



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX58/20

I, WARREN CRAIG MARTIN, Executive Manager, Regulatory Services & Surveillance, a delegate of CASA, make this instrument under regulations 11.160 and 11.205 of the *Civil Aviation Safety Regulations 1998*.

[Signed C. Martin]

Craig Martin
Executive Manager
Regulatory Services & Surveillance

30 March 2020

CASA EX58/20 – Use of Qualified Synthetic Training Device – Training for Flight (Bristow Helicopters) Exemption 2020

1 Name

This instrument is *CASA EX58/20 – Use of Qualified Synthetic Training Device – Training for Flight (Bristow Helicopters) Exemption 2020*.

2 Duration

This instrument:

- (a) commences on 1 April 2020; and
- (b) is repealed at the end of 31 March 2023.

3 Definitions

Note In this instrument, certain terms and expressions have the same meaning as they have in the *Civil Aviation Act 1988* and the regulations. These include: *AOC* and *flight crew member*.

In this instrument:

available has the meaning given by paragraph 7.1 of the Order.

Bristow Helicopters means Bristow Helicopters Australia Pty Ltd, ARN 200267.

check means a check, approved by CASA, to test the competency of a flight crew member for an aircraft type for subregulation 217 (2) of CAR.

Order means Civil Aviation Order 82.0.

passenger seating capacity has the meaning given by paragraph 7.1 of the Order.

QSTD: see qualified synthetic training device.

qualified synthetic training device means a synthetic training device that is qualified under Part 60 of CASR for relevant activity.

relevant activity has the meaning given by paragraph 7.1 of the Order.

relevant aircraft means an AW139 model helicopter operated by Bristow Helicopters under its AOC.

safety case means the document titled *Bristow Helicopters Australia Safety Case for Exemption to Civil Aviation Order 82.0 Emergency Training in Simulators for AW139*, approved by CASA on 24 October 2017.

training means training, approved by CASA, to ensure that a flight crew member maintains the flight crew member's competency for an aircraft type for subregulation 217 (1) of CAR.

4 Exemptions

- (1) Bristow Helicopters is exempt from compliance with the requirement mentioned in sub-subparagraph 10.1 (a) (i) of the Order in relation to a relevant activity:
 - (a) involving a relevant aircraft; and
 - (b) carried out by or for Bristow Helicopters.

Note 1 Under subparagraph 7.3 (a) of the Order, for a relevant activity, the operator of a multi-engine aircraft with a passenger seating capacity of at least 10 but not more than 19 seats must use a QSTD for the operator's aircraft type if one is available in Australia:

- (a) unless CASA approves otherwise in writing on the basis of a written safety case prepared by the operator; and
- (b) subject to paragraph 7.4 of the Order.

Note 2 Under sub-subparagraph 10.1 (a) (i) of the Order, an operator who is required to use a QSTD for a relevant activity under paragraph 7.3 must include in its training and checking manual provision for each flight crew member operated under its AOC, if the QSTD for the operator's aircraft type is available in Australia, to undertake, each calendar year, at least the number of sessions of training and checks mentioned, in that sub-subparagraph, for a multi-engine aircraft with the seating capacity mentioned in Note 1 above. At the time of preparing this instrument, sub-subparagraph 10.1 (a) (i) of the Order mentions 2 sessions of training and 2 checks.

A QSTD for the relevant aircraft type is available in Australia.

- (2) The exemption in subsection (1) is subject to the condition mentioned in section 5.
- (3) Bristow Helicopters is exempt from compliance with subparagraph 7.3 (a) of the Order to the extent that complying with the condition mentioned in section 5 requires Bristow Helicopters to carry out a relevant activity in a relevant aircraft.

5 Condition

Bristow Helicopters must include in its training and checking manual provision for each flight crew member of a relevant aircraft to undertake in each calendar year:

- (a) 1 session of training, and 1 check, in a QSTD for the relevant aircraft type, in accordance with the safety case; and
- (b) 1 session of training, and 1 operator proficiency check, in a relevant aircraft, in accordance with the safety case.

Note The safety case includes a requirement that a session of training mentioned in paragraph (a) and a session of training mentioned in paragraph (b), both undertaken by a flight crew member of a relevant aircraft in a calendar year, be undertaken at an interval of not less than 6 months.