



Australian
Industry and
Skills Committee

AVIATION COMMERCIAL PILOT - HELICOPTER

Name of allocated IRC: Aviation

Name of the SSO: Australian Industry Standards

1. Administrative information

For a list of the products proposed to be reviewed as part of this project, please see Attachment A.

Name of IRC(s): Aviation

Name of SSO: Australian Industry Standards

1.1 Name and code of Training Package(s) examined to determine change is required

AVI Aviation Training Package

2. The Case for Change

For information on the job roles to be supported through the proposed qualifications updates, enrolments data, completion rates, and the number of RTOs delivering these qualifications please see Attachment B.

2.1 Rationale for change

This Case for Change proposes to review the Diploma of Aviation (Commercial Pilot Licence - Helicopter) and 10 Units of Competency to ensure it is consistent with current helicopter operations and procedures and to align the qualification with the CASA helicopter licence. This project will undertake the following:

- Combine Units of Competency to align to the job function
- Review Units of Competency to address current industry practices
- Align the qualification to current industry practice and CASA license requirements (Aviation Safety Regulation (CASR) Part 61 Flight crew licensing)
- Redesign the qualification to include the essential core in addition to clustered groupings to facilitate more effective and efficient training

Commercial helicopter pilots are employed in a variety of industries including to transport passengers between destinations, conduct aerial tours of cities, landmarks and other features, transport cargo and provide electronic coverage for a news station. Other uses include police support, areal applications, conducting aerial mapping and imaging, or collecting traffic information.

Commercial helicopter pilots ensure the safety of their aircraft, passengers and cargo through pre-flight checks and strict adherence to flight safety policies and procedures. They are in constant communication with weather forecasters, dispatchers, and tower control personnel. Helicopter pilots plot a course and communicates take-off, landing and other aircraft procedures. They need to remain highly alert and be able to make precise adjustments to controls. Helicopter pilots must also possess good spatial orientation. They must be aware of trees, power lines and other low-lying obstacles. Pilots must monitor devices that detect sudden shifts in the wind and other dangers that could cause a malfunction or crash. Commercial helicopter pilots must have a commercial pilot's license issued by CASA, a CASA valid medical certificate, and a certification to operate a helicopter.

2.2 Evidence for change

The Aviation IRC representative has engaged with key helicopter stakeholders and has identified:

- Complexity of the qualification and misalignment with the CASA license
- Volume of enrolments: Almost 600 enrolments in the last three years with a third of this number completing. This is due to the misalignment of the diploma to the licence requirements. Over-clustering has prevented students from being able to complete or complete in blocks
- Regulatory implications for the compliance burden on the sector
- Stakeholder environment is made up of industry stakeholders which are mainly RTOs engaged directly in the training. They have supported this development as essential to the industry.

2.3 Consideration of existing products

This Case for Change is proposing the review of existing units in the Training Package Products only. The existing Training Package products for this qualification are contained in the Aviation Training Package and the existing Units of Competency are proposed to be updated to incorporate technology and industry changes.

2.4 Approach to streamlining and rationalisation of the training products being reviewed

It is proposed that Helicopter Units of Competency such as Take-off helicopter and approach to hover Control helicopter in hovering flight will be merged.

3. Stakeholder consultation

3.1 Stakeholder consultation undertaken in the development of Case for Change

*For a full list of industry-specific stakeholders that actively participated in the stakeholder consultation process undertaken to develop the Case for Change, please see **Attachment C**.*

Key individual and group stakeholders were consulted and provided information in the development of this Case for Change during the industry engagement period from October 11- 25.

The information contained within the Case for Change, was made available to State Training Authorities for comment and feedback through the Australian Industry Standards website and registered stakeholder communications.

Development of the Case for Change involved consultation with stakeholders via the following communication mechanisms:

- AIS Website
- Stakeholder networks
- Teleconferences
- Emails

3.2 Evidence of Industry Support

*For a list of the issues raised by stakeholders during consultation and the IRC's response to these, please see **Attachment D**.*

Myles Tomkins, Australian Helicopter Industry Association has gained support from the sector to propose this project. It is essential that this qualification is reviewed to ensure that training and assessment is appropriate and consistent with the regulations and standards.

