



CASR Part 133 Key Operational Changes with Suggested Text

Refer to the Part 133 AMC/GM for guidance

Guide to using this document

This document is intended to assist persons who will conduct air transport operations under Part 133 of CASR to prioritise their actions to transition to the new flight operations regulations. It highlights the key changes in Part 133 affecting those operations (compared with the rules in force up to 2 December 2021), describes who is affected by each key change and what operators must do. Throughout the document 'operators' means operators under CASR Part 133, unless otherwise stated. Links are provided to relevant Part 133 guidance.

Suggested operator action

Part 119 of CASR provides the underpinning organisational regime for the air transport regulations. Operators should review their existing manuals against the Part 119 key changes document before reviewing their manuals against the key operational changes for Part 133.

In this version of the document, we have added a column titled 'suggested text'. It contains additional information for use by operators when updating their existing procedures, including suggested text, which may include notes or instructions on how to use it. In most cases, modification will be required to suit operator circumstances.

This column also identifies requirements for which:

- no text is required to be inserted into your existing manuals, for example due to the rule being administrative only
- no suggested text is provided, if it is not practical for CASA to provide generic sample text that would be usable by most operators.

It has been anticipated that operators will take advantage of the deferrals available to them and sample text has not been provided for the deferred provisions at this time.

Consistent with the terms of the CEO Declaration that must be signed and provided to CASA by 1 December 2021 in order to continue operations on 2 December 2021, CASA expects operators to use their best endeavours to understand and address the changes (including by updating their documented procedures) needed to operate safely under the new rules from 2 December 2021.



Guidance material

For guidance relating to specific regulatory provisions, refer to the [Part 133 AMC/GM](#) document.

Further guidance information on Part 133 of CASR can be found [here](#).

This document is structured as follows:

Section	Description	Page
Colour coded key to changes	Key changes are colour coded, for example new requirements are shaded a light blue.	3
Summary of deferred provisions	Two tables summarise key Part 133 changes that are being deferred beyond the 2 December 2021 flight operations regulations commencement date. The deferrals apply to certain operators, as previously communicated. You should not rely on them unless you are sure they apply to your operations.	4
Key changes in force from 2 December 2021	This section is the main focus of this document. It details the key operational changes applicable from 2 December 2021.	Error! Bookmark not defined.
Compliance no later than 28 February 2025	This section identifies the Part 133 requirements that are deferred until 28 February 2025 that relate to training and checking. The deferrals apply to certain operators only and are subject to conditions set out in CASA EX73/24 – Flight Operations Regulations – SMS, HFP&NTS and T&C Systems – Supplementary Exemptions and Directions Instrument 2021 (CASA 73/24).	Error! Bookmark not defined.
Compliance no later than 1 July 2025	This section identifies the Part 133 requirements that are deferred until 1 July 2025 that relate to flight in a performance class that apply to operators and the pilot in command. The deferral is subject to conditions set out in CASA EX70/24 – Part 133 and Part 91 of CASR – Supplementary Exemptions and Directions Instrument 2021 (CASA EX70/24).	Error! Bookmark not defined.



Colour coded key to changes

42 key changes, characterised as follows:

- ☐ 28 rules with new requirements. These requirements may not be in an operator's current existing manual.
- ☐ 7 rules with requirements that carry over an existing requirement with significant change. These requirements may be in an operator's existing manual.
- ☐ 1 rule with an administrative change that affect operators. The changes may require adjustments to text in an operator's existing manual.
- ☐ 6 rules with requirements covering existing rule topics but the new rule is less restrictive, therefore no suggested text is provided in this document.

1.1 Summary of deferred provisions

1.1.1 Compliance no later than 28 February 2025

Legislation reference	Regulation title	Who the deferral applies to
133.395	Pilot in command in non-command pilot's seat	<p>An operator who, immediately before 2 December 2021:</p> <ul style="list-style-type: none"> held an AOC, or was an early applicant for an AOC or an AOC variation, that authorised charter operations or aerial work (air ambulance) operations, and was not subject to a requirement under subregulation 217 (1) of CAR to provide a training and checking organisation for the operations or for a rotorcraft used in the operations.
133.425	Number, qualifications, experience and training (cabin crew)	
133.465	English proficiency (air crew)	
133.470	Training and checking (medical transport specialists)	

1.1.2 Compliance no later than 1 July 2025

Legislation reference	Regulation title	Who the deferral applies to
133.315	Flight in a performance class	

Legislation reference	Regulation title	Who the deferral applies to
133.335	Flight in performance class 1 or 2, or performance class 2 with exposure for certain rotorcraft	An operator and the pilot in command for the flight of a rotorcraft in an Australian air transport operation.

1.1.3 Compliance no later than 2 December 2023

Legislation reference	Regulation title	Who the deferral applies to
133.035	Operator to have minimum equipment list for certain flights	<p>An operator of a rotorcraft who, immediately before 2 December 2021, held an AOC, or was an early applicant for an AOC or an AOC variation, that:</p> <ul style="list-style-type: none"> authorised charter operations, or aerial work (air ambulance) operations, in the rotorcraft, and did not authorise regular public transport operations in the rotorcraft.

1.1.4 Key changes in force from 2 December 2021

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
133.010	Definition of suitable forced landing area for rotorcraft flights			<p>Existing rule topic but less restrictive for operators and pilots</p> <p>This definition is fundamental to the over water rules and the PC2 and PC3 rules.</p> <p>Regulation 133.010 provides that areas of water can be suitable forced landing areas, subject to certain conditions.</p>	<p>No text required</p> <p>This requirement is generally less restrictive.</p>
133.040	Availability of checklists		CAR 232 CAO 20.13	<p>Existing rule topic but less restrictive for operators</p> <p>This regulation consolidates previous check system rules and removes the requirement for the check system to be approved by CASA. It requires checklists be made available to crew members before they begin to carry out a duty for a flight.</p>	<p>No text required</p> <p>This requirement is generally less restrictive.</p>
133.070	Keeping and updating documents etc.	3.03		<p>A new requirement for operators</p> <p>Background</p> <p>This regulation contains new prescriptive requirements for information to be included in the exposition – passenger list relevance.</p> <p>Requirements</p> <p>For passenger transport operations, include in your exposition procedures for:</p> <p>keeping the passenger list accessible to a person on the ground for the duration of a flight</p> <p>providing updated information to a person on the ground (if the updated list is not kept on the ground)</p>	<p>Note 1: The passenger list is the only document specified in the MOS reference. The easiest method is to use a form that includes the information required by 133.070.</p> <p>Note 2: Operations manuals should have procedures for operations staff to manage the list including who is responsible and the methods of retention and communication</p> <p>Passenger lists</p> <p>For multi-sector flights where passenger details are known, the pilot will prepare a passenger list using Form XXX on paper or electronically and forward it to operations. If a suitable company representative is available on the ground at the point of departure who</p>

