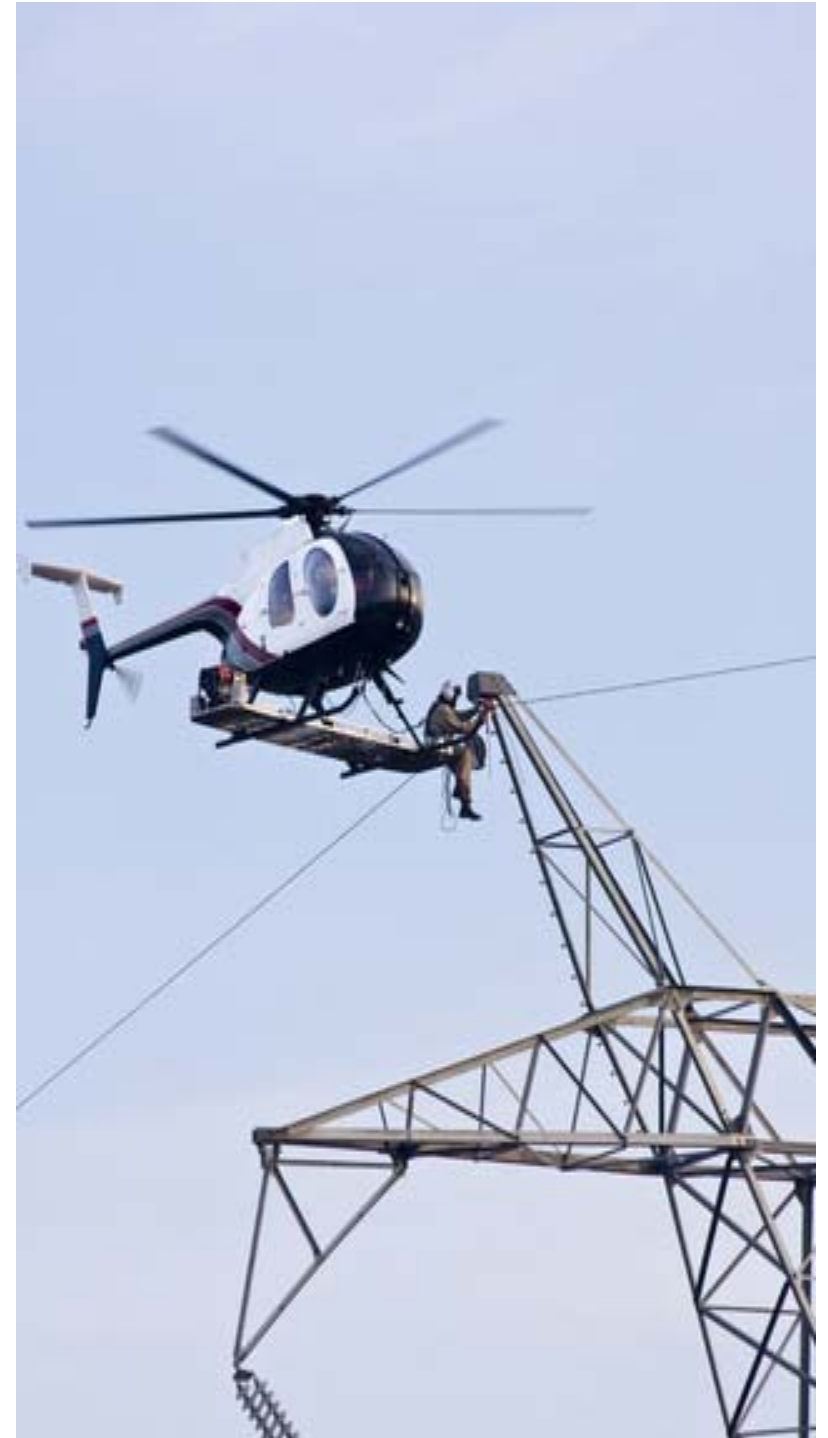


HELI-EXPO 2017

Utilities, Patrol, and Construction Committee (UPAC) Meeting

Presented to: UPAC
By: Shawn Hayes, AFS-810
Date: March 6, 2017

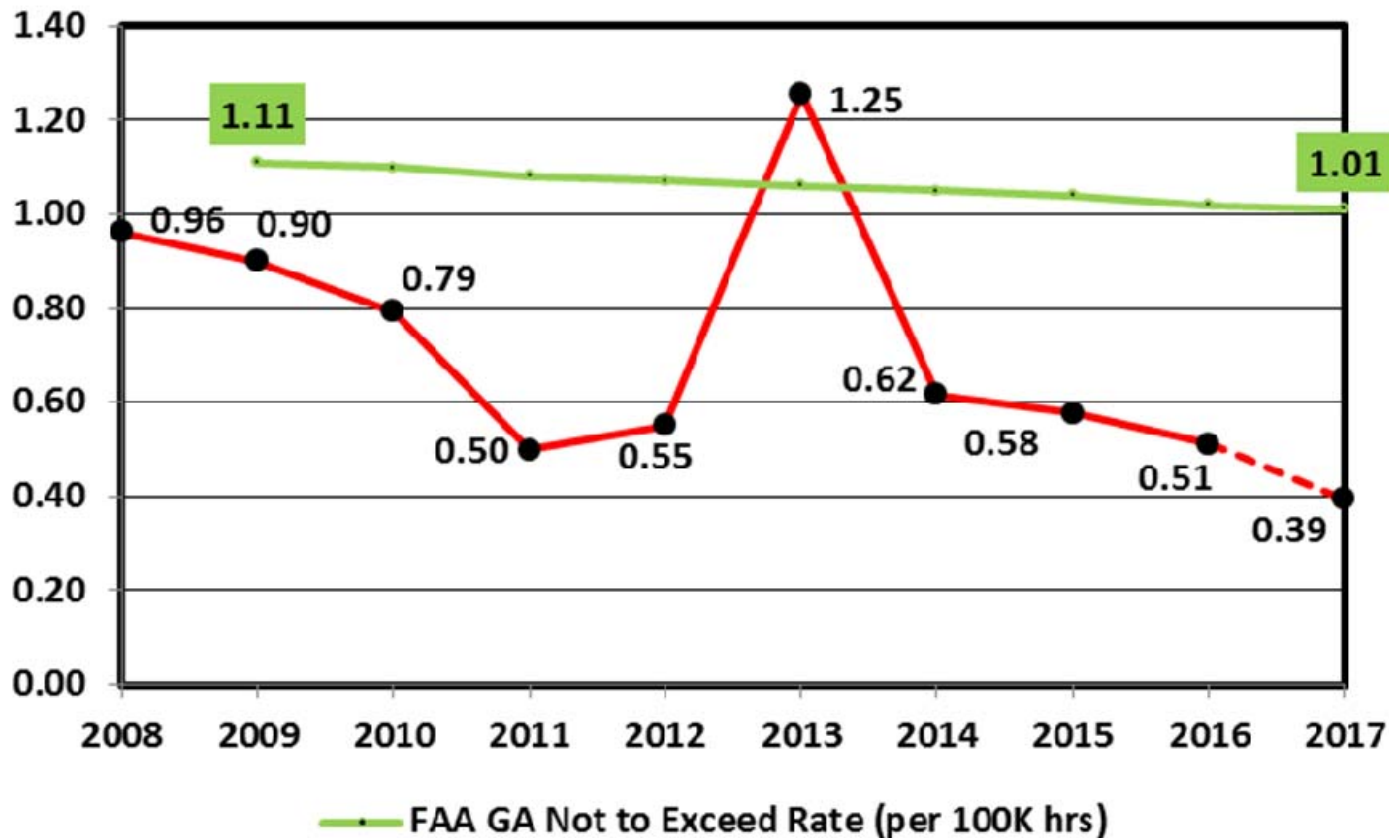


Topics of discussion include:

- Accident Data
- Restricted Category Helicopter Operations



U.S. Helicopter Fatal Accident Rates



*2011 flight hours from FAA's Aerospace Forecast. No FAA GA Survey published in 2011.

*2015 flight hours from FAA's Aerospace Forecast. FAA GA Survey with more accurate flight hours expected in December 2016.

