



## WORKSHEET

# (OPS.17) Rotorcraft performance class

Applicant name		Applicant ARN		EAP case number	File reference	
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## Instructions

1. Use this worksheet to assess air transport operators and aerial work operators wishing to operate in a performance class.
1. Only complete the sections relevant to the performance class or classes.
2. Unless otherwise stated, the legislation reference refers to the *Civil Aviation Safety Regulations 1998 (CASR)*.
3. The compliant column is used to record evidence that supports an assessment of present and suitable for the operation. Select a response from the drop down list. There are four available responses: **Yes** / **No** / **MI** (more information) / **N/A** (not applicable). Yes indicates that both present and suitable have been satisfied and the element is compliant with the rule.
4. For guidance on specific aspects of each question, refer to the respective section in the principle document as identified in the Principle reference column.
5. The assessment summary must be completed by all relevant parties. By selecting satisfied or not satisfied, the inspector is taken to have signed the worksheet.
6. Where required, the approval data sheet must be completed by the assigned inspectors. Reservices will use this information to prepare approvals for the delegate.

## 2.1 Performance class – general

Legislation reference	Principle reference	Question	Compliant?	Inspector comments
133.315 MOS133.10	2.1	Unless a medical transport operation (MTO) at an MTO operating site, does the operator have a policy to operate in a performance class for their air transport operations?		
133.320 MOS133.10.01 MOS133.10.08	2.2 2.3 2.4	Are the operator's nominated rotorcraft in category 'A' for: <ul style="list-style-type: none"> <li>• PC1</li> <li>• PC2</li> <li>• PC2WE?</li> </ul>		
133.335 MOS133.10	2.1	If the operator conducts one of the following operations, does their policy ensure they operate in either PC1, PC2 or PC2WE: <ul style="list-style-type: none"> <li>• MOPSC greater than 9 passengers</li> <li>• medical transport operations</li> <li>• under the IFR or at night?</li> </ul>		
133.335 MOS133.10	2.1	If operations are conducted across more than one performance class (PC), does the exposition include procedures to describe how multiple PCs are managed by the operator?		
133.320 MOS133.10.01 MOS133.10.29 MOS133.10.30	2.1.1	Where a rotorcraft, other than when in PC1, is required to outline an adequate vertical margin (AVM) is the AVM suitable?		

Legislation reference	Principle reference	Question	Compliant?	Inspector comments
133.315 MOS133.10.31	2.1.2	Does the exposition include instructions to flight crew for pre-flight determination of performance?		
133.370(4) MOS133.12.05 MOS133.12.08	2.1.3	Does the operator's training and checking system ensure flight crew are competent to conduct the required PC operations?		

## 2.2 Performance class 1

Are operations conducted in PC1?

Yes

No – do not complete this section

Legislation reference	Principle reference	Question	Compliant?	Inspector comments
119.205(1)(h) MOS133.10.27	2.2.1	Does the exposition provide instructions to the pilot in command (PIC) for the calculation of take-off weight?		
119.205(1)(h) MOS133.10.27 MOS133.10.32	2.2	Does the exposition include a process for the identification of obstacles before flight?		

Legislation reference	Principle reference	Question	Compliant?	Inspector comments
119.205(1)(h) MOS133.10.27 MOS133.10.32	2.2	Does the operator have a process for obtaining obstacle data from a recognised source such as: <ul style="list-style-type: none"> <li>• the aerodrome/heliport operator</li> <li>• surveys from registered surveyors?</li> </ul>		
119.205(1)(h) MOS133.10.27 MOS133.10.32 MOS133.10.33 MOS133.10.34	2.2	Does the exposition include procedures for the PIC to determine the following for the flight: <ul style="list-style-type: none"> <li>• the most suitable flight path and track for take-off</li> <li>• take-off obstacle clearance requirements</li> <li>• the take-off decision point (TDP) for the take-off of the rotorcraft</li> <li>• enroute obstacle clearance requirements</li> <li>• the most suitable flight path and track for the approach, landing and baulked landing</li> <li>• baulked landing obstacle clearance requirements</li> <li>• the landing decision point (LDP) for the landing of the rotorcraft?</li> </ul>		
119.205(1)(h) MOS133.10.27 MOS133.10.33	2.2	Do the operator's 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) MOS133.10.27 MOS133.10.33	2.2	Does the exposition include instructions for the PIC to determine the dimensions of the FATO for the departure aerodrome/heliport?		

