

Phengrasmy, Keeley

From: s 22
Sent: Tuesday, 27 November 2018 1:21 PM
To: northern
Subject: FW: HUMAN SLING approval - s 22 - CTM 3 [SEC=UNCLASSIFIED]

Categories: s 22

UNCLASSIFIED

Hi s 22 ,

As discussed at the morning meeting, can you please raise a task trac job for this one and allocate it to me? We should also receive an application from NAH for the same approval and will use the same cost code and possibly the same estimation as last year.

Regards,

s 22
 Certificate Team Manager
 Regulatory Services and Surveillance Division
 Northern Region
[CASA\Aviation Group](#)

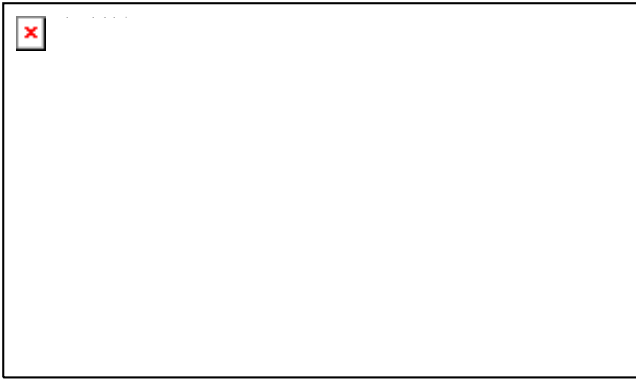
From: s 22
Sent: Monday, 26 November 2018 5:19 PM
To: s 22
Subject: Re: HUMAN SLING

Hi s 22

I put down till end of March it was meant to be till the end of May 2019
 Thanks

Regards,

s 22
 s 47F



On 26 Nov 2018, at 4:51 pm, s 22 > wrote:

Hi s 22

I would formally like to apply for our Human sling instrument for the up coming croc egg season, I believe we will be operating under the EO at the start till the STC is granted as per the email from s 22

I would request the instrument from December 2018, through till the end of march 2019.

Regards,

s 22
s 47F



Phengrasmy, Keeley

From: s 22
Sent: Tuesday, 12 November 2019 10:52 AM
To: northern
Cc: s 22
Subject: Renewal of Human sling instrument

Categories: s 22

Hi

Our old instrument expires on the 31st December CASA CARRY 0120.

Can we please start the process for a new instrument for the up coming egg collecting season

Regards,

s 22

s 47F



<image001.png>

Phengrasmy, Keeley

From: s 22
Sent: Tuesday, 17 November 2020 12:32 PM
To: northern
Cc: s 22
Subject: Human sling renewal

Hi

Could we please start the process to renew our Human sling instrument for s 22 Australia as our current one expires on the 30th December and we are due to starting collecting eggs in mid December.

Regards,

s 22
s 47F



<image001.png>

From: S 22
To: REGSERVICES
Cc: S 22
Subject: Authorisation & Permission - Crocodile Egg Collection RENEWAL
Date: Thursday, 2 September 2021 2:27:15 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[Human Sling Approval - Signed CASA.CARRY.0163 Rev Initial Issue.pdf](#)

Hi Reg Services,

I would like to apply for a renewal of our Human Sling Approval Instrument (see attached). Please advise details.

Thank you,

signature_1841387554



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Australian Government
Civil Aviation Safety Authority

Instrument Number: CASA.CARRY.0163 Revision: Initial

I, s 22, a Delegate of CASA, make this instrument under subregulations 151(3) and 250(2) of the Civil Aviation Regulations 1988.

s 22

Flying Operations Inspector
 Northern Region
 Regulatory Services & Surveillance Branch

03 December 2020

Authorisation and permission – helicopter operations by s 22

1 Commencement

This instrument commences on 03 December 2020.

2 Application

This instrument applies to s 22 (ARNS 47G) (*the operator*) and any person acting as pilot in command (*the pilot in command*) of an aircraft whilst conducting operations for the purposes of the collection of crocodile eggs under the air operator's certificate held by the operator, or training for such activity (*the activity*).

3 Authorisation

The pilot in command is authorised to pick up a single person (*the person*), positioned in a harness system attached to a helicopter in flight, for the sole purposes of *the activity*.

4 Permission

The operator and pilot in command of an aircraft are permitted to carry a person in a harness system attached to a helicopter operated by the operator for flights of a particular kind as specified in Section 2 of this instrument.

5 Conditions

The authorisation in Section 3 and permission in Section 4 are subject to the conditions mentioned in Schedule 1.

6 Expiry

The instrument is repealed at the end of 31 December 2021.

Schedule 1 Conditions

This instrument is subject to the condition that the pilot in command and the operator must each ensure that:

