



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX69/19

I, WARREN CRAIG MARTIN, Acting Executive Manager, Regulatory Services & Surveillance, a delegate of CASA, make the following instrument under regulations 11.160 and 11.205 of the *Civil Aviation Safety Regulations 1998*.

[Signed C. Martin]

Craig Martin

Acting Executive Manager, Regulatory Services & Surveillance

26 July 2019

CASA EX69/19 — Bristow Helicopters Australia (Liteflite Winching Harness Equipment) Exemption 2019

1 Name

This instrument is *CASA EX69/19 — Bristow Helicopters Australia (LiteFlite Winching Harness Equipment) Exemption 2019*.

2 Duration

This instrument:

- (a) commences on 1 August 2019; and
- (b) is repealed at the end of 31 July 2022.

3 Definitions

In this instrument:

relevant harness means any of the following types of winching harness equipment:

- (a) LiteFlite 6008 16xx series hoist harnesses;
- (b) LiteFlite 6008 16xx series gunner belts;
- (c) LiteFlite 6008 16xx series lanyards;
- (d) LiteFlite 6008 73xx series rescue strops;
- (e) LiteFlite 8004 90xx series quick release box assemblies.

relevant helicopter means any of the following types of helicopter:

- (a) Agusta AW139;
- (b) Eurocopter EC225;
- (c) Sikorsky S-92A.

operator means Bristow Helicopters Australia Pty Ltd, ARN 200267.

relevant operations means any of the following operations:

- (a) search and rescue operations;
- (b) offshore aircraft recovery operations;
- (c) training for operations of the kinds mentioned in paragraphs (a) and (b).

4 Application

This instrument applies to the operator when it is operating a relevant helicopter in relevant operations.

5 Exemption

- (1) The operator and the pilot in command of a relevant helicopter are exempt from compliance with paragraph 207 (2) (b) of CAR and paragraph 6.2 of Civil Aviation Order (CAO) 29.11 in relation to the use of a relevant harness.

Note Paragraph 207 (2) (b) of CAR prohibits a person to use an aircraft in a class of operation if the aircraft is not fitted with, or carrying, equipment that CASA has approved and directed. CAO 29.11 requires, among other things, that all winching equipment meet the requirements of Part 21 of CASR. The relevant harness does not meet the certification requirements of Part 21 of CASR but is designed and manufactured to EASA certification standards and complies with European-issued standards.

- (2) The exemption is subject to the conditions set out in section 6.

6 Conditions

- (1) Before using a relevant harness in relevant operations, the operator must:
 - (a) obtain a certificate of conformity from the harness manufacturer showing that the harness meets the relevant European equipment standards; and
 - (b) maintain the harness to the standards mentioned in the certificate of conformity; and
 - (c) provide a copy of the certificate of conformity to CASA.
 - (2) The operator must incorporate the relevant harness manufacturer's instructions for continuing airworthiness and life limits into the system of maintenance for the relevant helicopter in which the relevant harness is fitted.
 - (3) If a relevant harness is damaged, impaired or suffers wear and tear beyond the manufacturer's specifications, the operator:
 - (a) must not use the harness; and
 - (b) must not repair the harness; and
 - (c) must replace the harness.
 - (4) The operator must perform the following equipment tests before commencing a relevant operation:
 - (a) check whether the entire relevant harness assembly ingresses into, or egresses from, the relevant helicopter cabin;
 - (b) ensure that the relevant harness is compatible with the hoist hooks in accordance with the relevant helicopter flight manual;
 - (c) ensure that the relevant harness load rings and the hoist hooks are compatible and will not:
 - (i) result in roll out or jamming of the load beam; or
 - (ii) affect the safe operation of the relevant helicopter.
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