



Australian Government

Civil Aviation Safety Authority

Instrument number CASA 56/18

I, CHRISTOPHER PAUL MONAHAN, Executive Manager, National Operations & Standards, a delegate of CASA, make this instrument under regulations 11.056 and 141.035 of the *Civil Aviation Safety Regulations 1998*.

[Signed Christopher P. Monahan]

Christopher P. Monahan
Executive Manager, National Operations & Standards

28 August 2018

CASA 56/18 — Flight Training (Aeroplane Firefighting Endorsement) Approval 2018

1 Name

This instrument is *CASA 56/18 — Flight Training (Aeroplane Firefighting Endorsement) Approval 2018*.

2 Duration

This instrument:

- (a) commences on 1 September 2018; and
- (b) is repealed at the end of 31 August 2021.

3 Definitions

Note In this instrument certain terms and expressions have the same meaning as they have in the *Civil Aviation Act 1988*, Part 61 of CASR and the CASR Dictionary, including: **AOC**, **ARN** and **flight training**.

- (1) In this instrument:

AAAA means the Aerial Application Association of Australia.

aerial application operation has the meaning as defined in regulation 137.010 of CASR.

aeronautical experience, for paragraph 5 (2) (b), means aeronautical experience in the conduct of relevant firefighting operations in an aeroplane that is:

- (a) recorded in the logbook of the HFO or the nominated senior pilot; and
- (b) of such a nature and extent as to satisfy the HFO of his or her own, or the nominated senior pilot's, competency to conduct relevant firefighting operations.

aeronautical experience, for subparagraph 5 (2) (c) (i), means aeronautical experience as a pilot conducting flight training in an aeroplane that is:

- (a) recorded in the nominated senior pilot's logbook; and
- (b) of such a nature and extent as to satisfy the HFO of the nominated senior pilot's competency to conduct flight training.

aeroplane firefighting endorsement means an endorsement of that kind granted under Subpart 61.R.

fire control authority, of a State or Territory, includes a parks, wildlife or forestry service.

HFO means head of flying operations of the operator.

MOS means the *Part 61 Manual of Standards Instrument 2014*, as in force from time to time.

nominated senior pilot means a senior pilot of the operator nominated by the operator's HFO.

operator means a person who, for at least the 3 years immediately before first conducting relevant flight training under this approval instrument:

- (a) held an AOC authorising the person to undertake aerial application operations in an aeroplane; and
- (b) had an operations manual that contains procedures for relevant firefighting operations; and
- (c) had annually conducted relevant firefighting operations under the written authorisation of the National Aerial Firefighting Centre (NAFC), or of a State or territory fire control authority.

PICUS means pilot in command under supervision.

relevant flight training means flight training for the grant of an aeroplane firefighting endorsement.

relevant firefighting operation means a firefighting operation that is also an aerial application operation.

- (2) A reference in this instrument to a provision that includes the numerals "61" is a reference to the provision in Part 61 of CASR.

4 Approval

- (1) The operator is approved to conduct relevant flight training.
- (2) The approval is subject to the conditions mentioned in section 5.

5 Conditions

Requirements for delivery of relevant flight training

- (1) The operator must ensure that relevant flight training is delivered only by the operator's HFO or a nominated senior pilot.

Requirements for trainers

- (2) The operator must ensure that the HFO or nominated senior pilot (as the case may be), at the time of delivering the relevant flight training:
 - (a) is authorised under regulation 61.1125 to exercise the privileges of the aeroplane firefighting endorsement; and
 - (b) has aeronautical experience in the conduct of relevant firefighting operations; and
 - (c) for a nominated senior pilot:
 - (i) has aeronautical experience as a pilot conducting flight training; or
 - (ii) is supervised by the HFO in the conduct of flight training.

Requirements for trainees

- (3) The operator must ensure that relevant flight training is delivered only to a trainee who has:
 - (a) a commercial pilot licence with an aeroplane category rating under Part 61; and

- (b) an aeroplane aerial application endorsement under Part 61; and
- (c) 250 hours of experience conducting aerial application operations in aeroplanes.

Requirements for relevant flight training

- (4) The operator must ensure that relevant flight training is delivered in accordance with a course of training prepared by the operator that:
 - (a) covers the matters mentioned in Schedule 1; and
 - (b) includes appropriate information about the pass standards for the aeronautical knowledge assessments, the practical flying assessment and the overall assessment.

Requirements for operator controls over relevant flight training

- (5) The operator must ensure that:
 - (a) the aeronautical knowledge training, the practical flight training, and the assessments comply with the requirements set out in Schedule 1; and
 - (b) both the theoretical and practical components of the relevant flight training are conducted in a suitable ground environment and airspace, with appropriate facilities and training resources; and
 - (c) the aeroplane used for the relevant flight training is airworthy and suitable for the training; and
 - (d) each person conducting relevant flight training (including assessment) is competent to do so.