1. The flying operations for the purpose of *the activity* are only done so utilising the Robinson Helicopter Company R44 helicopter type and only where the *person* and *pilot in command* both determine there is an overall safety advantage to the operation by reducing the risk of crocodile attack and heat exhaustion to the *person*; and
2. Persons other than crew members essential to the activity are not carried; and
3. Life jackets are worn by all crew members for all flights where the takeoff, positioning flights or approach path is so disposed that, in the event of a mishap occurring during operations, it is reasonably possible that the aircraft would be forced to land onto water; and
4. The *pilot in command* and the *person* have successfully completed a course of training for *the activity* promulgated in the *operator's* operations manual which includes not less than 1 hour of actual flight time and 1 hour of ground instructional time; and
5. All crew, including *the person* being slung, have been inducted into the *operator's* organisation, and have been included in the *operator's* Drug and Alcohol Management Plan requirements; and
6. No pilot shall undertake the activity unless he or she has a minimum of 100 hours experience in helicopter external sling load operations; and
7. Only one *person* is carried below the aircraft at any one time; and
8. The chief pilot has personally authorised the flight program for the day associated with operations under this instrument; and
9. A thorough preflight briefing specifically related to each flight is conducted by *the pilot in command* to all personnel associated with the particular flight and is to include actions to be taken by crew members during possible emergencies encountered during *the activity*. The briefing is to be in accordance with, but not limited to, the activity briefing procedures promulgated in the operator's operations manual; and
10. The *pilot in command* has continuous and clear radio communications with *the person* throughout *the activity*; and
11. The aircraft is to be flown at a speed that is considered by the *pilot in command* to be a safe speed, taking into consideration the prevailing wind direction, wind speed, and aircraft performance when the *person* is carried under the helicopter; and

12. Wind conditions, including wind gusts, for the area of proposed operation, must not exceed 15 knots; and
13. Operations not to be conducted within 5 kilometres of thunderstorm activity or observed lightning strikes. Should thunderstorm activity or lightning strikes be observed, activities under this instrument are to be terminated as soon as safely possible; and
14. *The person* is only to be carried for the minimum distance and time required in order to safely conduct the activity, taking the possible effects of *suspension trauma* on *the person* into consideration. To avoid any ambiguity, the intent of this condition is that *the person* is not to be carried for the purpose of positioning flights over landing sites where it would be possible to conduct the safe donning or removal of *the person* from the strop used to carry *the person*; and
15. *The person* wears a helmet that meets the Australian standard appropriate to the risks encountered during *the activity*; and
16. *The person* must wear an Australian Standard harness (designed for lifting a person) connecting them to the strop at all times during flight to and from the crocodile egg collection site. *The person* may be released from the strop during the actual process of crocodile egg collection; and
17. *The person* carries a readily accessible harness knife capable of cutting the lifting strop or harness in an emergency; and
18. All legislative requirements pertaining to the conduct of sling load operations are complied with; and
19. All normal and emergency equipment utilised for the conduct of the activity are serviceable; and
20. The helicopter carries a portable satellite phone with all crew members trained in its use; and
21. *The person* carries, and is trained to activate, a portable emergency location transmitter; and
22. Prior to the approval of CASA STC SVR 541, the aircraft must have been modified in accordance with, and remain compliant with, Engineering Order (EO) TDE5106-04-R2, dated 12/12/17 or later approved revision.
23. When CASA STC SVR 541 is approved, all aircraft previously certified to the EO will be shown to be compliant with and certified to the STC within fourteen (14) days of the STC being approved, after which time aircraft certified only to the EO may no longer undertake this work. Further aircraft to be used after the STC approval date will only be certified in accordance with the STC; and
24. Aircraft approved under EO TDE5106-04-R2 or later approved revision are to have the HEC Lines and harnesses installed and maintained in accordance with the EO approved data; and

25. Aircraft approved under STC SVR 541 are to have the HEC Lines and harnesses installed and maintained in accordance with the STC approved data; and
26. Other hook down equipment, such as collection basket/cages, helmets and other things will be determined by the Operator as being fit for purpose and meeting any required workplace or industrial standard; and
27. Aircraft operated under the EO TDE5106-04-R2 or later approved revision, are to be operated in accordance with an approved aircraft flight manual supplement R5106-101-R2 or later approved revision which details normal and emergency procedures associated with *the activity*; and
28. Aircraft operated under STC SVR 541 are to be operated in accordance with an approved aircraft flight manual supplement R5106-25-R9 or later approved revision which details normal and emergency procedures associated with *the activity*; and
29. The daily inspection schedule for each aircraft utilised for *the activity* incorporates detailed requirements for the inspection of any component, part or system utilised as part of human sling load operations; and
30. Prior to the commencement of *the activity* each day, *the pilot in command* has verified the aircraft engine is producing normal rated power output, and that no defects are evident which could lead to power reduction during those operations; and
31. Only persons employed or contracted for the purposes of *the activity* are carried. To avoid any ambiguity, this instrument does not permit persons who have provided consideration of any nature to any party to conduct egg collection activities or to be slung from the aircraft involved in such activities; and
32. *The person* must be provided with a copy of this instrument and must be made aware, in writing, that the hook system is not certified for human use; and
33. *The operator* and *the pilot in command* must comply with all applicable instructions relating to *the activity* contained within *the operator's* operations manual. *The operator* must not, without the prior written consent of CASA, revise any part of its operations manual relating to the authorisation and permission given under this instrument.

Any breach of the conditions of this instrument will result in the instrument being immediately cancelled by CASA.

The operator should note that this permission is an operational permission only, and does not confer on the operator any rights as against the owner or occupier of any land over which the operator's operations are conducted, or prejudice in any way the rights or remedies which any person may have in common law in respect of any injury to persons or damage to property resulting directly or indirectly by the operator's operations.

This permission does not absolve the operator, or any person associated with the conduct of activities under such permission, from any other relevant State, Territory or Commonwealth laws applicable from time to time.

Phengrasmy, Keeley

From: s 22
Sent: Monday, 6 September 2021 10:39 AM
To: REGSERVICES
Cc: s 22
Subject: renewal of our Human sling instrument for this coming Croc egg collecting season

Categories: CARRY, Application

Hi Reservices

I am writing to formally request a renewal of our Human sling instrument for Croc egg collecting for this upcoming season.

