

Civil Aviation Safety Authority

CASR PART 133 – Domestic and international Passenger Transport Services (PTS), or international or heavy cargo-only, in rotorcraft



Australian Government
Civil Aviation Safety Authority

www.casa.gov.au

A red and white helicopter is shown in flight against a clear blue sky with some light clouds. The helicopter is viewed from a low angle, showing its rotor blades and landing skids. The background is a gradient of blue and white, with a decorative blue and white wave-like graphic at the bottom.

safe skies for all

CASR PART 133 – An introduction

- Parts 133, 121 and 135 of the new *Civil Aviation Safety Regulations* (CASRs) all deal with a range of passenger and/or cargo operations — **Part 133 is for rotorcraft**, 121 for larger aeroplanes, and 135 for smaller aeroplanes.
- The proposed regulations in Part 133 will set the minimum acceptable standards applicable to **rotorcraft** that are conducting a Passenger Transport Service (PTS) domestically or internationally, or carrying heavy cargo, or carrying cargo internationally.
- Part 133 will consolidate into one Part of the new CASRs the regulatory requirements that will apply in addition to, or in substitution for, the general operating and flight rules prescribed in Part 91, when using rotorcraft for the air transport operations described above.

CASR PART 133 – Carrying people

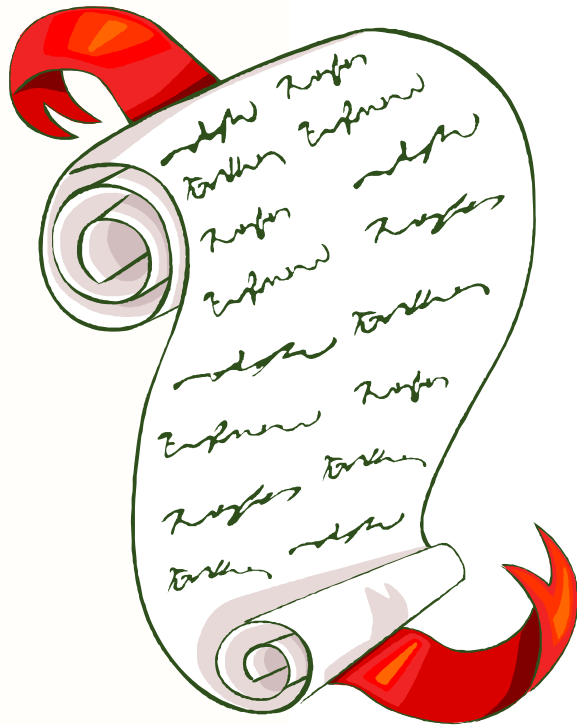
FAQ	Answer	Notes
Applicable aircraft?	Rotorcraft	larger > 8,618 kg MTOW smaller <= 8,618 kg MTOW
Will Part 133 ops require an AOC?	Yes	AOC to be issued per CASR Part 119
Applicable to carrying Passengers domestically and internationally?	Yes	as a Passenger Transport Service – see NPRM 0807OS
CASA’s regulated safety level?	Highest	to be known as “safest in class”
Can the flight be publicly available?	Yes	availability of the flight, not the operator (more info in NPRM 0807OS)
Can the flight be arranged by, or at the request of, others?	Yes	“others” are any entity having legal personality

CASR PART 133 – Carrying cargo-only

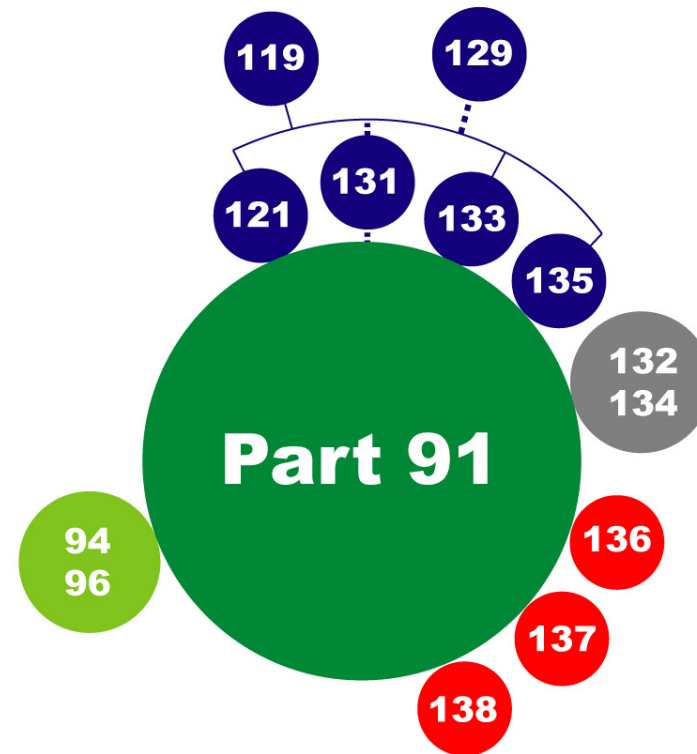
FAQ	Answer	Notes
Applicable aircraft?	Rotorcraft	larger > 8,618 kg MTOW smaller <= 8,618 kg MTOW
Will Part 133 ops require an AOC?	Yes	AOC to be issued per CASR Part 119
Applicable to international flights?	Yes	as authorised by the AOC
Applicable to domestic flights?	Yes in larger rotorcraft	as authorised by the AOC [smaller rotorcraft can conduct under Part 91 (or 96)]
CASA's regulated safety level?	Highest	to be known as "safest in class"
Can the flight be arranged by, or at the request of, others?	Yes	"others" are any entity having legal personality

The baseline rules for Part 133 will be in Part 91

AOCs for Part 133 operators will be issued by Part 119



TODAY'S RULES: Existing regulations are structured linearly from CAR 1 through 325



FUTURE RULES: Proposed clusters of CASR Parts containing flight operating rules to suit a range of aviation activities

PART 133 – ROTORCRAFT

- Safety standards based on certification under CASR Part 119 (aircraft maintenance program, Safety Management System, training and checking system).
- Will not differentiate between Charter (unscheduled or on-demand services) and Regular Public Transport (scheduled services).
- Will apply to *Passenger Transport Services* (PTS), all International Cargo, and Heavy Cargo (>8,618 kg Maximum Take Off Weight).

PART 133 – ROTORCRAFT

- Will apply in addition to the baseline General Operating & Flight Rules in CASR Part 91.
- Links the requirements for *Passenger Transport Services* (PTS) conducted under the *Visual Flight Rules* (VFR) at night more directly to the safety risks of such operations.

PART 133 – ROTORCRAFT

- Establishes safety-based outcomes for overwater flights.
- Rotorcraft performance standards allowing risk management of exposure to a potential forced landing event.

CASR PART 133 – MORE INFO

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