Legislation reference	Principle reference	Question	Compliant?	Inspector comments
119.205(1)(h) MOS133.10.27 MOS133.10.34	2.2	Does the operator's procedures ensure that if, an engine failure occurs after TDP, the rotorcraft can meet climb gradient requirements?		
119.205(1)(h) 133.030 MOS133.10.27 MOS133.10.34	2.2.1	If a turn after take-off is required for obstacle clearance: <ul style="list-style-type: none"> <li>• is the change of direction permitted by the AFM category A supplement; and</li> <li>• does it take into account performance degradation as a result of the turn?</li> </ul>		
119.205(1)(h) MOS133.10.27 MOS133.10.34	2.2.3.1	If a raised incline plane and a virtual or elevated helicopter clearway is used, are the procedures suitable?		
119.205(1)(h) MOS133.10.27 MOS133.10.35	2.2.4	Does the operator ensure that enroute obstacle clearance is assured in the event of an engine failure?		
119.205(1)(h) MOS133.10.27 MOS133.10.36	2.2.5	Does the operator ensure that, in the event of an engine failure on approach before the LDP, the rotorcraft can maintain obstacle clearance during a baulked landing?		
133.170(2)(a) MOS133.10.27 MOS133.10.36	2.2.1	Does the exposition include instructions for the PIC to determine the dimensions of the FATO for the destination aerodrome/heliport?		

## 2.3 Performance class 2

Are operations conducted in PC2?

Yes

No – do not complete this section

Legislation reference	Principle reference	Question	Compliant?	Inspector comments
119.205(1)(h) MOS133.10.28	2.3.1	Does the exposition provide instructions to the PIC for the calculation of take-off weight?		
119.205(1)(h) MOS133.10.28 MOS133.10.32	2.3	Does the exposition include a process for the identification of obstacles before flight?		
119.205(1)(h) MOS133.10.28 MOS133.10.32 MOS133.10.37 MOS133.10.38	2.3	Does the exposition include procedures for the PIC to determine the following for the flight: <ul style="list-style-type: none"> <li>the most suitable flight path and track for take-off</li> <li>take-off obstacle clearance requirements</li> <li>the defined point after take-off for the rotorcraft</li> <li>enroute obstacle clearance requirements</li> <li>the most suitable flight path and track for the approach, landing and baulked landing</li> <li>baulked landing obstacle clearance requirements</li> <li>the defined point before landing for the rotorcraft?</li> </ul>		

Legislation reference	Principle reference	Question	Compliant?	Inspector comments
119.205(1)(h) MOS133.10.28 MOS133.10.37	2.3.2	Do the operator's 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?		
119.205(1)(h) MOS133.10.28 MOS133.10.37	2.3.2	Does the exposition include instructions to the PIC for contingency planning to allow for an engine failure: <ul style="list-style-type: none"> <li>before the defined point after take-off for the rotorcraft</li> <li>after the defined point before landing for the rotorcraft?</li> </ul>		
119.205(1)(h) MOS133.10.28 MOS133.10.37	2.3.2	If permitted, does the 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) MOS133.10.28 MOS133.10.39	2.3.3	Does the operator ensure that enroute obstacle clearance is assured in the event of an engine failure?		
119.205(1)(h) MOS133.10.28 MOS133.10.40	2.3.4	Does the operator ensure that, in the event of an engine failure on approach before the DPBL, the rotorcraft can maintain obstacle clearance during a baulked landing?		

## 2.4 Performance class 2WE

**Are operations conducted in PC2WE?**  
 (Note: section 2.3 must be completed)

Yes

No – do not complete this section

Legislation reference	Principle reference	Question	Compliant?	Inspector comments
MOS133.10.17 to 10.25	2.4	Does the application for PC2WE include all the required information?		
119.205(1)(h) MOS133.10.28	2.4 2.4.4	Does the exposition include the information required to operate in PC2?		
119.205(1)(h) MOS133.10.28	2.4.2 2.4.4	Does the exposition include a policy instruction and procedures which ensure, based on the required reliability data, the operator's PC2WE rotorcraft are operated within the maximum permitted exposure time for the rotorcraft?		
119.205(1)(h) MOS133.10.21	2.4.3	Has the operator developed a risk assessment process to support PC2WE operations?		
119.205(1)(h) MOS133.10.22	2.4	Does the exposition provide for a monitoring system to be used for PC2WE operations?		
119.205(1)(h) MOS133.10.28	2.4.4	Does the 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?		



## 2.5 Performance class 3

Are operations conducted in PC3?