Please see attachment D.

3.3 Proposed stakeholder consultation strategy for project

*Note: For a full list of industry-specific stakeholders who are planned to be contacted to participate in the stakeholder consultation process undertaken for this project, please see **Attachment E**.*

Key Industry stakeholders have been identified in consultation with industry regulators, associations, and the Aviation IRC.

AIS, on behalf of the Aviation IRC, will promote the opportunity to contribute through stakeholder webinars, the AIS website, EDM's, AIS newsletter and public notifications. Stakeholders will also be notified of key milestones throughout the life of the project, including requests for feedback on draft materials.

Stakeholder engagement and consultation will occur over the life of the project via a combination of the following methods:

- Direct engagement: Face to face consultations, Phone, emails, video/teleconferencing
- Industry forums and conferences
- Online feedback mechanisms
- STA direct engagement

Given the size of Australia and that all stakeholders are not centrally located in major cities, a range of consultation strategies will be used so stakeholders in rural, regional and remote areas, and in smaller jurisdictions have multiple avenues to provide feedback. The project will leverage CASA and Airline Associations to ensure maximum reach on consultation.

4. Licencing or regulatory linkages

- A Part 61 flight crew licence lists each licence level and the associated aircraft category rating. For example, a commercial pilot licence (CPL) aeroplane (A) or CPL helicopter (H).
- A pilot's competency is determined through a combination of training and assessment. The level of complexity and depth of knowledge increases depending on the licence level, rating or endorsement a candidate is working towards.

5. Project implementation

5.1 Prioritisation category

It is proposed that this update is progressed as a routine project. While the demand for change is important, industry has cited the following issues as drivers for extensive consultation and standard review and validation periods. The expected timeframe is 12 months.

5.2 Project milestones

Key project milestones include

- AISC project approval – December 2021
- Draft 1 consultation – March 1 – March 30, 2022
- Stakeholder validation – April 15 – April 30, 2022
- Quality Assurance – May 15 – June 30, 2022
- Final consultation with states and territories – July 10 - 30, 2022
- CfE submitted for approval – September 30, 2022.

5.3 Delivery or implementation issues

- The key implementation issues raised by stakeholders concerns training and assessment in the COVID environment; The key concern is the restricted access because of COVID protocols. This limits the exposure to training scenarios that are essential to maintain supply chain sector skills in planning, decision making and problem-solving situations.
- The issue of holistic training delivery based on the issue of a licence prevents the student exiting the course with a statement of attainment for partial completion.

6. Implementing the Skills Minister's Priority reforms for Training Packages (2015 and October 2020)

Ensure that more information about industry's expectations of training delivery is available to training providers to improve their delivery and to consumers to enable more informed course choices

Training products will be clearly titled, with titles linked to job roles and/or to specific skills, enabling users without an in-depth understanding of the VET system to make more informed course choices.

A Companion Volume Implementation Guide will accompany Version 11.0 of the Aviation Training Package to support implementation across a range of settings.

Assessment Requirements in units of competency will be written to ensure consistency. Where industry requires assessment to occur in a particular way for a given unit of competency, it will be clearly articulated in the Assessment Conditions.

Ensure the training system better supports individuals to move more easily between related occupations

Where applicable, training products will be reviewed to ensure that they support trainers and assessors to move between industry subsectors (for example, civilian and military operations).

The revised structure of the helicopter qualification will facilitate continued learning, professional development, and career pathways throughout the aviation industry sector through a focus on pathway qualifications and skill sets that recognise and promote continuous skill development.


Improve the efficiency of the training system by creating units that can be owned and used by multiple industry sectors

Ongoing project work will consider how aviation components can best be used to provide training to aviation learners in other sectors such as fixed wing operation.