FY-11 rotorcraft flight hours and the projected hours for FY-16 and FY-17 were based on the FAA's FY2016-2036 forecast.



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USHST Update

- **2016 Heli-Expo USHST Commitment Renewal**
- **Vision:** A U.S. registered helicopter community with zero accidents.
- **Interim Goal:** 20% reduction in the U.S. helicopter fatal accident rate by 2020.
- **Concentrate on fatal accidents**



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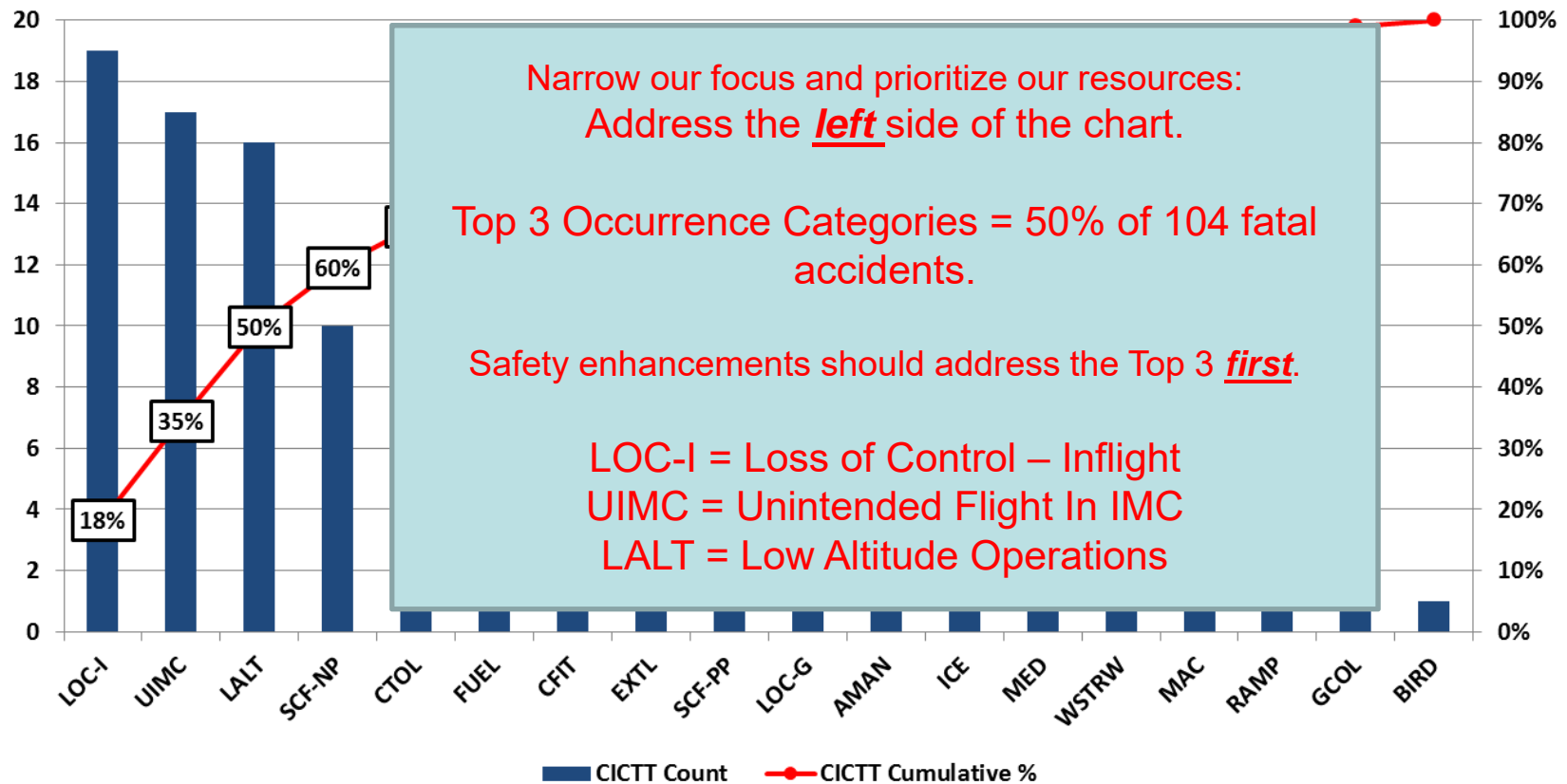
How To Accomplish