Yes

No – do not complete this section

Legislation reference	Principle reference	Question	Compliant?	Inspector comments
133.340(1) MOS 133.10.D9	2.5	Do the proposed operations fit into PC3?		
119.205(1)(h) MOS133.10.31	2.5.1	Does the exposition provide instructions on the factors to be used for the pre-flight calculation of performance?		
119.205(1)(h) MOS133.10.29	2.5.1	Does the exposition provide instructions to the PIC for the calculation of take-off weight?		
133.320 MOS133.10.01 MOS133.10.29 MOS133.10.30	2.5.2	If required, does the exposition outline an AVM for the rotorcraft they operate?		
119.205(1)(h) MOS133.10.29	2.5.1	Does the exposition adequately describe the take-off procedures from the departure aerodrome?		
119.205(1)(h) MOS133.10.29	2.5.1	Does the operator 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?		

Legislation reference	Principle reference	Question	Compliant?	Inspector comments
119.205(1)(h) MOS133.10.29	2.5.1	Does the exposition include procedures for the PIC to determine the following for the flight: <ul style="list-style-type: none"> <li>• the most suitable flight path and track for take-off</li> <li>• take-off obstacle clearance requirements</li> <li>• the location of a suitable forced landing area (if any)</li> <li>• enroute obstacle clearance requirements</li> <li>• the most suitable flight path and track for the approach, landing and baulked landing</li> <li>• baulked landing obstacle clearance requirements?</li> </ul>		
119.205(1)(h) MOS133.10.29	2.5.3	If operating over a populous area without a suitable forced landing (SFLA) area, does the exposition provide instructions for: <ul style="list-style-type: none"> <li>• a risk assessment</li> <li>• training in the conduct of autorotative descents into limited access SFLA?</li> </ul>		
133.340(10)(c) MOS133.10.42 MOS133.10.43	2.5.1	Do the operator's procedures meet the minimum height requirements of the regulations?		
133.340(10)(c) MOS133.10.26 MOS133.10.43	2.5.1	Do the operator's 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?		

Legislation reference	Principle reference	Question	Compliant?	Inspector comments
133.340(10)(c) MOS133.10.26	2.5.2	<p>Are the operator's rotorcraft, that are used for operations over populous areas, equipped with:</p> <ul style="list-style-type: none"> <li>• a particle detection system that monitors the main and tail transmission gearboxes</li> <li>• a flight deck caution indicator for each gearbox?</li> </ul>		
133.340(1)(c) MOS133.10.26 MOS133.10.42 MOS133.10.44	2.5.1 2.5.2	<p>If unable to meet the requirements of flight over a populous area, can the operator 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:</p> <ul style="list-style-type: none"> <li>• clear an obstacle by the AVM for the rotorcraft</li> <li>• descend to and land in a suitable forced landing area for the flight?</li> </ul>		
133.340(1)(c) MOS133.10.26 MOS133.10.42 MOS133.10.44	2.5.1	<p>Do the procedures ensure that a rotorcraft only operates in the HV envelope for safety of flight reasons, and for the minimum time?</p>		

# Assessment summary

Applicant name		Applicant ARN		EAP case number		File reference	
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This worksheet verifies that the assessment of the rotorcraft performance for the above-named operator has been assessed in accordance with the current revision of Protocol (OPS.17) for performance class operations.

Inspector name		Title		Date	
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## Assessment

The exposition has been assessed in accordance with the requirements mentioned in Subpart 133.F of the *Civil Aviation Safety Regulations 1998 (CASR)*..

I am satisfied that the exposition/operations manual meets the requirements mentioned in the regulations (as applicable).

I am not satisfied that the exposition/operations manual meets the requirements mentioned in the regulations.

## Reason for recommendation

# Approval data sheet

<b>Applicant name</b>		<b>Applicant ARN</b>		<b>EAP case number</b>		<b>File reference</b>	
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Tick the relevant boxes and insert details of the rotorcraft types and associated conditions.

## Significant change recommendation

(1) The proposed significant change(s) to the exposition/operations manual have been assessed in accordance with the requirements mentioned in:

- paragraph 119.205(1)(m)       paragraph 138.155(1)(m)

### Inspector

- I recommend the significant change
- I do not recommend the significant change.

### Exposition/operations manual revision reference

Title	Version	Date	RMS reference number

Note: Regservices requires this information to create the EMAN in RMS.

## Flight in performance class 2 with exposure (PC2WE)

(1) For regulation 133.015 and subregulation 133.325(2)(b), the operator can be approved to conduct flights in the following rotorcraft in performance class 2 with exposure during the take-off, take-off and initial climb, approach and landing, or baulked landing stage of the flight:

Type and model	Registration

(2) The approval under subsection (1) is subject to the following conditions (if required):