Foster greater recognition of skill sets and work with industry to support their implementation

The Aviation IRC continue to look at skill sets that provide credit towards attainment of aviation qualifications. This Case for Change proposes a review of the Diploma of Aviation (Commercial Pilot Licence - Helicopter) only. Aviation Skill Sets continue to be available to the aviation industry who use them as appropriate

This Case for Change was agreed to by the Aviation IRC

Name of Chair	Stephen Leahy
Signature of Chair	
Date	November 1, 2021

Attachment A: Training Package components to change

SSO: Australian Industry Standards

Contact details: David Dixon - Chief Operating Officer

Date submitted: November 1, 2021

Project number	Project Name	Qualification/ Unit / Skillset	Code	Title	Details of last review (endorsement date, nature of this update transition, review, establishment)	Change Required
2	Commercial Pilot - Helicopter	Qualification	AVI50319	Diploma of Aviation (Commercial Pilot Licence - Helicopter)	25/May /2021 Release 2 where zero enrolments units deleted only	Update
2	Commercial Pilot - Helicopter	Unit	AVILIC0004	Licence to operate a commercial helicopter	12/Aug/2019	Update
2	Commercial Pilot - Helicopter	Unit	AVIY0049	Operate helicopter at low level	12/Aug/2019	Update
2	Commercial Pilot - Helicopter	Unit	AVIY0048	Taxi helicopter	12/Aug/2019	Update
2	Commercial Pilot - Helicopter	Unit	AVIY0059	Control helicopter on the ground	12/Aug/2019	Update
2	Commercial Pilot - Helicopter	Unit	AVIY0060	Control helicopter in hovering flight	12/Aug/2019	Update

Project number	Project Name	Qualification/ Unit / Skillset	Code	Title	Details of last review (endorsement date, nature of this update transition, review, establishment)	Change Required
2	Commercial Pilot - Helicopter	Unit	AVIY0061	Take off helicopter and approach to hover	12/Aug/2019	Update
2	Commercial Pilot - Helicopter	Unit	AVIY0062	Control helicopter in normal flight	12/Aug/2019	Update
2	Commercial Pilot - Helicopter	Unit	AVIY0063	Execute advanced helicopter manoeuvres and procedures	12/Aug/2019	Update
2	Commercial Pilot - Helicopter	Unit	AVIY0064	Manage abnormal and emergency helicopter flight situations	12/Aug/2019	Update
2	Commercial Pilot - Helicopter	Unit	AVIY0069	Pilot a helicopter during external load operations	12/Aug/2019	Update

Attachment B: Job role, enrolment information, the number of RTOs currently delivering these qualifications

Please set out the job roles to be supported through the updated qualifications, enrolment data over the past three years in which data is available for each qualification, completion rates for each qualification, and the number of RTOs delivering these qualifications.

Job role	Qualification to be updated to support the job role	Enrolment data (for the past three years)	Completion rates (for the past three years)	Number of RTOs delivering (for the past three years)
231114 Helicopter Pilot	Diploma of Aviation (Commercial Pilot Licence - Helicopter)	599	200	8

Attachment C: List of stakeholders that actively participated in the consultation process of the Case for Change

Name of stakeholder	Title	Organisation	Organisation type (e.g. Employer, peak body, union, RTO, regulator)	Jurisdiction/town/city (e.g. NSW/Sydney)
Myles Tomkins	Vice President	Australian Helicopter Industry Association (AHIA)	Industry Association	Lyndoch, South Australia
Paul Tyrrell	CEO	Australian Helicopter Industry Association (AHIA)	Industry Association	SA
Roger Crosthwaite	Branch Manager Flight Standards	CASA	Regulator	ACT
Myles Tomkins	Chief Pilot	Airwork Helicopters	RTO	Caboolture, QLD
Mark Nichols	Chief Pilot	Aeropower Flight School	RTO	Rothwell QLD
Charlie Densley	Manager Helicopter Training	Flight Training Adelaide	RTO	Parafield Airport South Australia
Nick Stielow	Head of Operations / Flight Examiner / Grade 1 Flight Instructor	Australian Helicopter Academy	RTO	Kununurra Airport, Kununurra, 6743 WA
Isobel Stone	Grade 3 Helicopter Flight Instructor at Helitec	Helitec	RTO	Sunshine Coast Airport, QLD
Allan Bailey	CEO	South Metropolitan TAFE Heli west		Fremantle WA
Chief Pilot	N/A	Australia Police Rotary Wing Aircraft Unit	RTO/Employer	New South Wales Police Bankstown VIC - Essendon Victoria Police Jandakot Airport Western Australia Police