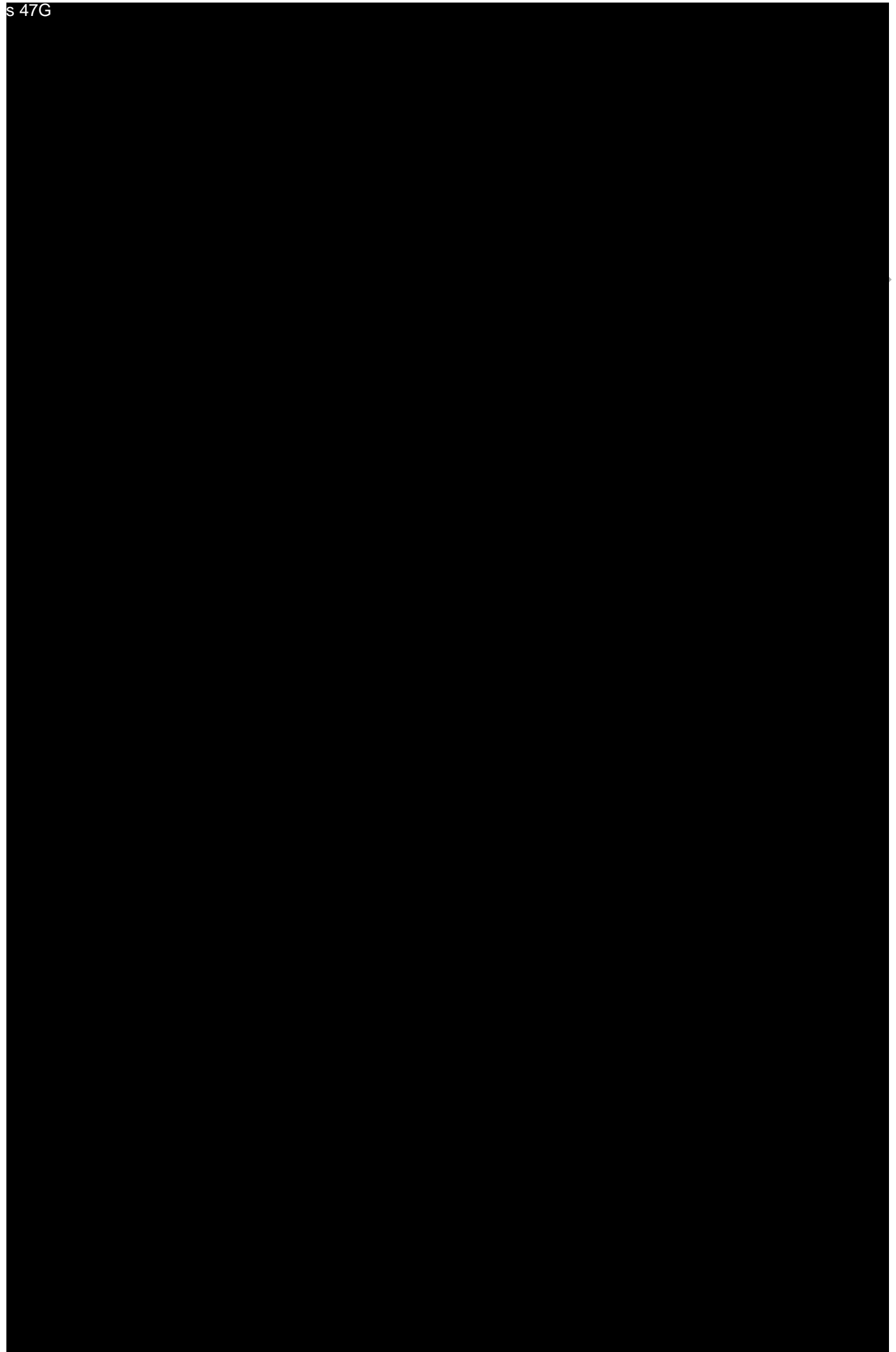
Thanks

Regards,

s 22

s 47F







Australian Government
Civil Aviation Safety Authority

Instrument Number: CASA.CARRY.0063

s 22

I, [REDACTED], a Delegate of CASA, make this instrument under subregulations 151(3) and 250(2) of the Civil Aviation Regulations 1988.

s 22

Certificate Team Manager
Western Region
Safety Assurance Branch

19 December 2016

Authorisation and permission – helicopter operations by s 22

1 Commencement

This instrument commences on 19 December 2016.

2 Application

This instrument applies to s 22 (ARN s 47G) (*the operator*) and any person acting as pilot in command (*the pilot in command*) of an aircraft whilst conducting operations for the purposes of the collection of crocodile eggs under the air operator's certificate held by the operator, or training for such activity (*the activity*).

3 Authorisation

The pilot in command is authorised to pick up a single person (*the person*), positioned in a harness system attached to a helicopter in flight, for the sole purposes of *the activity*.

4 Permission

The operator and pilot in command of an aircraft are permitted to carry a person in a harness system attached to a helicopter operated by the operator for flights of a particular kind as specified in Section 2 of this instrument.

5 Conditions

The authorisation in Section 3 and permission in Section 4 are subject to the conditions mentioned in Schedule 1.

6 Expiry

The instrument is repealed at the end of 31 May 2017.