Requirements for operator records

- (6) The operator must prepare as soon as practicable, and retain in safe custody for at least 3 years from their creation, the following records for each trainee:
 - (a) the trainee's name, ARN, and dates of commencement and ending of training;
 - (b) for each relevant flight training activity, and each practical flying assessment, details of the following:
 - (i) the location;
 - (ii) the date;
 - (iii) the aircraft type, and nationality and registration marks;
 - (iv) the name and ARN of the instructor conducting the flight training activity;
 - (v) the name and ARN of the person conducting the practical flying assessment;
 - (vi) the flight time, and whether the flight was dual, solo or PICUS;
 - (vii) the record and results of the trainee's performance against the relevant competencies mentioned at Unit AA4 – Aeroplane operation, under Aerial Application Rating in Schedule 2 of the MOS;
 - (c) the results for each of the aeronautical knowledge assessments;
 - (d) a copy of the certificate of completion for the relevant training mentioned in subsection (7).

Requirement for a certificate of completion of training

- (7) The operator must issue a trainee who successfully completes relevant flight training with a certificate of completion which:
 - (a) identifies the operator and the trainee; and
 - (b) records the trainee's marks for each of the aeronautical knowledge assessments, the practical flying assessment and the overall assessment.

6 Conditions — recognition of prior learning for aeronautical knowledge training only

- (1) Despite section 5, the operator may pass a trainee for the aeronautical knowledge training mentioned in clauses 1 to 3 of Schedule 1, for the purposes of clauses 9 and 10 of the Schedule, if:
 - (a) on or after 1 September 2014, the trainee has successfully completed a fire awareness training course for firefighting pilots (a *prior learning course*), conducted by:
 - (i) a fire control authority of a State or Territory; or
 - (ii) the AAAA; and
 - (b) the trainee provides the operator with a certified true copy of a certificate of completion of the prior learning course, which identifies the training organisation and shows the date of completion of the course; and
 - (c) the operator is satisfied, on the basis of reasonable inquiry and evidence, that the prior learning course included training that covered the course subject matters mentioned in clauses 1 and 2 of Schedule 1; and
 - (d) the operator is satisfied with the trainee's aeronautical knowledge on the basis of 2 aeronautical knowledge assessments that are:
 - (i) comparable and consistent with the aeronautical knowledge assessments mentioned in clause 3 of Schedule 1; and
 - (ii) conducted under the supervision of the HFO.

Note Section 6 does not affect any of the other requirements under section 5 or Schedule 1.

Schedule 1 Relevant flight training for an aeroplane firefighting endorsement

Aeronautical knowledge training

- 1 There must be at least a 1 day training course, followed by a written and oral assessment, covering the following (*aeronautical knowledge assessment 1*):
 - (a) fire behaviour;
 - (b) firefighting techniques;
 - (c) communication protocols;
 - (d) operator procedures;
 - (e) relevant procedures of fire control authorities.
- Note* Fire fighting includes what is colloquially known as “firebombing”.
- 2 There must be at least a separate 1 day training course, followed by a written and oral assessment, covering the following (*aeronautical knowledge assessment 2*):
 - (a) human factors;
 - (b) hazard awareness;
 - (c) risk management for firefighting operations.
- 3 Each of aeronautical knowledge assessment 1 and 2 must be conducted under the supervision of the HFO.

Practical flight training

- 4 Subject to clauses 5 and 6, there must be dual flight training, covering at least the following, and progressing from simple to complex situations:
 - (a) flight preparation;
 - (b) access to water or retardant sources, and loading;
 - (c) transit to relevant location;
 - (d) approach and delivery of water or fire retardant;

- (e) threat and error management;
 - (f) aeroplane performance management in the operational context;
 - (g) management of non-normal and emergency operations in the operational context;
 - (h) application of learning acquired under clauses 1 to 3.
- 5 If the training aircraft is a single-seat aeroplane, the flight training mentioned in clause 4 must be supervised under radio commands and observation from the ground or another aircraft.
 - 6 Such additional solo or PICUS practice flights as are required by the instructor conducting the training, involving the targeted application of water or fire retardant.
 - 7 The number and nature of the flights mentioned in clause 6 must be such as to ensure that a level of competency is achieved, bearing in mind the trainee's existing flying qualifications and experience.
 - 8 There must be a practical flying assessment based on the practical flight standards for the endorsement in the MOS.

Overall assessment

- 9 There must be an overall assessment based on each of aeronautical knowledge assessment 1 and 2, and the practical flying assessment.
 - 10 The overall assessment must not be a pass unless both of the aeronautical knowledge assessments and the practical flying assessment have been passed.
-