Attachment D: Issues Raised by Stakeholders during consultation on the development of the Case for Change

Stakeholder Type	Issues Raised	IRC's Response to Issues Raised
Industry Reference Committee (IRC) Representatives	Feedback not provided.	N/A
Peak Industry Bodies	Feedback not provided.	N/A
Employers (Non-IRC)	Feedback not provided.	N/A
Regulators	Feedback not provided.	N/A
Registered Training Organisations (RTOs)	TAFE NSW: I support the case for change 100%. It would be great to see the units align with the Part 61 MOS.	Support the feedback.
Training Boards/Other	Feedback not provided.	N/A
State and Territory Training Authorities (STAs)	<ul style="list-style-type: none"> • NT STA: The NT STA supports all of the Cases for Change progressing to the AISC for consideration. • Vic STA: The case for Change refers in Section 2 to the revision of the Diploma of Aviation (Commercial Pilot Licence – Helicopter) and associated units of competency however Attachment A refers to updating the Diploma of Aviation (Commercial Pilot Licence – Helicopter) and the Diploma of Aviation (Commercial Pilot Licence – Aeroplane). There is no commentary on the Diploma of Aviation (Commercial Pilot Licence – Aeroplane) and it is therefore unclear which qualifications are proposed for revision. Please revise and reissue the Case for Change to clarify which qualifications are proposed for review. • It is unclear that revised qualification will be submitted for endorsement with an appropriate code change. Please confirm that revised qualification will be submitted to the AISC with a code change to reflect their endorsement via a major change. 	<p>The IRC has focussed the review on helicopter only which will not include aeroplane.</p> <p>This will result in a code change based on the work on the core Units of Competency.</p>

	<ul style="list-style-type: none">The Case for Change refers to Attachments B, C, D and E which are not included. Please amend the Case for Change to ensure all relevant attachments are included.	Attachments are provided in detail in the Case for Change.
Unions	Feedback not provided.	N/A

Attachment E: List of stakeholders to be contacted as part of the development of the Case for Endorsement

Name of stakeholder	Title	Organisation	Organisation type (e.g. Employer, peak body, union, RTO, regulator)	Jurisdiction/town/city (e.g. NSW/Sydney)
Myles Tomkins	Vice President	Australian Helicopter Industry Association (AHIA)	Industry Association	Lyndoch, South Australia
Paul Tyrrell	CEO	Australian Helicopter Industry Association (AHIA)	Industry Association	SA
Roger Crosthwaite	Branch Manager Flight Standards	CASA	Regulator	ACT
Myles Tomkins	Chief Pilot	Airwork Helicopters	RTO	Caboolture, QLD
Mark Nichols	Chief Pilot	Aeropower Flight School	RTO	Rothwell QLD
Charlie Densley	Manager Helicopter Training	Flight Training Adelaide	RTO	Parafield Airport South Australia
Nick Stielow	Head of Operations / Flight Examiner / Grade 1 Flight Instructor	Australian Helicopter Academy	RTO	Kununurra Airport, Kununurra, 6743 WA
Isobel Stone	Grade 3 Helicopter Flight Instructor at Helitec	Helitec	RTO	Sunshine Coast Airport, QLD
Allan Bailey	CEO	South Metropolitan TAFE Heli west		Fremantle WA
Chief Pilot	N/A	Australia Police Rotary Wing Aircraft Unit	RTO/Employer	New South Wales Police Bankstown VIC - Essendon Victoria Police Jandakot Airport Western Australia Police

The Case for Endorsement development will also involve contacting stakeholders from the following organisational types across all states and territories within Australia as required:

- Industry Reference Committee (IRC) Representatives
- Employers (Non-IRC)
- Peak Industry Bodies
- Unions
- Other regulators as relevant
- RTOs