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
				providing information about the content of the list to another person.	<p>can forward it to operations, the pilot may leave the list with this person.</p> <p>If a flight is planned into an area where normal channels of communication such as mobile reception for email or text do not exist before take-off, or are unlikely to exist, the company satellite phone is to be carried.</p> <p>Changes to previous passenger lists or submission of new lists are to be made using the satellite phone.</p> <p>The operations personnel in receipt of the passenger list must have the passenger list immediately available to AMSA or another recognised search and rescue authority (such as the Police) for search and rescue purposes at all times during the flight of the aircraft.</p>
133.075	Journey logs	3.02 Chpt 4		<p>A new requirement for operators and the pilot in command</p> <p>Introduced to align with ICAO requirements. Provides flexibility for information to be contained in another document or readily available source.</p> <p>Requirements</p> <p>For each flight:</p> <p>prepare a journey log that contains the information in subregulations 133.075 (3) and (6), and a place for PIC verification</p> <p>comply with the pre-flight and post-flight completion of journey log requirements</p> <p>carry the journey log on the rotorcraft (subregulation 133.055 (1) and Part 133 MOS 3.01).</p>	<p>Note: This provision introduces a new title for information most likely already captured by operators. The simplest method is to combine the information on one form.</p> <p>Journey log</p> <p>The pilot must complete a journey log for all flights. The journey log information required is outlined on the combined operational flight plan journey log/ form. The pilot must complete items marked with an asterisk * on this form pre-flight and must complete all items on the form as soon as practicable after the flight ends and save it to the company records management system.</p> <p>*Operators should specify on the form which items are to be entered pre-flight.</p>

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
				<p>(Subregulation 133.075 (4) provides an alleviation for certain flights that are a medical transport operation).</p> <p>Identified shortcoming and planned solution</p> <p>This regulation requires that entries for certain items need to be made at a time that is not appropriate or is unduly restrictive.</p> <p>CASA EX70/24 provides that certain log entries may be made not later than as soon as reasonably practicable after the flight ends. The relevant entries relate to the time the flight begins, the place of arrival, and incidents and observations during the flight. Refer to sections 7 and 8 of CASA EX70/241 for conditions of the exemptions.</p>	
133.080	Passenger lists	3.03	CAR 139 CAO 20.16.1 clause 7	<p>Carries over an existing requirement with significant change for operators who conduct passenger transport operations</p> <p>Background</p> <p>A changed requirement - contains a new requirement for infants to be recorded and requires the preparation of the list. No requirement for retention of the passenger list at the departure aerodrome – replaced with the requirement for retention by the operator.</p> <p>Requirement</p> <p>When a passenger transport flight begins, ensure a passenger list (or other document or readily available source) contains the information mentioned in subregulation 133.080 (2).</p>	<p>No text required</p> <p>Operators should ensure their passenger list pro-forma is updated to the new requirement.</p>

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
133.085	Flight preparation forms for flights that begin or end outside Australian territory		CAR 139 CAR 233	<p>Carries over an existing requirement with significant change for operators and the pilot in command of international flights</p> <p>Background</p> <p>This regulation contains requirements from the CAR that have been consolidated and enhanced.</p> <p>Requirement</p> <p>At the commencement of a flight that begins or ends outside Australia, ensure a flight preparation form has been prepared and certified by the PIC that they are satisfied of the matters mentioned in subregulation 133.085 (3).</p> <p>(Does not apply to certain flights to or from a helideck 133.085 (2)).</p>	<p>No text required</p> <p>Operators carrying out foreign flights will already have procedures and should update the forms to meet the new requirements – administrative change only.</p>
133.100	Information about search and rescue services			<p>A new requirement for operators</p> <p>Background</p> <p>Introduced to align with ICAO requirements and to ensure pilots have correct information regarding SAR services.</p> <p>Requirement</p> <p>Provide a means for ensuring that when a flight begins, information about SAR services relevant to the flight is readily accessible to the flight crew members for the flight.</p>	<p>Note 1: An operator's current manuals may include document carriage requirements. Information about search and rescue services is in the ERSA, which is part of AIP. If AIP is not already in the operator's list of required documents, it could be added. Otherwise, this text could be used to replace the existing list.</p> <p>Documents to be carried on flights</p> <p>The following documents and manuals must be carried on all flights. Electronic copies are acceptable for the following:</p> <ul style="list-style-type: none"> • The applicable aircraft flight manual (AFM) and supplements (if applicable) • Aircraft checklists

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
					<ul style="list-style-type: none"> • Parts of the exposition relating to crew duties and conduct of the flight • Instructions for use of computerised navigation equipment (if fitted) • Minimum equipment list if IFR • Maps, charts and AIP or equivalent for the flight • Flight technical log or maintenance release or equivalent Form XXXX • The operational flight plan/journey log for the flight Form XXXX • Passenger list (if passengers are carried) Form XXXX • Aerodrome data for the departure, destination and alternate (if not in AIP) • The flight notification (if required) for the flight * • The weight and balance documents for the flight * • NOTAMS and AIS briefing for the flight * • Weather forecasts for the planned route and any alternate * • Identification and procedures for any person on board that requires special consideration during flight or evacuation * • SMS reporting Form XXXX *. <p>Hard copies of the following are required:</p> <ul style="list-style-type: none"> • The flight crew licences and medical certificates for all flight crew members

