 - (b) both the theoretical and practical components of the relevant flight training are conducted in a suitable ground environment and airspace, with appropriate facilities and training resources; and
 - (c) the helicopter used for the relevant flight training is airworthy and suitable for the training; and
 - (d) each person conducting relevant flight training (including assessment) is competent to do so.

Requirements for operator records

- (6) The operator must prepare as soon as practicable, and retain in safe custody for at least 3 years from their creation, the following records for each trainee:
- (a) the trainee's name, ARN, and dates of commencement and ending of training;
 - (b) for each relevant flight training activity, and each practical flying assessment, details of the following:
 - (i) the location;
 - (ii) the date;
 - (iii) the aircraft type, and nationality and registration marks;
 - (iv) the name and ARN of the instructor conducting the flight training activity;
 - (v) the name and ARN of the person conducting the practical flying assessment;
 - (vi) the flight time, and whether the flight was dual, solo or PICUS;
 - (vii) the record and results of the trainee's performance against the relevant competencies mentioned at Unit AA5 – Helicopter firefighting operation, under Aerial Application Rating in Schedule 2 of the MOS;
 - (c) the results for each of the aeronautical knowledge assessments;
 - (d) a copy of the certificate of completion for the relevant training mentioned in subsection (7).

Requirement for a certificate of completion of training

- (7) The operator must issue a trainee who successfully completes relevant flight training with a certificate of completion that:
 - (a) identifies the operator and the trainee; and
 - (b) records the trainee's results for each of the aeronautical knowledge assessments, the practical flying assessment and the overall assessment.

Schedule 1 Relevant flight training for a helicopter firefighting endorsement

Aeronautical knowledge training

- 1 There must be at least a 1 day training course, followed by a written and oral assessment, covering the following (*aeronautical knowledge assessment 1*):
 - (a) fire behaviour;
 - (b) firefighting techniques using belly tanks, or sling loads with single-drop or multi-drop buckets (as the case requires);
 - (c) communication protocols;
 - (d) operator procedures;
 - (e) relevant procedures of fire control authorities.

Note Fire fighting includes what is colloquially known as "firebombing".
- 2 There must be at least a separate 1 day training course, followed by a written and oral assessment, covering the following (*aeronautical knowledge assessment 2*):
 - (a) human factors;
 - (b) hazard awareness;
 - (c) risk management for firefighting operations.
- 3 Each of aeronautical knowledge assessment 1 and 2 must be conducted under the supervision of the operator's chief pilot.

Practical flight training

- 4 Subject to clause 5, there must be dual flight training covering at least the following, and progressing from simple to complex situations:
 - (a) flight preparation;
 - (b) access to water or retardant sources, and loading;
 - (c) transit to relevant location;
 - (d) approach and delivery of water or fire retardant;
 - (e) threat and error management;
 - (f) helicopter performance management in the operational context;
 - (g) management of non-normal and emergency operations in the operational context;
 - (h) application of learning acquired under clauses 1 to 3.
- 5 Such additional solo or PICUS practice flights as are required by the instructor conducting the training, involving the targeted application of water or fire retardant.
- 6 The number and nature of the flights mentioned in clause 5 must be such as to ensure that a level of competency is achieved, bearing in mind the trainee's existing flying qualifications and experience.
- 7 There must be a practical flying assessment based on the practical flight standards for the endorsement in the MOS.

Overall assessment

- 8 There must be an overall assessment based on aeronautical knowledge assessment 1 and 2, and the practical flying assessment.
 - 9 The overall assessment must not be a pass unless each of the aeronautical knowledge assessments has been passed, and the practical flying assessment has been passed.
-