Schedule 1 Conditions

This instrument is subject to the condition that the pilot in command and the operator must each ensure that:

1. The flying operations for the purpose of *the activity* are only done so utilising the Robinson Helicopter Company R44 helicopter type and only where the *person* and *pilot in command* both determine there is an overall safety advantage to the operation by reducing the risk of crocodile attack and heat exhaustion to the *person*; and
2. Persons other than crew members essential to the activity are not carried; and
3. Life jackets are worn by all crew members for all flights where the takeoff, positioning flights or approach path is so disposed that, in the event of a mishap occurring during operations, it is reasonably possible that the aircraft would be forced to land onto water; and
4. The *pilot in command* and the *person* have successfully completed a course of training for *the activity* promulgated in the *operator's* operations manual which includes not less than 1 hour of actual flight time and 1 hour of ground instructional time; and
5. All crew, including *the person* being slung, have been inducted into the *operator's* organisation, and have been included in the *operator's* Drug and Alcohol Management Plan requirements; and
6. No pilot shall undertake the activity unless he or she has a minimum of 100 hours experience in helicopter external sling load operations; and
7. Only one *person* is carried below the aircraft at any one time; and
8. The chief pilot has personally authorised the flight program for the day associated with operations under this instrument; and
9. A thorough preflight briefing specifically related to each flight is conducted by *the pilot in command* to all personnel associated with the particular flight and is to include actions to be taken by crew members during possible emergencies encountered during *the activity*. The briefing is to be in accordance with, but not limited to, the activity briefing procedures promulgated in the operator's operations manual; and
10. The *pilot in command* has continuous and clear radio communications with *the person* throughout *the activity*; and
11. *The person* is only to be lifted to a height above the ground or water that enables *the person* and aircraft to safely traverse over natural obstacles. In all other instances, *the person* is not to be lifted more than 5 metres above the ground or water. Minimisation of injury to *the person* in the event of hook release (whether planned or inadvertent release) must be considered in the



context of the height the aircraft is operated above the ground or water at any particular time; and

12. The aircraft is to be flown at a speed that is considered by the *pilot in command* to be a safe speed, taking into consideration the prevailing wind direction, wind speed, and aircraft performance when the *person* is carried under the helicopter. Minimisation of injury to the *person* in the event of hook release (whether planned or inadvertent release) must be considered in the context of the total forward speed of the person over the ground; and
13. Wind conditions, including wind gusts, for the area of proposed operation, must not exceed 15 knots; and
14. Aircraft with 12 volt electrical systems are not to conduct operations under this instrument within 5 kilometres of thunderstorm activity or observed lightning strikes. Should thunderstorm activity or lightning strikes be observed, activities under this instrument are to be terminated as soon as safely possible; and
15. *The person* is only to be carried for the minimum distance and time required in order to safely conduct the activity, taking the possible effects of *suspension trauma* on *the person* into consideration. To avoid any ambiguity, the intent of this condition is that *the person* is not to be carried for the purpose of positioning flights over landing sites where it would be possible to conduct the safe donning or removal of *the person* from the strop used to carry *the person*; and
16. *The person* wears a helmet that meets the Australian standard appropriate to the risks encountered during *the activity*; and
17. The *person* must wear an Australian Standard harness (designed for lifting a person) connecting them to the strop at all times during flight to and from the crocodile egg collection site. *The person* may be released from the strop during the actual process of crocodile egg collection; and
18. *The person* carries a readily accessible harness knife capable of cutting the lifting strop or harness in an emergency; and
19. All legislative requirements pertaining to the conduct of sling load operations are complied with; and
20. All normal and emergency equipment utilised for the conduct of the activity are serviceable; and
21. The helicopter carries a portable satellite phone with all crew members trained in its use; and
22. *The person* carries, and is trained to activate, a portable emergency location transmitter; and
23. The aircraft must have been modified in accordance with, and remain compliant with, Engineering Order (EO) TDE5106-01-R1, dated 23/12/15; and



24. Prior to the commencement of operations under this instrument, the operator must have received written confirmation from the design organisation which approved EO TDE5106-01-R1, identifying all associated static lines, collection baskets/cages, harness systems, protective rings, helmets and other things that will be attached to the hook systems (*the equipment*) to be used during the activity, and confirming they are fit for purpose and meet any required workplace or industrial standards; and
25. The aircraft is operated in accordance with an approved aircraft flight manual supplement which details normal and emergency procedures associated with *the activity*; and
26. The daily inspection schedule for each aircraft utilised for *the activity* incorporates detailed requirements for the inspection of any component, part or system utilised as part of human sling load operations; and
27. Prior to the commencement of *the activity* each day, *the pilot in command* has verified the aircraft engine is producing normal rated power output, and that no defects are evident which could lead to power reduction during those operations; and
28. Only persons employed or contracted for the purposes of *the activity* are carried. To avoid any ambiguity, this instrument does not permit persons who have provided consideration of any nature to any party to conduct egg collection activities or to be slung from the aircraft involved in such activities; and
29. *The person* must be provided with a copy of this instrument and must be made aware, in writing, that the hook system is not certified for human use; and
30. *The operator* and *the pilot in command* must comply with all applicable instructions relating to *the activity* contained within *the operator's* operations manual. *The operator* must not, without the prior written consent of CASA, revise any part of its operations manual relating to the authorisation and permission given under this instrument.

Any breach of the conditions of this instrument will result in the instrument being immediately cancelled by CASA.

The operator should note that this permission is an operational permission only, and does not confer on the operator any rights as against the owner or occupier of any land over which the operator's operations are conducted, or prejudice in any way the rights or remedies which any person may have in common law in respect of any injury to persons or damage to property resulting directly or indirectly by the operator's operations.

