



Australian Government
Civil Aviation Safety Authority

Instrument Number: SYDR/135/2011

I, Gregory James Worthington, Flying Operations Inspector, CASA Operations Division, Regional Office, a delegate of CASA, make this instrument under subregulation 251(3) of the *Civil Aviation Regulations 1988*.

A handwritten signature in black ink, appearing to be 'G. Worthington', written in a cursive style.

Greg Worthington
Flying Operations Inspector
Sydney Region, Bankstown
Operations Division

10 May 2011

Direction– Use of approved safety harnesses in place of seat belts in a helicopter.

1 Application

This instrument applies to **Eagle Helicopter Pty Ltd** (Aviation Reference Number 565413), “*the operator*” and to the pilot in command (the “*pilot in command*”) of a helicopter operated by the operator..

2 Direction

I direct the operator to operate helicopters using approved safety harnesses worn in place of seat belts during take-off and landing and when the helicopter is flying at a height less than 1,000 feet above the terrain.

3 Conditions

The direction is subject to the conditions mentioned in Schedule 1.

4 Commencement

This instrument commences on 10 May 2011.

5 Expiry

This instrument remains in effect until the 31 May 2013.

Schedule 1 Conditions

1. The operator and the pilot in command of the helicopter must ensure that a safety harness is only used in place of a seat belt when necessary to maintain operational safety, or when necessary for the conduct of specific aerial work functions which require the use of a safety harness, as specified in the operator's operations manual.
2. The operator and the pilot in command of the helicopter must ensure that the harness is used in place of the seat belt for the minimum time commensurate with flight safety.
3. The operator and pilot in command of the helicopter must ensure that all operations are conducted in accordance with the operator's operations manual.
4. This direction is only applicable to operations under the Visual Flight Rules (VFR).
5. The operator must ensure that procedures, drills, crew communications, crew duties and recency requirements covering both normal and emergency operations are defined and published in the operator's operations manual.
6. The operator and the pilot in command of the helicopter, must ensure that equipment pre-flight and serviceability checks for the safety harness are carried out and that the fitment and subsequent removal of the harness is annotated in the aircraft Log Book or Part 2 of the Maintenance Release.
7. The operator and the chief pilot must ensure that the pilot in command of the helicopter conducts a briefing before flight, of crew members. The briefing must include the relevant crew responsibilities and procedures for normal and emergency operations. The briefing shall also include the procedures to be adopted to afford the best protection to crew members in the event of a forced landing.
8. The pilot in command must ensure that the helicopter is not manoeuvred in such a way that the crewman is subjected to additional risk while using the safety harness.
9. The operator and the pilot in command of the helicopter must ensure that the safety harness is adjusted to restrict movement of the occupant to no further than the door threshold of the helicopter.
10. The operator and the pilot in command of the helicopter must ensure that the helicopter crewman does not move about in the helicopter in such a manner as to adversely effect the centre of gravity or controllability of the helicopter.
11. The operator and the pilot in command of the helicopter must ensure that personnel and equipment are positioned in the helicopter in such a manner, that use of the safety harness does not jeopardise the safety of any of the occupants.

12. The operator and the pilot in command of the helicopter, must ensure that an approved seat and seat belt, for use in an emergency, must be available at all times to helicopter crewmen while using safety harnesses.
 13. The operator and the pilot in command of the helicopter, must ensure that transfer between either a seat belt or safety harness during flight, shall only occur when the helicopter is above 1,000 feet above ground level, and with the cabin doors closed. This condition only applies if the occupant is not secured by either system during the transfer.
 14. Notwithstanding the requirements of 13, the operator and the pilot in command of the helicopter must ensure that a person must not be secured by more than one restraint system for other than the actual transfer.
 15. The operator and the pilot in command of the helicopter must ensure that the safety harness complies with the requirements of Australian Technical Standard Order ATSO – C1001, dated 16 June 2000.
 16. The operator and the pilot in command of the helicopter, must ensure that the safety harness is a 'quick release' type which can be released under load but which requires two positive, separate and distinct movements for release
 17. The operator and the pilot in command of the helicopter must ensure that the helicopter attachment points for the harness are adequately load-rated and approved for use in the aircraft flight manual.
 18. The operator and the pilot in command of the helicopter must ensure that the safety harness and attachment lanyard are adjustable to ensure security of the wearer.
 19. The operator must ensure that any person using a safety harness pursuant to the provisions of this direction, is fully appraised of the inherent limitations and potential risks involved in the use of such a harness, when used in lieu of a seat belt or other restraining device of a type that would otherwise be required in accordance with the provisions of regulation 251.
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