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					<ul style="list-style-type: none"> A photographic identification document issued by a government authority or a passport for all flight crew members. <p>Note 2: If the flight is conducted VFR by day and remains within 50nm of the departure aerodrome the documents marked with an asterisk * must be available to the pilot immediately before the flight but need not be carried. In this circumstance the journey log is required however the operational flight plan is not required.</p>
133.105	Information about emergency and survival equipment	3.04		<p>A new requirement for operators</p> <p>Background Introduced to align with ICAO requirements and ensure correct information is available to the SAR services.</p> <p>Requirement Provide a means for ensuring that when a flight begins, the information prescribed by section 3.04 of the Part 133 MOS is available for immediate communication to a rescue coordination centre.</p>	<p>Note 1: The MOS lists the information required about each item. Flight notification forms have areas where the information can be recorded. Operators should direct the pilot to complete the flight notification and leave a copy with the operator.</p> <p>Note 2: A survival ELT can substitute for an automatic ELT unless a life raft is required by Part 91 MOS in which case it must have either 2 survival ELTs or one of each of an automatic and survival ELT. Refer to Division 26.12 of the Part 91 MOS.</p> <p>Operators may already have information on this topic. The existing text could be amended, or this complete section could be added.</p> <p>Information about emergency and survival equipment The pilot is to ensure that the following information is included on a flight plan and that a copy of the plan is provided to operations prior to departure. This document could be provided via email, text or in hard</p>

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					<p>copy. Where a SARTIME for arrival is submitted instead of a flight plan or flight note, the pilot must ensure the following information is directly provided to operations:</p> <ul style="list-style-type: none"> Life raft The number, colour and type of the life raft carried must be entered into the flight notification. The life raft must have the capacity to carry each adult and child on the aeroplane and be equipped with a survivor locator light and a portable emergency locator transmitter. Signalling Device The number, colour and type of any signalling device carried must be entered into the flight notification. First aid kit The pilot must ensure that at least one first aid kit of a type sufficient for the aircraft passenger complement is serviceable and present prior to flight. Details of the contents of the kit are to be entered into the appropriate section of the flight notification for the flight. Survival ELT The type and frequency of the transmitter carried must be entered into the flight notification. Water as an item of survival equipment The amount of water carried as part of the survival equipment is to be entered into the appropriate section of the flight notification for the flight.

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
133.110	Crew activities necessary for safe operation			<p>A new requirement for operators and crew members Introduces a requirement for all operators to have sterile cockpit rules. Provides circumstances for an exception during a medical transport operation.</p> <p>Requirement Ensure that during the specified phases of flight, crew members are not required to carry out activities other than those necessary for the safe operation of the rotorcraft.</p>	<p>Note: Sample text is one method suitable for IFR and VFR operations, Operators can customise this.</p> <p>Sterile cockpit procedure during critical phases of flight The pilot shall only perform duties essential to the aircraft's safety during each of the following critical phases of flight:</p> <ul style="list-style-type: none"> from immediately prior to the start procedure until above the LSALT from immediately prior to TOPD checks until the after-landing checks are complete at all times when in the terminal area of controlled airspace or the movement area of a controlled aerodrome. <p>During these periods, activities such as eating, non-essential conversation, completing documentation or non-essential data entry are not to be performed.</p>
133.115	Competence of ground support personnel			<p>A new requirement for operators with personnel who carry out ground support duties for a flight</p> <p>Background Clarifies operator responsibilities regarding ground personnel which were not specified in previous rules.</p> <p>Requirement Ensure that, prior to a member of your personnel carrying out a ground support duty for a flight, they have: successfully completed the required training, and been assessed as competent to carry out the duty.</p>	<p>This is a new requirement.</p> <p>Note: Ground support personnel do not necessarily need to be encompassed by the operator's training and checking system.</p> <p>Ground support personnel Ground support personnel are people coming into physical contact with an aircraft for a flight. These include:</p> <ul style="list-style-type: none"> loaders and baggage handlers persons who move the rotorcraft on the ground

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				(Refer to Subpart 119.J for record keeping requirements).	<ul style="list-style-type: none"> others as required <p>The HOFO will ensure that all ground support personnel have received training in and found competent to carry out their assigned duties safely. This training and assessment can be carried out by a pilot authorised to fly the aircraft.</p>
133.125	Operational control			<p>A new requirement for operators</p> <p>Background</p> <p>This regulation requires the operator to include procedures in their exposition, formalising their arrangements for exercising operational control where responsibilities for certain matters might be shared between the PIC and certain other ground-based operator personnel (for example a person performing flight dispatch duties).</p> <p>Requirement</p> <p>Include in your exposition the procedures for determining how operational control for a flight is to be exercised and by whom, for example:</p> <ul style="list-style-type: none"> who is responsible for the initiation, continuation, diversion or termination of a flight, and the duties to be carried out when exercising the responsibilities. 	<p>Note: This new requirement only affects operators who may employ and nominate persons other than the pilot to exercise the functions mentioned in the definition.</p> <p>No suggested text provided.</p>
133.150	Flights to or from foreign countries that do not use			<p>A new requirement for operators who conduct international operations</p> <p>Background</p> <p>Previously not stipulated in the rules. Introduced to recognise changes since the old rules were created.</p>	<p>No suggested text provided.</p> <p>Operators to foreign countries could elect to publish extracts of the AAI for the foreign aerodrome including a process to ensure validity of the information.</p>

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
	ICAO procedures			Requirement If applicable to your operation, include in your exposition the instrument approach and departure procedures for the aerodrome that are approved by the national aviation authority of the country.	
133.155	Authorised instrument approach procedures not in the AIP			A new requirement for operators who conduct IFR flights Background This regulation contains a requirement to include information in the exposition if a rotorcraft will conduct an instrument approach to an aerodrome for which an authorised instrument approach procedure is not published in the AIP. Previously not stipulated in the rules. Introduced to recognise changes since the old rules were created. Requirement If applicable to your operation, include in your exposition the authorised instrument approach procedure/s for the aerodrome/s.	No suggested text provided. Operators should publish the applicable IAP in exposition as required.
133.165	IFR flights without destination alternate aerodromes			Existing rule topic but less restrictive for the pilot in command of an IFR flight This regulation applies to the pilot in command of an IFR flight for which the operational flight plan does not include a destination alternate aerodrome. Relates to fuel requirements previously in AIP – reframed provisions.	No suggested text provided. This requirement is generally less restrictive.