This permission does not absolve the operator, or any person associated with the conduct of activities under such permission, from any other relevant State, Territory or Commonwealth laws applicable from time to time.





INSTRUMENT NUMBER: CASA.CARRY.0063 Revision No: 1

I, s 22 a delegate of the CASA, make this instrument under subregulations 151(3) and 250(2) of the *Civil Aviation Regulations 1988*

s 22

Certificate Team Manger
Western Region
Aviation Group

14 December 2017

Authorisation and Permission – helicopter operations by s 22

1 Commencement

This instrument commences on 14 December 2017

2 Application

This instrument applies to s 22 (ARNs 47G) (the **operator**) and any person acting as pilot in command (the **pilot in command**) of an aircraft whilst conducting operations for the purposes of the collection of crocodile eggs under the air operator's certificate held by the operator, or training for such activity (the **activity**).

3 Authorisation

The pilot in command is authorised to pick up a single person (the **person**), positioned in a harness system attached to a helicopter in flight, for the sole purposes of the activity.

4 Permission

The operator and pilot in command of an aircraft are permitted to carry a person in a harness system attached to a helicopter operated by the operator for flights of a particular kind as specified in Section 2 of this instrument.

5 Conditions

The authorisation in Section 3 and permission in Section 4 are subject to the conditions mentioned in Schedule 1.

6 Expiry

The instrument is repealed at the end of 31 May 2018.

Schedule 1 Conditions

This instrument is subject to the condition that the pilot in command and the operator must each ensure that:

1. The flying operations for the purpose of the activity are only done so utilising the Robinson Helicopter Company R44 helicopter type and only where the person and pilot in command both determine there is an overall safety advantage to the operation by reducing the risk of crocodile attack and heat exhaustion to the person; and
2. Persons other than crew members essential to the activity are not carried; and
3. Life jackets are worn by all crew members for all flights where the takeoff, positioning flights or approach path is so disposed that, in the event of a mishap occurring during operations, it is reasonably possible that the aircraft would be forced to land onto water; and
4. The pilot in command and the person have successfully completed a course of training for the activity promulgated in the operator's operations manual which includes not less than 1 hour of actual flight time and 1 hour of ground instructional time; and
5. All crew, including the person being slung, have been inducted into the *operator's* organisation, and have been included in the operator's Drug and Alcohol Management Plan requirements; and
6. No pilot shall undertake the activity unless he or she has a minimum of 100 hours experience in helicopter external sling load operations; and
7. Only one person is carried below the aircraft at any one time; and
8. The chief pilot has personally authorised the flight program for the day associated with operations under this instrument; and
9. A thorough preflight briefing specifically related to each flight is conducted by the pilot in command to all personnel associated with the particular flight and is to include actions to be taken by crew members during possible emergencies encountered during the activity. The briefing is to be in accordance with, but not limited to, the activity briefing procedures promulgated in the operator's operations manual; and
10. The pilot in command has continuous and clear radio communications with the person throughout the activity; and
11. The aircraft is to be flown at a speed that is considered by the pilot in command to be a safe speed, taking into consideration the prevailing wind direction, wind speed, and aircraft performance when the person is carried under the helicopter; and
12. Wind conditions, including wind gusts, for the area of proposed operation, must not exceed 15 knots; and
13. Operations not to be conducted within 5 kilometres of thunderstorm activity or observed lightning strikes. Should thunderstorm activity or lightning strikes be observed, activities under this instrument are to be terminated as soon as safely possible; and

14. The person is only to be carried for the minimum distance and time required in order to safely conduct the activity, taking the possible effects of suspension trauma on the person into consideration. To avoid any ambiguity, the intent of this condition is that the person is not to be carried for the purpose of positioning flights over landing sites where it would be possible to conduct the safe donning or removal of the person from the strop used to carry the person; and
15. The person wears a helmet that meets the Australian standard appropriate to the risks encountered during the activity; and
16. The person must wear an Australian Standard harness (designed for lifting a person) connecting them to the strop at all times during flight to and from the crocodile egg collection site. The person may be released from the strop during the actual process of crocodile egg collection; and
17. The person carries a readily accessible harness knife capable of cutting the lifting strop or harness in an emergency; and
18. All legislative requirements pertaining to the conduct of sling load operations are complied with; and
19. All normal and emergency equipment utilised for the conduct of the activity are serviceable; and
20. The helicopter carries a portable satellite phone with all crew members trained in its use; and
21. The person carries, and is trained to activate, a portable emergency location transmitter; and
22. The aircraft must have been modified in accordance with, and remain compliant with, Engineering Order (EO) TDE5106-04-R2, dated 12/12/17 or later approved revision; and
23. Prior to the commencement of operations under this instrument, the operator must have received written confirmation from the design organisation which approved EO TDE5106-04-R2, identifying all associated static lines, collection baskets/cages, harness systems, protective rings, helmets and other things that will be attached to the hook systems (**the equipment**) to be used during the activity, and confirming they are fit for purpose and meet any required workplace or industrial standards; and
24. The aircraft is operated in accordance with an approved aircraft flight manual supplement R5106-101-R2 or later approved revision which details normal and emergency procedures associated with the activity; and
25. The daily inspection schedule for each aircraft utilised for the activity incorporates detailed requirements for the inspection of any component, part or system utilised as part of human sling load operations; and
26. Prior to the commencement of the activity each day, the pilot in command has verified the aircraft engine is producing normal rated power output, and that no defects are evident which could lead to power reduction during those operations; and
27. Only persons employed or contracted for the purposes of the activity are carried. to avoid any ambiguity, this instrument does not permit persons who have provided consideration of any nature to any party to conduct egg collection activities or to be slung from the aircraft involved in such activities; and

28. The person must be provided with a copy of this instrument and must be made aware, in writing, that the hook system is not certified for human use; and
29. The operator and the pilot in command must comply with all applicable instructions relating to the activity contained within the operator's operations manual. The operator must not, without the prior written consent of CASA, revise any part of its operations manual relating to the authorisation and permission given under this instrument.

