SELF–ASSESSMENT WORKSHEET

Transitional Operator – Rotorcraft performance class

Authorisation holder name		ARN	

Instructions

1. Use this self-assessment worksheet to assess that your intended performance class procedures are compliant with the applicable provisions of Subpart 133.F of the *Civil Aviation Safety Regulations 1998* (CASR).
2. Only complete the sections relevant to the performance class or classes that you intend to conduct air transport or aerial work operations. All legislation reference questions must be addressed and answered for the intended performance class operations. Any area not completed will be determined as not meeting the relevant legislation provision.
3. Unless otherwise stated, the legislation reference refers to the CASR.
4. Use the ‘Document reference’ column to list the operations manual/exposition sections related to the legislation (column 1) and associated question (column 3).
5. Use the ‘Comments’ column to provide additional information related to the specific compliance requirement and operations manual/exposition reference.
6. For guidance on specific aspects of each question, refer to the Part 133 Manual of Standards (MOS), Advisory Circular (AC) 133-01—Performance class operations and AC 133-02—Performance Class 2 with exposure operations.

Performance class – general

Legislation reference	Question	Document reference	Comments
119.205(1)(h) 133.315 MOS 133.10	Unless a medical transport operation (MTO) at an MTO operating site, do you have a policy to operate in a performance class for their air transport operations?		
133.320 MOS 133.10.01 MOS 133.10.08	If you operate in these PCs, are your nominated rotorcraft, for PC1, PC2 and/or PC2WE operations, category 'A' rotorcraft?		
133.335 MOS 133.10	If you conduct one of the following operations, does your performance policy ensure you operate in either PC1, PC2 or PC2WE for these operations: • MOPSC greater than 9 passengers • medical transport operations • under the IFR or at night?		
133.335 MOS 133.10	If operations are conducted across more than one performance class (PC), does your exposition include procedures to describe how multiple PCs are managed??		
133.320 MOS 133.10.01 MOS 133.10.29 MOS 133.10.30	Where a rotorcraft, other than when in PC1, is required to have outlined by you an adequate vertical margin (AVM) is the AVM suitable for the rotorcraft you operate?		

Legislation reference	Question	Document reference	Comments
119.205(1)(h) 133.315 MOS 133.10.31	Does your exposition include instructions to flight crew for pre-flight determination of performance?		
119.205(1)(h) MOS 133.12.05 MOS 133.12.08	Does your training and checking system ensure flight crew are competent to conduct the required PC operations?		

Performance class 1

Are operations conducted in PC1?	☐ Yes	☐ No – do not complete this section

Legislation reference	Question	Document reference	Comments
119.205(1)(h) MOS 133.10.27	Does your exposition provide instructions to the pilot in command (PIC) for the calculation of take-off weight?		
119.205(1)(h) MOS 133.10.27 MOS 133.10.32	Does your exposition include a process for the identification of obstacles before flight?		
119.205(1)(h) MOS 133.10.27 MOS 133.10.32	Do you have a process for obtaining obstacle data from a recognised source such as: • the aerodrome/heliport operator • surveys from registered surveyors?		

Legislation reference	Question	Document reference	Comments
119.205(1)(h) MOS 133.10.27 MOS 133.10.32 MOS 133.10.33 MOS 133.10.34	Does your exposition include procedures for the PIC to determine the following for the flight: • the most suitable flight path and track for take-off • take-off obstacle clearance requirements • the take-off decision point (TDP) for the take-off of the rotorcraft • enroute obstacle clearance requirements • the most suitable flight path and track for the approach, landing and baulked landing • baulked landing obstacle clearance requirements • the landing decision point (LDP) for the landing of the rotorcraft?		
119.205(1)(h) MOS 133.10.27 MOS 133.10.33	Do your procedures include a process for flight crew members to select appropriate category 'A' take-off procedures for the aerodrome/heliport type and its associated obstacle environment?		
119.205(1)(h) 133.170(2)(a) MOS 133.10.27 MOS 133.10.33	Does your exposition include instructions for the PIC to determine the dimensions of the FATO for the departure aerodrome/heliport?		
119.205(1)(h) MOS 133.10.27 MOS 133.10.34	Do your procedures ensure that if an engine failure occurs after TDP, the rotorcraft can meet climb gradient requirements?		

Legislation reference	Question	Document reference	Comments
119.205(1)(h) 133.030 MOS 133.10.27 MOS 133.10.34	If a turn after take-off is required for obstacle clearance: • is the change of direction permitted by the AFM category A supplement; and • does it take into account performance degradation as a result of the turn?		
119.205(1)(h) MOS 133.10.27 MOS 133.10.34	If a raised incline plane and a virtual or elevated helicopter clearway is used, do you have procedures for their use in your exposition??		
119.205(1)(h) MOS 133.10.27 MOS 133.10.35	Does your exposition have procedures which ensure that enroute obstacle clearance is assured in the event of an engine failure?		
119.205(1)(h) MOS 133.10.27 MOS 133.10.36	Do your procedures ensure that, in the event of an engine failure on approach before the LDP, your rotorcraft can maintain obstacle clearance during a baulked landing?		
119.205(1)(h) 133.170(2)(a) MOS 133.10.27 MOS 133.10.36	Does your exposition include instructions for the PIC to determine the dimensions of the FATO for the destination aerodrome/heliport?		