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
133.167	Minimum height rules for medical transport operations	Chpt 5	CAR 157 CAR 174B CAR 177	<p><i>Carries over an existing requirement with significant change for operators conducting medical transport operations</i></p> <p><i>Background</i></p> <p>Allows for operations below the Part 91 minimum heights during a medical transport operation (without needing to access the aerial work rules that also alleviate the Part 91 minimum height rules).</p> <p>Ensure that a rotorcraft does not fly below the minimum heights specified in Part 91, unless:</p> <ul style="list-style-type: none"> it is in the circumstances prescribed in section 5.08 of the Part 133 MOS, or the applicable requirements prescribed in sections 5.10 to 5.12 of the Part 133 MOS are complied with. 	<p>No suggested text provided.</p> <p>Medical transport operators should review their procedures where necessary.</p>
133.170	Procedures to determine information about aerodromes		CAO 82.0 App 1 para 2.5 CAO 82.3 clauses 5 and 5A	<p><i>Existing rule topic but less restrictive (especially for operators currently conducting RPT operations)</i></p> <p>This regulation contains a requirement for information to be included in the exposition. It merges rules currently in the CAOs.</p>	<p>No suggested text provided.</p> <p>Operators will need to publish the information in the regulation about aerodromes that are not in ERSA. Less restrictive for RPT.</p>

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
133.200	Application of Division 133.D.7			<p><i>Introduces a significant administrative change for operators</i></p> <p><i>Background</i></p> <p>Introduces a significant administrative change to distinguish between:</p> <ul style="list-style-type: none"> passenger transport and medical transport operations; and cargo transport operations. <p>Division 133.D.7 (regulations 133.200 to 133.245) applies to passenger transport and medical transport operations.</p> <p><i>Requirement</i></p> <p>Ensure you comply with the requirements prescribed in Division 133.D.7 for passenger transport operations and medical transport operations, as applicable to your operation (regulations 133.215, 133.225 and 133.235 do not apply to medical transport operations).</p>	No text required
133.210	Carriage of restricted persons			<p><i>A new requirement for operators conducting passenger transport or medical transport operations</i></p> <p><i>Background</i></p> <p>Not specifically covered in the previous rules.</p> <p><i>Requirement</i></p> <p>Include in your exposition:</p> <ul style="list-style-type: none"> a statement about whether you will, or will not, carry restricted persons if you will carry restricted persons – the procedures for their carriage, including how you will inform each 	<p>Note: Simple option for prohibition. Points to dictionary for definition – if definition changes exposition need not be changed. Operators could include definition of they choose. Operators to develop procedures if restricted persons carried.</p> <p><i>Carriage of restricted persons</i></p> <p>Restricted persons must not be carried on aircraft operated by [Sample Aviation]. A restricted person is defined in the CASR dictionary.</p>

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
				<p>crew member about the carriage of the restricted person/s.</p> <p>(restricted person is defined in Part 1 of the CASR Dictionary.)</p>	
133.235	Safety briefing cards	7.01	CAO 20.11 clause 14	<p><i>Carries over an existing requirement with significant change for operators conducting passenger transport operations in rotorcraft with a MOPSC of more than 2</i></p> <p>The existing requirement has been expanded to include more aircraft.</p> <p>For relevant rotorcraft, ensure that when a flight begins a safety briefing card that meets the requirements in subregulation 133.235 (4) is available to each passenger.</p> <p>(This regulation does not apply to a medical transport operation.)</p>	<p>No suggested text provided.</p> <p>Operators are to ensure appropriate briefing cards are available in relevant rotorcraft.</p>
133.255	Head up displays, enhanced vision systems and synthetic vision systems	Chpt 8		<p><i>A new requirement for Part 133 operators and the pilot in command who will use these systems</i></p> <p><i>Background</i></p> <p>This regulation contains a new specific requirement to include procedures in your exposition for using the equipment.</p> <p><i>Requirement</i></p> <p>For flights under the IFR or VFR at night, include in your exposition procedures for:</p> <ul style="list-style-type: none"> • using the applicable system/s, and • conducting a flight when an element of the system is inoperative. 	<p>No suggested text provided.</p> <p>Operators using this equipment should review and include procedures where necessary.</p>

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
133.265	NVIS flights			<p>Existing rule topic but less restrictive for operators who use NVIS</p> <p>Requirement</p> <p>For flights under the IFR or VFR at night, include in your exposition procedures for:</p> <ul style="list-style-type: none"> • using the NVIS, and • conducting a flight when an element of the NVIS is inoperative. <p>.</p>	<p>No suggested text provided.</p> <p>Operators using NVIS need to include procedures in their exposition.</p>
133.290	Polar operations		CAO 82.0 clause 3BD and App 6	<p>Existing rule topic but less restrictive for operators who conduct flights to or from an aerodrome in a polar region</p> <p>Background</p> <p>The approval requirement has been removed. This regulation contains a requirement for procedures to be included in the exposition.</p>	<p>No suggested text provided.</p> <p>Operators conducting these flights need to include procedures in their exposition.</p>
133.295	External load operations involving winching a person	Chpt 5 Div 1	CAR 151(3) CAR 207(1) CAR 208(1) CAO 29.6 CAO 29.11	<p>Carries over an existing requirement with significant change for operators and the pilot in command conducting medical transport operations that involve external load operations winching a person</p> <p>Background</p> <p>Generally, a carryover of existing requirements. Allows for external load operations that involve winching to be conducted during a medical transport operation, without needing an aerial work certificate.</p>	<p>No suggested text provided.</p> <p>Operators conducting these flights need to include procedures in their exposition.</p>

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
				<p>Requirement</p> <p>Ensure you comply with the requirements relating to external load operations involving winching a person as prescribed by the Part 133 MOS.</p> <p>Identified shortcoming and planned solution</p> <p>For a medical transport operation, the operator and the pilot in command will be exempted from complying with regulation 91.200, but only to the extent that the operator or pilot in command must hold an approval under regulation 91.045. Refer to CASA EX70/24.</p>	
133.305	Take-off performance	Chpt 10	CAR 233 CAR 235 CEO PN 029-2005	<p>A new requirement for operators and the pilot in command</p> <p>Background</p> <p>Due to enhancements in capabilities and design of rotorcraft, for example powered lift tiltrotor aircraft, these provisions have been inserted into Part 133 to allow the Part 133 MOS performance content to be developed and enhanced to cope with updates and new technology as it is introduced.</p> <p>Requirement</p> <p>This provision does not impose any specific requirements on your operations at this time and if their use becomes necessary, a consultation process will be engaged in regarding any proposed use of these requirements.</p> <p>(Refer to regulations 133.315 through to 133.340 and Chapter 10 of the Part 133 MOS for performance class requirements relevant to your operations.)</p>	No text required