Any breach of the conditions of this instrument will result in the instrument being immediately cancelled by CASA.

The operator should note that this permission is an operational permission only, and does not confer on the operator any rights as against the owner or occupier of any land over which the operator's operations are conducted, or prejudice in any way the rights or remedies which any person may have in common law in respect of any injury to persons or damage to property resulting directly or indirectly by the operator's operations.

This permission does not absolve the operator, or any person associated with the conduct of activities under such permission, from any other relevant State, Territory or Commonwealth laws applicable from time to time.



Australian Government
Civil Aviation Safety Authority

Instrument Number: CASA.CARRY.0120

I, ^{s 22} [REDACTED] a Delegate of CASA, make this instrument under subregulations 151(3) and 250(2) of the Civil Aviation Regulations 1988.

^{s 22} [REDACTED]

Certificate Team Manager
Northern Region
Regulatory Services & Surveillance Branch

5 December 2018

Authorisation and permission – helicopter operations by ^{s 22} [REDACTED]

^{s 22} [REDACTED]

1 Commencement

This instrument commences on 5 December 2018.

2 Application

This instrument applies to ^{s 22} [REDACTED] (ARN ^{s 47G} [REDACTED]) (*the operator*) and any person acting as pilot in command (*the pilot in command*) of an aircraft whilst conducting operations for the purposes of the collection of crocodile eggs under the air operator's certificate held by the operator, or training for such activity (*the activity*).

3 Authorisation

The pilot in command is authorised to pick up a single person (*the person*), positioned in a harness system attached to a helicopter in flight, for the sole purposes of *the activity*.

4 Permission

The operator and pilot in command of an aircraft are permitted to carry a person in a harness system attached to a helicopter operated by the operator for flights of a particular kind as specified in Section 2 of this instrument.

5 Conditions

The authorisation in Section 3 and permission in Section 4 are subject to the conditions mentioned in Schedule 1.

6 Expiry

The instrument is repealed at the end of 31 December 2019.

Schedule 1 Conditions

This instrument is subject to the condition that the pilot in command and the operator must each ensure that:

1. The flying operations for the purpose of *the activity* are only done so utilising the Robinson Helicopter Company R44 helicopter type and only where the *person* and *pilot in command* both determine there is an overall safety advantage to the operation by reducing the risk of crocodile attack and heat exhaustion to the *person*; and
2. Persons other than crew members essential to the activity are not carried; and
3. Life jackets are worn by all crew members for all flights where the takeoff, positioning flights or approach path is so disposed that, in the event of a mishap occurring during operations, it is reasonably possible that the aircraft would be forced to land onto water; and
4. The *pilot in command* and the *person* have successfully completed a course of training for *the activity* promulgated in the *operator's* operations manual which includes not less than 1 hour of actual flight time and 1 hour of ground instructional time; and
5. All crew, including *the person* being slung, have been inducted into the *operator's* organisation, and have been included in the *operator's* Drug and Alcohol Management Plan requirements; and
6. No pilot shall undertake the activity unless he or she has a minimum of 100 hours experience in helicopter external sling load operations; and
7. Only one *person* is carried below the aircraft at any one time; and
8. The chief pilot has personally authorised the flight program for the day associated with operations under this instrument; and
9. A thorough preflight briefing specifically related to each flight is conducted by *the pilot in command* to all personnel associated with the particular flight and is to include actions to be taken by crew members during possible emergencies encountered during *the activity*. The briefing is to be in accordance with, but not limited to, the activity briefing procedures promulgated in the operator's operations manual; and
10. The *pilot in command* has continuous and clear radio communications with *the person* throughout *the activity*; and
11. The aircraft is to be flown at a speed that is considered by the *pilot in command* to be a safe speed, taking into consideration the prevailing wind direction, wind speed, and aircraft performance when the *person* is carried under the helicopter; and

12. Wind conditions, including wind gusts, for the area of proposed operation, must not exceed 15 knots; and
13. Operations not to be conducted within 5 kilometres of thunderstorm activity or observed lightning strikes. Should thunderstorm activity or lightning strikes be observed, activities under this instrument are to be terminated as soon as safely possible; and
14. *The person* is only to be carried for the minimum distance and time required in order to safely conduct the activity, taking the possible effects of *suspension trauma* on *the person* into consideration. To avoid any ambiguity, the intent of this condition is that *the person* is not to be carried for the purpose of positioning flights over landing sites where it would be possible to conduct the safe donning or removal of *the person* from the strop used to carry *the person*; and
15. *The person* wears a helmet that meets the Australian standard appropriate to the risks encountered during *the activity*; and
16. *The person* must wear an Australian Standard harness (designed for lifting a person) connecting them to the strop at all times during flight to and from the crocodile egg collection site. *The person* may be released from the strop during the actual process of crocodile egg collection; and
17. *The person* carries a readily accessible harness knife capable of cutting the lifting strop or harness in an emergency; and
18. All legislative requirements pertaining to the conduct of sling load operations are complied with; and
19. All normal and emergency equipment utilised for the conduct of the activity are serviceable; and
20. The helicopter carries a portable satellite phone with all crew members trained in its use; and
21. *The person* carries, and is trained to activate, a portable emergency location transmitter; and
22. Prior to the approval of CASA STC SVR 541, the aircraft must have been modified in accordance with, and remain compliant with, Engineering Order (EO) TDE5106-04-R2, dated 12/12/17 or later approved revision.
23. When CASA STC SVR 541 is approved, all aircraft previously certified to the EO will be shown to be compliant with and certified to the STC within fourteen (14) days of the STC being approved, after which time aircraft certified only to the EO may no longer undertake this work. Further aircraft to be used after the STC approval date will only be certified in accordance with the STC; and
24. Aircraft approved under EO TDE5106-04-R2 or later approved revision are to have the HEC Lines and harnesses installed and maintained in accordance with the EO approved data; and

