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Australian Government

Civil Aviation Safety Authority

**ANNEX B TO AC 133-02 V2.1**

# **Performance Class 2 with Exposure (PC2WE) application and document submission process**

February 2025

# 1 Documentation required to be provided for Part 133 rotorcraft performance class applications

## 1.1 What needs to be submitted?

Prior to making your Part 133 performance class 2 with exposure (PC2WE) submission you should review Subpart 133.F of CASR, and Division 3 of the Part 133 Manual of Standards (MOS).

Operators submitting PC2WE exposition content must make an application for approval by the significant change application process.

## 1.2 How to submit your PC2WE application

### Step 1

1. From the CASA website, download and complete the [Self-assessment worksheet - Transitional operator - Rotorcraft performance class](#), noting the following key points:
  - a. Assess your intended PC2WE procedures and exposition content to ensure they are compliant with the applicable regulations.

**Note:** If you conduct, or are required to comply with, PC1, PC2 or PC3 in addition to PC2WE, then your self-assessment worksheet must cover all your intended Part 133 rotorcraft performance class operations with the relevant exposition references.

### Step 2

Complete the application form by doing the following:

1. Complete and sign the [Air Operator's Certificate/Associated Approvals](#) application form.
2. Complete Part A, Part E4 (Part 133 approvals), and Part H.

**Note:** If your PC2WE application is intended to support the addition of a new rotorcraft type to your AOC, the relevant additional new rotorcraft procedural exposition content will also need to accompany your application.

3. Include the following additional information that is required to be provided by the Part 133 MOS:
  - a. *Reliability and sudden power loss data.* (Power loss exposure risk report - PERR or letter of compliance/eligibility) obtained from the rotorcraft original equipment manufacturer (OEM) or the current type certificate (TC) holder. For further information, refer to section 10.18 of the Part 133 MOS and section 4 of [AC 133-02](#) Performance Class 2 with exposure operations.
  - b. *Type certificate holder's modification standard.* Details relating to how your organisation will continue to meet OEM or TC holder's modification standards (if any) to enhance rotorcraft/engine reliability. The information or standards will generally be contained in the PERR or letter of compliance/eligibility. For further information, refer to section 10.19 of the Part 133 MOS and subsection 5.1 of [AC 133-02](#) Performance Class 2 with exposure operations.

**Notes:**

1. You will require your rotorcraft's OEM or current TC holder airframe/engine reliability statistics or PERR to confirm the correct exposure time is used when you develop your PC2WE procedures. Therefore, it is vital you confirm the accuracy of this data with the current TC holder as early as possible in your PC2WE development processes.

CASA also uses this information in developing its AMC/GM for rotorcraft types and models described in Annex A to [AC 133-02](#) Performance Class 2 with exposure operations.

2. In situations where an operator cannot obtain the OEM or current TC holder airframe/engine reliability statistics or PERR to meet the requirements of sections 10.18 and 10.19 of the Part 133 MOS, CASA may be able to access this information directly from the OEM or other current TC holder. After contacting the rotorcraft's OEM or other current TC holder, if you are having difficulty accessing OEM engine reliability data, contact CASA using the [online form](#). Include in your enquiry, the words: 'rotorcraft performance OEM reliability data assistance needed'.

- c. *Preventative maintenance information.* Details contained in exposition or rotorcraft's approved system of maintenance for preventative maintenance recommended or required by the OEM. Refer section 10.20 of the Part 133 MOS and subsection 5.2 of [AC 133-02](#) Performance Class 2 with exposure operations.
- d. *Risk assessment* - a statement identifying where in the exposition the matters listed below can be found. Refer to section 10.21 of the Part 133 MOS and sections 5 and 6 of [AC 133-02](#) Performance Class 2 with exposure operations.
  - i. Risk assessment procedures for PC2WE flights risks relevant to the rotorcraft.
  - ii. The operational measures used to mitigate and control any identified risks. These measures must as a minimum include PC2WE flight procedures and flight crew training and competency checking.
  - iii. The airworthiness measures used to mitigate and control any identified risks. These measures must as a minimum include compliance with OEM safety modifications and operator incident reporting procedures, and the implementation of the operator's usage monitoring system.
- e. *Usage monitoring system (UMS) information* - a detailed description of the operator's usage monitoring system that is used to record and store data relating to the rotorcraft's engines and, where applicable, its transmission systems, plus information demonstrating that the usage monitoring system is, and is likely to remain, a reliable, accurate, comprehensive and continuously-operating system unless modified to enhance it. For further information, refer section 10.22 of Part 133 MOS and subsection 5.3 of [AC 133-02](#) Performance Class 2 with exposure operations.
- f. *Rotorcraft flight manual and your PC2WE exposition procedures.* Refer to section 10.23 of Part 133 MOS.
- g. *Flight crew training and checking* - the exposition procedures for PC2WE flight crew training and checking. Refer to section 10.24 of the Part 133 MOS and subsection 6.2 of [AC 133-02](#) Performance Class 2 with exposure operations.
- h. *Incident reporting information* - details of your mandatory procedures for reporting, to the TC holder of the rotorcraft and its engines, any of the matters listed below arising during a PC2WE flight. Refer to section 10.25 of the Part 133 MOS and subsection 5.4 of [AC 133-02](#) Performance Class 2 with exposure operations.
  - i. Loss of power control.
  - ii. Engine shutdown, including precautionary shutdown.
  - iii. Power unit failure of any cause (excluding simulated power unit failure during training).

## Step 3

1. Submit the worksheet and all supporting documents to the email address contained in the air operator certificate and the associated approvals form.
2. Include your CASE number that we sent you in your original notification email.
3. Use the following format in the email subject line:
  - a. CASE Number - Operator Name - ARN ##### - "Rotorcraft PC2WE submission" (e.g., 2024-12345) - Sample Aviation Pty Ltd - ARN 123456 - Rotorcraft PC2WE submission).

## 1.3 After you submit your PC2WE application

### Confirmation of submissions

Complete submissions will receive an acknowledgement email.

Where a submission is found to be incomplete or inaccurate, you will be contacted and advised what steps are required to rectify the submission.

### Technical difficulties

If you experience technical issues submitting your documents, you can request a secure ShareFile link. We will consider these requests on a case-by-case basis. To request a link please contact us using the [online form](#).