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133.310	Landing performance	Chpt 10	CAR 233 CAR 235 CEO PN 029-2005	<p><i>A new requirement for operators and the pilot in command</i></p> <p><i>Background</i> Due to enhancements in capabilities and design of rotorcraft, for example powered lift tiltrotor aircraft, these provisions have been inserted into Part 133 to allow the Part 133 MOS performance content to be developed and enhanced to cope with updates and new technology as it is introduced.</p> <p><i>Requirement</i> This provision does not impose any specific requirements on your operations at this time and if their use becomes necessary, a consultation process will be engaged in regarding any proposed use of these requirements. (Refer to regulations 133.315 through to 133.340 and Chapter 10 of the Part 133 MOS for performance class requirements relevant to your operations).</p>	<i>No text required</i>
133.315	Flight in a performance class	Chpt 10	CAR 233 CAR 235 CEO PN 029-2005	<p><i>A new requirement for operators and the pilot in command</i></p> <p><i>Background</i> Part 133 introduces formal rotorcraft performance requirements, modified from ICAO standards for Australian operating conditions. Regulation 133.315 requires rotorcraft to be flown in a performance class.</p> <p><i>Requirement</i> Ensure that, during all stages of a flight, you operate in: the required minimum mandated performance class, or</p>	No suggested text provided.

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
				<p>a higher performance class.</p> <p>(An exception applies for a medical transport operation that is operating in accordance with subregulation 133.315 (2)).</p> <p>Include in your exposition procedures for stages of flight as required by Chapter 10 of the Part 133 MOS (and subparagraph 133.315 (2) (c) if applicable to your operations).</p> <p>Comply with the performance class requirements prescribed by Chapter 10 of the Part 133 MOS, as relevant to your operation.</p> <p>Guidance material</p> <p>Refer to AC 133-01 Performance class operations and the AC annexes for detailed information and guidance, available on the CASA website.</p> <p>Transitional arrangements</p> <p>The requirement for a rotorcraft to be flown in a performance class during any stage of a flight is deferred until 1 July 2025.</p>	
133.320	Rotorcraft permitted to fly in performance class 1 or 2, or performance class 2 with exposure	Chpt 10	CAR 233 CAR 235 CEO PN 029-2005	<p>A new requirement for operators and the pilot in command</p> <p>Background</p> <p>Part 133 introduces formal rotorcraft performance requirements, modified from ICAO standards for Australian operating conditions. Previous rules were in CARs 233 and 235 and CEO PN 029-2005.</p>	No suggested text provided.

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
				<p>Requirement</p> <p>Ensure that, if a flight will be flown at any stage in PC1, PC2 or PC2WE, the flight is conducted in a Category A rotorcraft.</p> <p>(Category A, in relation to a rotorcraft, is defined in section 10.01 of the Part 133 MOS.)</p> <p>Guidance material</p> <p>Refer to AC 133-01 Performance class operations and the AC annexes for detailed information and guidance, available on the CASA website.</p>	
133.325	Flight in performance class 2 with exposure	Chpt 10	CAR 233 CAR 235 CEO PN 029-2005	<p>A new requirement for operators and the pilot in command</p> <p>Background</p> <p>Part 133 introduces formal rotorcraft performance requirements, modified from ICAO standards for Australian operating conditions.</p> <p>Requirement</p> <p>For a rotorcraft that is flown in PC2WE during take-off, take-off and initial climb, approach and landing, or baulked landing, ensure that:</p> <p>the rotorcraft is flown in accordance with sections 10.11 to 10.16 of the Part 133 MOS, and</p> <p>you hold an approval under regulation 133.015 for the rotorcraft to fly in PC2WE during that stage of flight.</p> <p>Note: Information to be included in an application for an approval to conduct PC2WE flights is set out in subdivision 3 of Chapter 10 of the Part 133 MOS.</p>	No suggested text provided.

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
				Guidance material Refer to AC 133-01 Performance class operations and the AC annexes for detailed information and guidance, available on the CASA website .	
133.330	Flight in performance class 1 for certain rotorcraft	Chpt 10	CAR 233 CAR 235 CEO PN 029-2005	A new requirement for operators and the pilot in command Background Introduces formal rotorcraft performance requirements, modified from ICAO standards for Australian operating conditions. Requirement Ensure that if you operate a rotorcraft that has a MOPSC of more than 19, it is flown only in PC1. Guidance material Refer to AC 133-01 Performance class operations and the AC annexes for detailed information and guidance, available on the CASA website .	No suggested text provided.
133.335	Flight in performance class 1 or 2, or performance class 2 with exposure for certain rotorcraft	Chpt 10	CAR 233 CAR 235 CEO PN 029-2005	A new requirement for operators and the pilot in command Background Part 133 introduces formal rotorcraft performance requirements, modified from ICAO standards for Australian operating conditions. Regulation 133.335 requires flight in performance class 1 or 2, or performance class 2 with exposure, during certain stages of flight when conducting certain operations.	No suggested text provided. For the purposes of this document, it is presumed operators are taking advantage of this deferral.

