



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX53/21

I, WARREN CRAIG MARTIN, Executive Manager, Regulatory Oversight, a delegate of CASA, make this instrument under regulations 11.056, 11.160, 11.205, 11.245 and 11.250 of the *Civil Aviation Safety Regulations 1998* and paragraphs 150 (2) (a) and 157 (4) (b) of the *Civil Aviation Regulations 1988*.

[Signed C. Martin]

Craig Martin

Executive Manager, Regulatory Oversight

11 May 2021

CASA EX53/21 — All Weather Search and Rescue Operations (PHI International Australia) Instrument 2021

1 Name

This instrument is *CASA EX53/21 — All Weather Search and Rescue Operations (PHI International Australia) Instrument 2021*.

2 Definitions

Note In this instrument, certain terms and expressions have the same meaning as they have in the *Civil Aviation Act 1988* and the regulations. These include: *AGL*, *civil aviation legislation*, *operations manual*, and *pilot in command*.

In this instrument:

aircrewman has the same meaning as in subsection 10 of Civil Aviation Order 29.11.

APP 1 flight profile means a flight profile which automatically transitions a helicopter from a cruise altitude and speed to flight at 200 feet AGL and 80 knots indicated airspeed.

APP 2 flight profile means a flight profile which automatically transitions a helicopter from forward flight to a hover.

auto-hover flight profile means a flight profile with the following flight capabilities executed by a helicopter's flight management system:

- (a) velocity hover hold (VHLD), being a “search and rescue” mode that maintains a constant longitudinal and lateral groundspeed for a helicopter as measured by the helicopter's inertial reference system;
- (b) position hover hold (PHLD), being a “search and rescue” mode that maintains a specified longitudinal and lateral position for a helicopter as measured by GPS coordinates;
- (c) crew hover (CHOV), being a “search and rescue” mode that provides an aircrewman or winch operator with limited authority to command changes

to the longitudinal and lateral position of a helicopter, and the helicopter's airspeed, from the helicopter cabin; and

- (d) depart (DPT) mode, being a "search and rescue" mode that transitions the helicopter from the hover to 65 knots indicated airspeed at a climb rate of 200 feet per minute.

PHI helicopter means a Sikorsky S92A helicopter operated by PHI International Australia that is fitted with:

- (a) an automatic flight control system (AFCS) with a "search and rescue" mode in which the helicopter can conduct APP 1, APP 2 and auto-hover flight profiles at night and in all weather conditions; and
- (b) a flight management system (FMS) with "receiver autonomous integrity monitoring" (RAIM) GPS satellite coverage; and
- (c) radar equipment with designated modes for "search", "weather" and "radar ground mapping"; and
- (d) an enhanced ground proximity warning system (EGPWS).

PHI International Australia means PHI International Australia Pty Ltd, ARN 067339.

pilot in command, of a PHI helicopter, means an employee of PHI International Australia who is the pilot in command of the helicopter.

SAR operations means any of the following operations:

- (a) search and rescue operations;
- (b) offshore aircraft recovery operations;
- (c) training for operations mentioned in paragraph (a) or (b).

winch operator has the same meaning as in subsection 10 of Civil Aviation Order 29.11.

3 Application

This instrument applies in relation to PHI International Australia (and pilots in command of PHI helicopters) when using a PHI helicopter in SAR operations.

4 Exemptions

- (1) For the purposes of regulation 11.160 of CASR, the pilot in command of a PHI helicopter is exempt from compliance with the following provisions of CAR when carrying out a SAR operation in the helicopter:
 - (a) subregulation 175 (2);
 - (b) subregulation 178 (1);
 - (c) subregulation 178 (2).
- (2) It is a condition of the exemption in subsection (1) that the pilot in command must comply with the requirements mentioned in section 7.

5 Direction

For the purposes of paragraph 150 (2) (a) of CAR, the pilot in command of a PHI helicopter is directed, when dropping packages or other articles or substances from the helicopter during a SAR operation, to comply with the requirements mentioned in section 7.

6 Permission

- (1) For the purposes of paragraph 157 (4) (b) of CAR, the pilot in command of a PHI helicopter that is carrying out a SAR operation is permitted to operate the helicopter at a height lower than the height mentioned in paragraph 157 (1) (b) of CAR.
- (2) It is a condition of the permission in subsection (1) that the pilot in command must comply with the requirements mentioned in section 7.

Note This condition is imposed under regulation 11.056 of CASR.

7 Requirements

For the purposes of sections 4, 5 and 6, the following requirements are mentioned:

- (a) the pilot in command of a PHI helicopter must not fly the helicopter for a SAR operation at night unless the pilot is satisfied that the helicopter is equipped with the minimum aircraft lighting requirements mentioned in subparagraphs 6.3 (a) and (b) of Civil Aviation Order 29.11;
- (b) the pilot in command of a PHI helicopter must not fly the helicopter for a SAR operation unless the pilot has received confirmation from PHI International Australia that:
 - (i) CASA has given written approval to any change to the PHI International Australia operations manual relating to the SAR operations that was made after the date this instrument is signed; and
 - (ii) PHI International Australia has complied with any CASA direction to it under subregulation 215 (3) of CAR relating to the conduct of SAR operations.

Note The requirements in this section supplement other regulatory requirements under the civil aviation legislation that apply in respect of the SAR operations, including the obligations of PHI International Australia personnel under subregulation 215 (9) of CAR.

8 Direction — PHI International Australia

- (1) For the purposes of regulation 11.245 of CASR, PHI International Australia is directed not to amend any part of its operations manual relating to SAR operations unless the amendment has been approved in writing by CASA.
- (2) For the purposes of regulation 11.250 of CASR, the direction in subsection (1) ceases to be in force at the end of 30 April 2024.

9 Repeal

This instrument is repealed at the end of 30 April 2024.
