



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX101/20

I, WARREN CRAIG MARTIN, Executive Manager, Regulatory Services & Surveillance, a delegate of CASA, make this instrument under subregulation 251 (3) of the *Civil Aviation Regulations 1988* and regulations 11.160 and 11.245 of the *Civil Aviation Safety Regulations 1998*.

[Signed C. Martin]

Craig Martin

Executive Manager, Regulatory Services & Surveillance

30 June 2020

CASA EX101/20 — Safety Harness and Flight Manual Requirements for NVIS Operations (CareFlight) Instrument 2020

1 Name

This instrument is *CASA EX101/20 — Safety Harness and Flight Manual Requirements for NVIS Operations (CareFlight) Instrument 2020*.

2 Duration

This instrument:

- (a) commences on 1 July 2020; and
- (b) is repealed at the end of 31 May 2023.

3 Definitions

In this instrument:

approved safety harness means a safety harness that complies with the minimum performance standards in ATSO-C1003 used in conjunction with a restraint strap that complies with the minimum performance standards in ATSO-C1001, as those ATSOs are prescribed in the *Part 21 Manual of Standards*, as in force from time to time.

NVIS has the meaning given by subsection 1 of *Civil Aviation Order 82.6 (Night vision imaging system — helicopters) 2007*.

NVIS aircrew member has the meaning given by subsection 1 of *Civil Aviation Order 82.6 (Night vision imaging system — helicopters) 2007*.

NVIS operation has the meaning given by subsection 1 of *Civil Aviation Order 82.6 (Night vision imaging system — helicopters) 2007*.

4 Application

This instrument applies in relation to CareFlight Limited, ARN 405385 (***CareFlight***), if CareFlight operates a Leonardo AW139 aircraft (***AW139***) in a single pilot NVIS operation (***single pilot NVIS operation***).

5 Exemption

- (1) The pilot in command of the AW139 is exempt from compliance with subregulation 138 (1) of CAR to the extent that the subregulation requires compliance with the requirement mentioned in subsection (2).
- (2) The requirement is the minimum flight crew requirement in Supplement 60 to the flight manual for the AW139, document reference 139G0290X002, for an additional trained crew member wearing night vision goggles to be in the left-hand seat during take-off and landing, on unimproved sites, to assist in obstacle identification and clearance.

6 Direction — CareFlight

- (1) CareFlight must ensure that:
 - (a) the internal and external lights of an AW139 used in a single pilot NVIS operation have not been modified in a manner that could reduce the effectiveness of an NVIS aircrew member using NVIS equipment during the single pilot NVIS operation; and
 - (b) the NVIS aircrew member in a single pilot NVIS operation is competent in the following:
 - (i) securing the cabin door safely during flight;
 - (ii) identifying obstacles and hazards from the cabin of the AW139;
 - (iii) using correct terminology in relation to the identification of obstacles and hazards;
 - (iv) judging and communicating the distance to, and position of, obstacles and hazards; and
 - (c) during single pilot NVIS operations below 300 feet AGL, the NVIS aircrew member is continuously available to assist the pilot in command with the identification of obstacles; and
 - (d) during single pilot NVIS operations, a serviceable communication system is available for the pilot in command and NVIS aircrew member to maintain continuous communications; and
 - (e) the NVIS aircrew member in a single pilot NVIS operation complies with the direction mentioned in section 7.
- (2) CareFlight must not implement any amendment to its operations manual that affects the procedures for the conduct of single pilot NVIS operations unless the amendment has CASA's written approval.

7 Direction — NVIS aircrew member

For subregulation 251 (3) of CAR, CASA directs the NVIS aircrew member in a single pilot NVIS operation to wear an approved safety harness in place of a seatbelt.