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
				<p>Requirement</p> <p>Ensure you comply with the performance class requirements that are applicable to your operations.</p> <p>Transitional arrangements</p> <p>The requirement for certain rotorcraft to be flown in performance class 1 or 2, or performance class 2 with exposure, during certain stages of a flight is deferred until 1 July 2025.</p> <p>Guidance material</p> <p>Refer to AC 133-01 Performance class operations and the AC annexes for detailed information and guidance, available on the CASA website.</p>	
133.340	Flight in performance class 3 over populous areas	Chpt 10	CAR 233 CAR 235 CEO PN 029-2005	<p>A new requirement for operators and the pilot in command</p> <p>Background</p> <p>Introduces formal rotorcraft performance requirements, modified from ICAO standards for Australian operating conditions.</p> <p>Requirement</p> <p>Ensure you comply with the requirements for flight in PC3 over populous areas without an available suitable forced landing area, as prescribed by section 10.26 of the Part 133 MOS.</p> <p>Guidance material</p> <p>Guidance on risk assessment in an aerial work context can be found in AC 138-05 Aerial work risk management.</p>	<p>Flight over populous areas</p> <p>The rotorcraft operated by [Sample Aviation] are operated in Performance Class 3 (PC3). For a flight that may operate over a populous area, in addition to the normal flight planning and preparation the pilot is to do the following:</p> <ul style="list-style-type: none"> liaise with the HOO to carry out a risk assessment in relation to the proposed flight or series of flights, specifically addressing the availability of suitable forced landing areas select the most suitable flight path and track for take-off that offers the best combination of: <ul style="list-style-type: none"> a suitable forced landing area into wind minimum power requirements avoidance of hazards to persons or property

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
				A sample risk assessment process in the rotary wing mustering context can be found in Section 4.7 of this sample manual .	<ul style="list-style-type: none"> ensure adequate performance exists and flight paths are planned for the take-off and initial climb and approach and landing stages of the flight to avoid all obstacles by the greater of 4.5 metres (approx. 15 feet) or any AFM required obstacle miss criteria. <p>Note: Some operations may require a greater distance due turbulence etc.</p> <ul style="list-style-type: none"> identify and review all available suitable forced landing areas for the route select tracks that maintain the maximum availability of suitable forced landing areas, unless doing so requires significant and extensive deviations from the otherwise preferred track plan operations to remain outside the rotorcraft's avoid area of the HV envelope. If it is operationally necessary for the rotorcraft to enter the rotorcraft's avoid area of the HV envelope to avoid an accident or incident, remain inside that area for no longer than the minimum period necessary to avoid the accident or incident avoid all en-route obstacles by at least the requirements of Part 91 for minimum height for flights during the en-route stage maintain awareness of the surface wind direction, or changes to the surface wind direction, using available tell tales such as smoke, flags and dust etc. select the most suitable flight path for approach that offers the best combination of:

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
					<ul style="list-style-type: none"> – a suitable forced landing area – into wind – minimum power required – avoidance of hazards to persons or property • during a baulked landing avoid obstacles by the greater of 4.5 metres (approx. 15 feet) or any AFM required obstacle miss criteria.
133.390	Co-pilot			<p>A new requirement for operators and co-pilots</p> <p>Background This regulation formalises existing practices not currently mentioned in law. Applicable to operators of multi-crew rotorcraft.</p> <p>Requirement Include in your exposition the number of sectors or flight hours required to be flown on a rotorcraft of that aircraft type rating during supervised line flying as a co-pilot. Ensure that a flight crew member acting as co-pilot for a flight:</p> <ul style="list-style-type: none"> • is qualified as pilot in command, or • has the authorisation that permits them to conduct duties as a co-pilot and has completed the supervised line flying mentioned in your exposition for a rotorcraft of that aircraft type rating. 	<p>Note: This change will only effect operators of multi-crew aircraft. Text can be amended subject to operator requirements</p> <p>Co-pilots A pilot qualified to be pilot in command can act as a co-pilot when required. A pilot only qualified to be a co-pilot must have completed XX hours flight time and/or YY sectors as a co-pilot under supervision prior unsupervised co-pilot operations.</p>

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
133.395	Pilot in command in non-command pilot's seat	12.15		<p><i>A new requirement for operators and the pilot in command</i></p> <p><i>Background</i> This regulation formalises existing practices not currently mentioned in law.</p> <p><i>Requirement</i> Include in your training and checking system a description of:</p> <ul style="list-style-type: none"> • how the training required to operate a rotorcraft in the non-command pilot's seat will be conducted • the part of the operator flight crew proficiency check that is to be completed while operating the rotorcraft from the non-command pilot's seat, and how competency is assessed (Part 133 MOS 12.08 and 12.14) • the system for maintaining records of the results of training and checking events • the procedures that ensure flight crew complete the training and checking and that the training and checking is supervised. <p>(A training and checking system must include the matters prescribed by regulation 119.170).</p> <p>Note: This requirement is deferred until no later than 28 February 2025 for operators not currently subject to CAR 217.</p>	<p>No suggested text provided.</p> <p>For the purposes of this document, it is presumed operators are taking advantage of this deferral.</p>

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
133.420	Recent experience requirements—90 days before flight		CAO 82.0 clause 8B	<p><i>Carries over an existing requirement with significant change for existing charter and aerial work (air ambulance) operators and pilots</i></p> <p>Background Merges an existing RPT requirement into all Part 133 air transport operations.</p> <p>Requirement For operators - ensure that a pilot is not assigned to duty as PIC or co-pilot without meeting the recent experience requirements for the flight. For pilots - ensure that you do not operate a rotorcraft as PIC or co-pilot without meeting the recent experience requirements for the flight.</p>	<p>Recent experience requirements The pilot must not fly, and the Company must not roster a pilot to fly unless within 90 days before the flight:</p> <p>For VFR operations:</p> <ul style="list-style-type: none"> the pilot has flown at least 3 take-offs followed by climbs to at least 500 ft AGL and 3 landings while controlling the rotorcraft, or successfully completed a proficiency check. <p>For night or IFR operations:</p> <ul style="list-style-type: none"> the pilot has flown at least 3 take-offs followed by climbs to at least 500 ft AGL and 3 landings at night while controlling the rotorcraft, or successfully completed a proficiency check including a night component.
133.435	Minimum age (cabin crew)			<p><i>A new requirement for operators who carry a cabin crew member for the flight</i></p> <p>Background Not previously included as a requirement. Relevant for operators who utilise cabin crew members on their flights.</p> <p>Requirement If you carry a cabin crew member for a flight, ensure they are 18 years of age or older.</p>	<p>No suggested text provided. For the purposes of this document, it is presumed operators do not have cabin crew.</p>