- **CAST/GAJSC Process**
- **CAST/ICAO Common Taxonomy Team (CICTT)**
- **“Priority” Occurrence Categories**
- **104 fatal accidents evaluated between CY 2009 - 2013**



Accident Evaluation

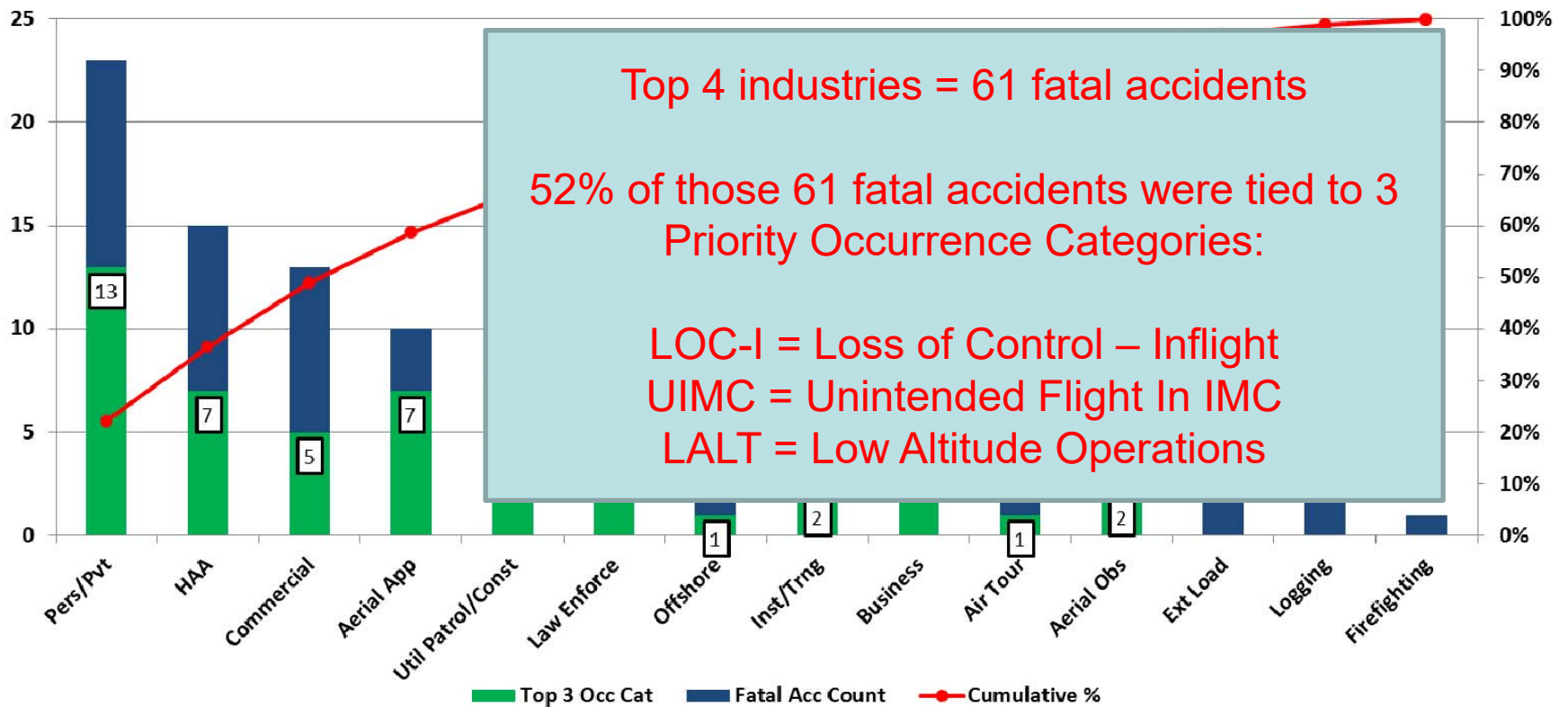
- **Priority Occurrence Categories**



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Accident Evaluation

- Fatal Accidents by Industry



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Status

- **LOC-I evaluation completed in January**
- **UIMC evaluation completed in February**
- **LALT evaluation to be completed in March**
- **Development of Safety Enhancements begins when LALT completed.**