Performance class 2

Are operations conducted in PC2?	☐ Yes	☐ No – do not complete this section	

Legislation reference	Question	Document reference	Comments
119.205(1)(h) MOS 133.10.28	Does your exposition provide instructions to the PIC for the calculation of take-off weight?		
119.205(1)(h) MOS 133.10.28 MOS 133.10.32	Does your exposition include a process for the identification of obstacles before flight?		
119.205(1)(h) MOS 133.10.28 MOS 133.10.32 MOS 133.10.37 MOS 133.10.38	Does your exposition include procedures for the PIC to determine the following for the flight: • the most suitable flight path and track for take-off • take-off obstacle clearance requirements • the defined point after take-off for the rotorcraft • enroute obstacle clearance requirements • the most suitable flight path and track for the approach, landing and baulked landing • baulked landing obstacle clearance requirements • the defined point before landing for the rotorcraft?		
119.205(1)(h) MOS 133.10.28 MOS 133.10.37	Do your procedures include a process for flight crew members to calculate and be aware of any required suitable forced landing distance considerations for the rotorcraft types they operate?		

Legislation reference	Question	Document reference	Comments
119.205(1)(h) MOS 133.10.28 MOS 133.10.37	Does your exposition include instructions to the PIC for contingency planning to allow for an engine failure: • before the defined point after take-off for the rotorcraft • after the defined point before landing for the rotorcraft?		
119.205(1)(h) MOS 133.10.28 MOS 133.10.37	If permitted, does your exposition provide instructions to the PIC for contingency planning for continued one engine inoperative (OEI) flight during the take-off stage?		
119.205(1)(h) MOS 133.10.28 MOS 133.10.39	Do your procedures ensure that enroute obstacle clearance is assured in the event of an engine failure?		
119.205(1)(h) MOS 133.10.28 MOS 133.10.40	Do your procedures ensure that, in the event of an engine failure on approach before the DPBL, the rotorcraft can maintain obstacle clearance during a baulked landing?		

Performance class 2WE

Are operations conducted in PC2WE?
(Note: Performance class 2 section must be completed) ☐ Yes ☐ No – do not complete this section

Legislation reference	Question	Document reference	Comments
MOS 133.10.17 to 10.25	Does your application for PC2WE include all the required information?		
119.205(1)(h) MOS 133.10.28	Does your exposition include the information required to operate in PC2?		
119.205(1)(h) MOS 133.10.28	Does your exposition include a policy instruction and procedures which ensure, based on the required reliability data, your PC2WE rotorcraft are operated within the maximum permitted exposure time for the rotorcraft?		
119.205(1)(h) MOS 133.10.21	Have you developed a risk assessment process to support PC2WE operations?		
119.205(1)(h) MOS 133.10.22	Does your exposition provide for a monitoring system to be used for PC2WE operations?		
119.205(1)(h) MOS 133.10.28	Does your exposition include procedures for PC2WE operations that comply, where necessary, with AFM category A procedures and which comply with AFM all engines operating (AEO) procedures and limitations?		

Performance class 3

Are operations conducted in PC3?	☐	Yes	☐ No – do not complete this section

Legislation reference	Question	Document reference	Comments
119.205(1)(h) 133.315 133.330 133.335 MOS 133 Chapter 10, Division 9	Do your proposed operations fit into PC3?		
119.205(1)(h) MOS 133.10.31	Does your exposition provide instructions on the factors to be used for the pre-flight calculation of performance?		
119.205(1)(h) MOS 133.10.29	Does your exposition provide instructions to the PIC for the calculation of take-off weight?		
133.320 MOS 133.10.01 MOS 133.10.29 MOS 133.10.30	If required, does your exposition outline an AVM for the rotorcraft they operate?		

Legislation reference	Question	Document reference	Comments
119.205(1)(h) MOS 133.10.29	Do your exposition procedures adequately describe the take-off procedures which your PICs may use from the departure aerodromes ?		
119.205(1)(h) MOS 133.10.29	Do you have a policy and procedure that provides instructions to flight crew members on how operations will be conducted to ensure the minimisation of operations in the avoid area of the HV diagram?		
119.205(1)(h) MOS 133.10.29	Do your exposition include procedures for the PIC to determine the following for the flight: • the most suitable flight path and track for take-off • take-off obstacle clearance requirements • the location of a suitable forced landing area (if any) • enroute obstacle clearance requirements • the most suitable flight path and track for the approach, landing and baulked landing • baulked landing obstacle clearance requirements?		
119.205(1)(h) MOS 133.10.29	If you operate over a populous area without a suitable forced landing (SFLA) area, does your exposition provide instructions for: • a risk assessment • training in the conduct of autorotative descents into limited access SFLA?		

Legislation reference	Question	Document reference	Comments
91.265 119.205(1)(h) 133.340(10(c) MOS 133.10.26 MOS 133.10.42 MOS 133.10.43	Do your procedures ensure your flights meet the minimum height requirements of the regulations?		
91.265 119.205(1)(h) 133.340(10(c) MOS133.10.26 MOS133.10.43	Do your procedures ensure compliance with the requirement for the rotorcraft to be flown in a manner which ensures the time during which suitable forced landing areas are not available is minimised?		
91.265 119.205(1)(h) 133.340(10(c) MOS 133.10.26	Are your rotorcraft, that are used for operations over populous areas, equipped with: • a particle detection system that monitors the main and tail transmission gearboxes • a flight deck caution indicator for each gearbox?		
119.205(1)(h) 133.340(1)(c) MOS 133.10.26 MOS 133.10.42 MOS 133.10.44	If unable to meet the requirements of flight over a populous area, do your procedures ensure that, until the rotorcraft reaches a point in the flight where it may land at an aerodrome with the engine inoperative, the rotorcraft is able to: • clear an obstacle by the AVM for the rotorcraft • descend to and land in a suitable forced landing area for the flight?		

Legislation reference	Question	Document reference	Comments
119.205(1)(h) 133.340(1)(c) MOS 133.10.26 MOS 133.10.42 MOS 133.10.44	Do your procedures ensure that a rotorcraft only operates in the HV envelope for safety of flight reasons, and for the minimum time?		