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
133.440	English proficiency (cabin crew)			<p><i>A new requirement for operators who assign a cabin crew member to duty</i></p> <p><i>Background</i> Previous requirements were not well defined. Relevant for operators who utilise cabin crew members on their flights.</p> <p><i>Requirement</i> Ensure that prior to assigning a cabin crew member to duty, the person meets the ICAO level 4, 5 or 6 aviation English language proficiency standards that are mentioned in the Part 61 MOS.</p>	<p>No suggested text provided.</p> <p>For the purposes of this document, it is presumed operators do not have cabin crew.</p>
133.445	Assignment to duty as senior cabin crew member			<p><i>A new requirement for Part 133 operators who carry more than one cabin crew member</i></p> <p><i>Background</i> Previous requirements were not well defined. Relevant for operators who utilise cabin crew members on their flights.</p> <p><i>Requirement</i> If you carry more than one cabin crew member, ensure one of the cabin crew members is assigned to duty as the senior cabin crew member for the flight.</p>	<p>No suggested text provided.</p> <p>For the purposes of this document, it is presumed operators do not have cabin crew.</p>
133.465	English proficiency (air crew)			<p><i>A new requirement for operators who assign a person to duty as an air crew member for a flight</i></p> <p><i>Background</i> This regulation introduces a new requirement.</p>	<p>No suggested text provided.</p> <p>For the purposes of this document, it is presumed operators are taking advantage of this deferral.</p>

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
				<p>Requirement</p> <p>Ensure that prior to assigning an air crew member to duty, the person meets the ICAO level 4, 5 or 6 aviation English language proficiency standards that are mentioned in the Part 61 MOS.</p> <p>Note: This requirement is deferred until no later than 28 February 2025 for operators not currently subject to CAR 217.</p>	
133.470	Training and checking (medical transport specialists)	15.01 to 15.12	CAR 217 CAR 253	<p>A new requirement for operators who carry medical transport specialists</p> <p>Background</p> <p>There are no specific existing requirements relating to these kinds of persons (except under CAR 217 if these persons were operating crew, or the requirements under CAR 253 if these persons were crew members).</p> <p>Medical transport specialists are a new kind of crew member introduced in the flight operations regulations.</p> <p>This regulation requires an operator to carry out the training and checking prescribed by the Part 133 MOS and is a machinery provision providing a head of power for the MOS content.</p> <p>Requirement</p> <p>Include in your exposition a description of:</p> <ul style="list-style-type: none"> • how you will meet the medical transport specialist training and checking requirements mentioned in Chapter 15 of the Part 133 MOS • who will conduct the training (Part 133 MOS sections 15.10 to 15.12) 	<p>No suggested text provided.</p> <p>For the purposes of this document, it is presumed operators are taking advantage of this deferral.</p>

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
				<ul style="list-style-type: none"> the system for maintaining records of the results of training and checking events the procedures that ensure medical transport specialists complete the training and checking and that the training and checking is supervised. <p>Note: This requirement is deferred until no later than 28 February 2025 for operators not currently subject to CAR 217.</p>	
133.475	Competence (medical transport specialists)		CAR 217 CAR 253	<p><i>A new requirement for operators who assign a person to duty as a medical transport specialist for a flight</i></p> <p><i>Background</i></p> <p>There are no specific existing requirements relating to these kinds of persons (except under CAR 217 if these persons were operating crew, or the requirements under CAR 253 if these persons were crew members).</p> <p>Medical transport specialists are a new kind of crew member introduced in the flight operations regulations.</p> <p><i>Requirement</i></p> <p>Include in your exposition details about how you will assess the competency of medical transport specialists to perform their duties.</p> <p>Ensure that, prior to a medical transport specialist being assigned to duty for a flight, they have been assessed by you as competent to perform the duties assigned to them.</p> <p>(Refer to Subpart 119.J for record keeping requirements).</p>	<p>No suggested text provided.</p> <p>For the purposes of this document, it is presumed operators are taking advantage of this deferral.</p>

1.1.5 Compliance no later than 2 March 2023

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
133.395	<ul style="list-style-type: none"> Pilot in command in non-command pilot's seat 	12.15		<p><i>A new requirement for existing charter and aerial work (air ambulance) operators and the pilot in command</i></p> <p>Background</p> <p>This regulation introduces a new requirement and formalises existing practices not currently mentioned in law.</p> <p>Transitional arrangements</p> <p>An exemption will be issued to operators who were not, immediately before 2 December 2021, subject to a requirement under subregulation 217 (1) of CAR to provide a training and checking organisation for the operations or for a rotorcraft used in the operations. Operators are required to give CASA their proposed training and checking system exposition content by not later than the end of 31 August 2024, , and obtain CASA's written approval of that content by not later than the end of 28 February 2025 .</p>	<p>No suggested text provided.</p> <p>For the purposes of this document, it is presumed operators are taking advantage of this deferral.</p>
133.425	Number, qualifications, experience and training (cabin crew)	13.01 to 13.03	CAR 217 CAO 20.16.3	<p><i>Carries over an existing requirement with significant change for existing charter and aerial work (air ambulance) operators</i></p> <p>Background</p> <p>Previous requirements within CAR 217 and CAO 20.16.3 were not well defined.</p>	<p>No suggested text provided.</p> <p>For the purposes of this document, it is presumed operators are taking advantage of this deferral.</p>

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
				<p>Requirement</p> <p>At least one cabin crew member must be carried if:</p> <ul style="list-style-type: none"> the passenger seating compartment is configured in a way that there is a longitudinal aisle between rows of seating, and there are 20 or more passengers on board. <p>Transitional arrangements</p> <p>An exemption will be issued to operators who were not, immediately before 2 December 2021, subject to a requirement under subregulation 217 (1) of CAR to provide a training and checking organisation for the operations or for a rotorcraft used in the operations. Operators are required to give CASA their proposed training and checking system exposition content by not later than the end of 31 August 2024 , and obtain CASA's written approval of that content by not later than the end of 28 February 2025 .</p>	
133.465	English proficiency (air crew)			<p>A new requirement for existing charter and aerial work (air ambulance) operators who assign a person to duty as an air crew member for a flight</p> <p>Background</p> <p>This regulation introduces a new requirement.</p> <p>Transitional arrangements</p> <p>An exemption will be issued to operators who were not, immediately before 2 December 2021, subject to a requirement under subregulation 217 (1) of CAR to provide a training and checking organisation for the operations or for a rotorcraft used in the operations. Operators are required to give CASA their proposed training and checking system exposition content by not</p>	<p>No suggested text provided.</p> <p>For the purposes of this document, it is presumed operators are taking advantage of this deferral.</p>

