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Your file *Votre référence*

Our file *Notre référence*

5258-1255-1
RDIMS 6205699

October 12, 2010

Dear Sir:

Re: Further To Our Correspondence Of July 2010, The Intent Of This Letter Is To Provide Clarification Of Training Requirements For Single Engine Helicopter Class D External Load Operations – Canadian Aviation Regulations (CAR) 702.21

It is important to note, that CAR 702.21(2) allows for the carriage of external loads by single engine helicopters provided that the operator has the appropriate Operations Specification and is in compliance with all of the requirements of Commercial Air Services Standards (CASS) 722.21. One of the requirements of this CASS, is for pilots involved in rescue service operations to have completed training for Class D load operations in accordance with CASS 722.76 (Training program).

It is also important to note that there are two training programs or syllabuses contained in CASS 722.76 that apply to the carriage of external loads. The first is Pilot Training – Class D External Loads, CASS 722.76(6)(c), and the second is **Training for Personnel Who Are Carried Externally, CASS 722.76(20)**. These are both important standards and must be considered as separate training requirements.

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Class D External Loads Training - CASS 722.76 (6)(c)

The flight training detailed in this CASS refers to “representative Class D loads” as follows:

- (iv) flight training with representative Class D loads including, as applicable to the load attachment configuration:
- (C) simulated emergencies and malfunction procedures with representative Class D loads.

In both cases above, “representative load” does not mean a human load. Therefore, human external loads during the above noted pilot flight training are not permitted.

Training for Personnel Who Are Carried Externally - CASS 722.76 (20)

Persons assigned to be carried externally by helicopter Class D external load means shall be trained in related procedures and use of attachment equipment. In this standard, the term “representative load” is not used.

Training shall include...

- (a) flight crew and externally carried person(s) communication and coordination procedures;
- (b) procedures (pilot action) in the event of an aircraft system malfunction or emergency;
- (c) equipment inspection procedures;
- (d) proper attachment procedures;
- (e) pre-flight inspection procedures;
- (f) equipment malfunction procedures;
- (g) practice in use of equipment and procedures using static aircraft; and
- (h) operational practice in procedures and use of equipment.

When looking at this standard, there is a logical flow from ground based technical training, through practice utilizing static aircraft, followed by operational (flight) training as in (h) above. This is where the flight training would take place with a person attached through Class D external load means. The intent is that this flight training exercise is the culmination of all the technical ground based and static training to confirm the crew’s ability to work together safely. It is meant to be a flight of short duration, long enough to complete requisite training.

National headquarters will be publishing an advisory circular to provide further clarification on this subject.

If you have questions regarding any of the above, please contact our Regional Superintendent, Rotorcraft, Shona Hirota at 604-666-5653.

Sincerely,

A handwritten signature in black ink, appearing to read "Jerry W. Higgins". The signature is stylized and somewhat cursive, with a long horizontal stroke at the beginning.

Jerry W. Higgins
Acting Regional Manager
Commercial and Business Aviation
Pacific Region