Implementation

- **Implement SEs concentrating on the 4 identified industries**
- **New USHST Outreach Team**
- **Use expertise of current teams:**
 - SMS
 - Training
 - Systems and Equipment
 - Human Factors
 - Infrastructure
 - Maintenance
 - Flight Data Monitoring & Technology



Restricted Category Operations

Presented to: UPAC
By: Shawn Hayes, AFS-810
Date: March 6, 2017



RESTRICTED CATEGORY AIRCRAFT

- There are two related issues with the operation of a restricted category aircraft –
 - How the aircraft is certificated (14 CFR § 21)
 - How the aircraft is operated (14 CFR §§ 61 and 91)



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RESTRICTED CATEGORY AIRCRAFT

- Applicants can be issued a type certificate for a restricted category aircraft under 14 CFR § 21.25(a)
- These type certificates are only issued for the special purpose operations listed in § 21.25(b)(1-7)
- The applicable special purposes for which the restricted category aircraft was certificated for are listed in the Certification Basis section of the Type Certificate Data Sheet (TCDS)



14 CFR § 91 LIMITATIONS

- 14 CFR § 91.313(a) states that “No person may operate a restricted category civil aircraft
 - (1) For other than the *special purpose for which it is certificated*; or
 - (2) In an operation other than one *necessary to accomplish the work activity directly associated with that special purpose.*”
- Therefore – no person may operate a restricted category aircraft outside of the certification basis listed on the TCDS.



TRAINING DIFFERENCES

- Section 91.313(b) does provide an allowance for training. In pertinent part, it states that “operating a restricted category civil aircraft to provide flight crewmember training in a special purpose operation for which the aircraft is certificated is considered to be an operation for that special purpose.”
- Note that this allowance to conduct training is limited to training related to the special purpose (listed in § 21.25(b)(1-7)) for which the aircraft is certificated under part 21.



ISSUES TO OVERCOME

- Proficiency training and practical tests for certification are outside the scope of the restricted special purpose for which these aircraft were certificated
- Problems become evident when owner/operators only operate restricted category aircraft of a certain category, class, or type
- There are several instances of there being no comparable standard category aircraft
- How does an airman become qualified to fly the aircraft, especially a large aircraft requiring a type rating, if 14 CFR part 61 training and/or checking is not allowed?



EXCEPTIONS TO PRACTICAL TESTS

- The FAA notes that this regulatory restriction applies only to those flights associated with pilot certification and/or type rating requirements of § 61.
- This determination does not apply to proficiency flights conducted by those who already hold the requisite type rating and whose duties are to perform an operation described by § 91.313(a). These operations are governed by § 21.25 and the TCDS.
- These flights, such as flights needed to satisfy the PIC proficiency checks required by § 61.58 (and associated PPE observations), are considered necessary to accomplish the work activity directly associated with the aircraft's special purpose and would not require regulatory exemption.



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THE WAY FORWARD

- Receive training and/or required checking from another owner/operator in a standard category aircraft in the same category, class, and type (if applicable)
- Have operators request an exemption from the applicable sections of 14 CFR § 91.313
 - An owner / operator may submit for a petition online using the procedures found on the FAA's Office of Rulemaking website:
https://www.faa.gov/regulations_policies/rulemaking/



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THE WAY FORWARD

- The FAA is pursuing amending § 91.313 in order to allow training and / or certification events to be allowed under certain circumstances.
 - NPRM published on May 12, 2016
 - Notice 8900.295 - *Pilot Training and/or Certification Events Conducted in Restricted Category Aircraft*
- Until the time that this rulemaking process is finalized, owners / operators should expect the need to file a petition for exemption to remain in place.



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QUESTIONS



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