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
				later than the end of 31 August 2024 , and obtain CASA's written approval of that content by not later than the end of 28 February 2025 .	
133.470	Training and checking (medical transport specialists)	15.01 to 15.12	CARs 217 and 253	<p><i>A new requirement for existing charter and aerial work (air ambulance) operators who carry medical transport specialists</i></p> <p><i>Background</i></p> <p>This regulation introduces a new requirement.</p> <p>There are no specific existing requirements relating to these kinds of persons (except under CAR 217 if these persons were operating crew, or the requirements under CAR 253 if these persons were crew members).</p> <p>Medical transport specialists are a new kind of crew member introduced in the flight operations regulations.</p> <p>This regulation requires an operator to carry out the training and checking prescribed by the Part 133 MOS and is a machinery provision providing a head of power for the MOS content.</p> <p><i>Transitional arrangements</i></p> <p>An exemption will be issued to operators who were not, immediately before 2 December 2021, subject to a requirement under subregulation 217 (1) of CAR to provide a training and checking organisation for the operations or for a rotorcraft used in the operations.</p> <p>Operators are required to give CASA their proposed training and checking system exposition content by not later than the end of 31 August 2024 , and obtain CASA's written approval of that content by not later than the end of 28 February 2025 .</p>	<p>No suggested text provided.</p> <p>For the purposes of this document, it is presumed operators are taking advantage of this deferral.</p>

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
133.035	Operator to have minimum equipment list for certain flights	2.01	CAO 20.18 clause 10.4	<p><i>A new requirement for existing charter and aerial work (air ambulance) operators who will operate under the IFR or on international flights</i></p> <p><i>Background</i></p> <p>This regulation introduces a new requirement for existing charter and aerial work (air ambulance) operators for rotorcraft used in those operations (a minimum equipment list was optional under CAO 20.18 for charter operators).</p> <p>It applies to certain rotorcraft operating under the IFR or on a flight that begins or ends at an aerodrome outside Australian territory.</p> <p><i>Requirements</i></p> <p>If you are required to have a minimum equipment list (MEL):</p> <ul style="list-style-type: none"> • ensure the MEL includes the required content and is approved (Divisions 91.Y.1 and 91.Y.2 and Part 91 MOS Chapter 28) • comply with the MEL and any included conditions, limitations and operational procedures (Part 133 MOS 11.04) • make applications for a variation of the MEL in accordance with Division 91.Y.3 • carry the MEL on the rotorcraft (subregulation 133.055 (1) and Part 133 MOS 3.01). <p><i>Transitional arrangements</i></p> <p>An exemption will be issued to operators who were not required to have a MEL for a rotorcraft immediately before 2 December 2021, i.e. the rotorcraft was being used for charter or aerial work (air ambulance) operations only. The exemption will cease to have effect</p>	<p>No suggested text provided.</p> <p>For the purposes of this document, it is presumed operators are taking advantage of this deferral.</p>

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
				if the operator starts using the rotorcraft for scheduled air transport operations (which would be a 'significant change' needing CASA approval). Refer to section 6 of CASA EX70/24 for full details. CASA approval no later than 2 December 2023.	
133.315	Flight in a performance class			<p><i>A new requirement for operators and the pilot in command</i></p> <p><i>Requirement</i></p> <p>Introduces a new requirement.</p> <p><i>Transitional arrangements</i></p> <p>The requirement for an operator and the pilot in command to comply with subregulation 133.315 (1) is deferred until 1 July 2025.</p> <p>The deferral is subject to the conditions set out in Division 6.3 of CASA EX70/24.</p> <p>Operators are required to:</p> <ul style="list-style-type: none"> • give CASA their proposed Part 133 performance class exposition content by the end of 31 March 2025 , and • obtain CASA's written approval of that exposition content by the end of 1 July 2025 . <p>Refer to Part 6 of CASA EX70/24 for full details and conditions of the exemptions.</p>	<p>No suggested text provided.</p> <p>For the purposes of this document, it is presumed operators are taking advantage of this deferral.</p>
133.335	Flight in performance class 1 or 2, or performance class 2 with exposure for certain rotorcraft	Chpt 10	CAR 233 CAR 235	<p><i>A new requirement for operators and the pilot in command</i></p> <p><i>Background</i></p> <p>Introduces formal rotorcraft performance requirements, modified from ICAO standards for Australian operating conditions.</p>	<p>No suggested text provided.</p> <p>For the purposes of this document, it is presumed operators are taking advantage of this deferral.</p>

Reg number	Regulation title	133 MOS	Old rule /ref	Regulatory context comment and overview of actions (where necessary)	Suggested text
			CEO PN 029-2005	<p><i>Transitional arrangements</i></p> <p>The requirement for an operator and the pilot in command to comply with subregulations 133.335 (2) and (3) is deferred until 1 July 2025 .</p> <p>Refer to Divisions 6.2, 6.3 and 6.4 of CASA EX70/24 for full details and conditions of the exemptions.</p> <p><i>Additional exemptions and directions – medical transport operations</i></p> <p>Division 6.5 of CASA EX70/24 provides additional exemptions and directions for medical transport operations.</p> <p>In summary, these exemptions provide that medical transport operations:</p> <ul style="list-style-type: none"> • in VMC by day are exempt from complying PC1, PC2, PC2WE at other than an MTO site, however, must comply with PC3 requirements (see Part 133 MOS sections 10.01 and 10.07) • must comply with 'climb performance and obstacle avoidance' if they operate: <ul style="list-style-type: none"> – under the VFR by night below the minimum height in regulation 91.277, or – under the IFR in IMC by day, or under the IFR at night, below the minimum height in regulation 91.305. <p>Operators who take advantage of these exemptions must provide their proposed exposition content for compliance with the exempted provisions no later than the end of 31 March 2025 .</p> <p>Refer to CASA EX70/24 for full details and conditions of the exemptions.</p>	