25. Aircraft approved under STC SVR 541 are to have the HEC Lines and harnesses installed and maintained in accordance with the STC approved data; and
26. Other hook down equipment, such as collection basket/cages, helmets and other things will be determined by the Operator as being fit for purpose and meeting any required workplace or industrial standard; and
27. Aircraft operated under the EO TDE5106-04-R2 or later approved revision, are to be operated in accordance with an approved aircraft flight manual supplement R5106-101-R2 or later approved revision which details normal and emergency procedures associated with *the activity*; and
28. Aircraft operated under STC SVR 541 are to be operated in accordance with an approved aircraft flight manual supplement R5106-25-R9 or later approved revision which details normal and emergency procedures associated with *the activity*; and
29. The daily inspection schedule for each aircraft utilised for *the activity* incorporates detailed requirements for the inspection of any component, part or system utilised as part of human sling load operations; and
30. Prior to the commencement of *the activity* each day, *the pilot in command* has verified the aircraft engine is producing normal rated power output, and that no defects are evident which could lead to power reduction during those operations; and
31. Only persons employed or contracted for the purposes of *the activity* are carried. To avoid any ambiguity, this instrument does not permit persons who have provided consideration of any nature to any party to conduct egg collection activities or to be slung from the aircraft involved in such activities; and
32. *The person* must be provided with a copy of this instrument and must be made aware, in writing, that the hook system is not certified for human use; and
33. *The operator* and *the pilot in command* must comply with all applicable instructions relating to *the activity* contained within *the operator's* operations manual. *The operator* must not, without the prior written consent of CASA, revise any part of its operations manual relating to the authorisation and permission given under this instrument.

Any breach of the conditions of this instrument will result in the instrument being immediately cancelled by CASA.

The operator should note that this permission is an operational permission only, and does not confer on the operator any rights as against the owner or occupier of any land over which the operator's operations are conducted, or prejudice in any way the rights or remedies which any person may have in common law in respect of any injury to persons or damage to property resulting directly or indirectly by the operator's operations.

This permission does not absolve the operator, or any person associated with the conduct of activities under such permission, from any other relevant State, Territory or Commonwealth laws applicable from time to time.



Australian Government
Civil Aviation Safety Authority

INSTRUMENT NUMBER: CASA.CARRY.0063 Revision No: 2

I, s 22 a delegate of the CASA, make this instrument under subregulations 151(3) and 250(2) of the *Civil Aviation Regulations 1988*

s 22

Certificate Team Manager
Western Region
Regulatory Services & Surveillance

14 December 2018

Authorisation and Permission – helicopter operations by s 22

1 Commencement

This instrument commences on 14 December 2018

2 Application

This instrument applies to s 22 (ARN s 47G) (the **operator**) and any person acting as pilot in command (the **pilot in command**) of an aircraft whilst conducting operations for the purposes of the collection of crocodile eggs under the air operator's certificate held by the operator, or training for such activity (the **activity**).

3 Authorisation

The pilot in command is authorised to pick up a single person (the **person**), positioned in a harness system attached to a helicopter in flight, for the sole purposes of the activity.

4 Permission

The operator and pilot in command of an aircraft are permitted to carry a person in a harness system attached to a helicopter operated by the operator for flights of a particular kind as specified in Section 2 of this instrument.

5 Conditions

The authorisation in Section 3 and permission in Section 4 are subject to the conditions mentioned in Schedule 1.

6 Expiry

The instrument is repealed at the end of 31 May 2019.

Schedule 1 Conditions

This instrument is subject to the condition that the pilot in command and the operator must each ensure that:

1. The flying operations for the purpose of the activity are only done so utilising the Robinson Helicopter Company R44 helicopter type and only where the person and pilot in command both determine there is an overall safety advantage to the operation by reducing the risk of crocodile attack and heat exhaustion to the person; and
2. Persons other than crew members essential to the activity are not carried; and
3. Life jackets are worn by all crew members for all flights where the takeoff, positioning flights or approach path is so disposed that, in the event of a mishap occurring during operations, it is reasonably possible that the aircraft would be forced to land onto water; and
4. The pilot in command and the person have successfully completed a course of training for the activity promulgated in the operator's operations manual which includes not less than 1 hour of actual flight time and 1 hour of ground instructional time; and
5. All crew, including the person being slung, have been inducted into the *operator's* organisation, and have been included in the operator's Drug and Alcohol Management Plan requirements; and
6. No pilot shall undertake the activity unless he or she has a minimum of 100 hours experience in helicopter external sling load operations; and
7. Only one person is carried below the aircraft at any one time; and
8. The chief pilot has personally authorised the flight program for the day associated with operations under this instrument; and
9. A thorough preflight briefing specifically related to each flight is conducted by the pilot in command to all personnel associated with the particular flight and is to include actions to be taken by crew members during possible emergencies encountered during the activity. The briefing is to be in accordance with, but not limited to, the activity briefing procedures promulgated in the operator's operations manual; and
10. The pilot in command has continuous and clear radio communications with the person throughout the activity; and
11. The aircraft is to be flown at a speed that is considered by the pilot in command to be a safe speed, taking into consideration the prevailing wind direction, wind speed, and aircraft performance when the person is carried under the helicopter; and
12. Wind conditions, including wind gusts, for the area of proposed operation, must not exceed 15 knots; and
13. Operations not to be conducted within 5 kilometres of thunderstorm activity or observed lightning strikes. Should thunderstorm activity or lightning strikes be observed, activities under this instrument are to be terminated as soon as safely possible; and

14. The person is only to be carried for the minimum distance and time required in order to safely conduct the activity, taking the possible effects of suspension trauma on the person into consideration. To avoid any ambiguity, the intent of this condition is that the person is not to be carried for the purpose of positioning flights over landing sites where it would be possible to conduct the safe donning or removal of the person from the strop used to carry the person; and
15. The person wears a helmet that meets the Australian standard appropriate to the risks encountered during the activity; and
16. The person must wear an Australian Standard harness (designed for lifting a person) connecting them to the strop at all times during flight to and from the crocodile egg collection site. The person may be released from the strop during the actual process of crocodile egg collection; and
17. The person carries a readily accessible harness knife capable of cutting the lifting strop or harness in an emergency; and
18. All legislative requirements pertaining to the conduct of sling load operations are complied with; and
19. All normal and emergency equipment utilised for the conduct of the activity are serviceable; and
20. The helicopter carries a portable satellite phone with all crew members trained in its use; and
21. The person carries, and is trained to activate, a portable emergency location transmitter; and
22. The aircraft must have been modified in accordance with, and remain compliant with, Engineering Order (EO) TDE5106-04-R2, dated 12/12/17 or later approved revision; and
23. Prior to the commencement of operations under this instrument, the operator must have received written confirmation from the design organisation which approved EO TDE5106-04-R2, identifying all associated static lines, collection baskets/cages, harness systems, protective rings, helmets and other things that will be attached to the hook systems (**the equipment**) to be used during the activity, and confirming they are fit for purpose and meet any required workplace or industrial standards; and
24. The aircraft is operated in accordance with an approved aircraft flight manual supplement R5106-101-R2 or later approved revision which details normal and emergency procedures associated with the activity; and
25. The daily inspection schedule for each aircraft utilised for the activity incorporates detailed requirements for the inspection of any component, part or system utilised as part of human sling load operations; and
26. Prior to the commencement of the activity each day, the pilot in command has verified the aircraft engine is producing normal rated power output, and that no defects are evident which could lead to power reduction during those operations; and
27. Only persons employed or contracted for the purposes of the activity are carried. to avoid any ambiguity, this instrument does not permit persons who have provided consideration of any nature to any party to conduct egg collection activities or to be slung from the aircraft involved in such activities; and

28. The person must be provided with a copy of this instrument and must be made aware, in writing, that the hook system is not certified for human use; and
29. The operator and the pilot in command must comply with all applicable instructions relating to the activity contained within the operator's operations manual. The operator must not, without the prior written consent of CASA, revise any part of its operations manual relating to the authorisation and permission given under this instrument.

Any breach of the conditions of this instrument will result in the instrument being immediately cancelled by CASA.

The operator should note that this permission is an operational permission only, and does not confer on the operator any rights as against the owner or occupier of any land over which the operator's operations are conducted, or prejudice in any way the rights or remedies which any person may have in common law in respect of any injury to persons or damage to property resulting directly or indirectly by the operator's operations.

This permission does not absolve the operator, or any person associated with the conduct of activities under such permission, from any other relevant State, Territory or Commonwealth laws applicable from time to time.



Australian Government
Civil Aviation Safety Authority

Instrument Number: CASA.CARRY.0120 Revision: 1

I, **s 22** a Delegate of CASA, make this instrument under subregulations 151(3) and 250(2) of the Civil Aviation Regulations 1988.

s 22

Flying Operations Inspector
 Northern Region
 Regulatory Services & Surveillance Branch

02 December 2019

Authorisation and permission – helicopter operations by **s 22**

s 22

1 Commencement

This instrument commences on 02 December 2019.

2 Application

This instrument applies to **s 22** (ARN **s 47G**) (*the operator*) and any person acting as pilot in command (*the pilot in command*) of an aircraft whilst conducting operations for the purposes of the collection of crocodile eggs under the air operator's certificate held by the operator, or training for such activity (*the activity*).

3 Authorisation

The pilot in command is authorised to pick up a single person (*the person*), positioned in a harness system attached to a helicopter in flight, for the sole purposes of *the activity*.

4 Permission

The operator and pilot in command of an aircraft are permitted to carry a person in a harness system attached to a helicopter operated by the operator for flights of a particular kind as specified in Section 2 of this instrument.

5 Conditions

The authorisation in Section 3 and permission in Section 4 are subject to the conditions mentioned in Schedule 1.

6 Expiry

The instrument is repealed at the end of 31 December 2020.

Schedule 1 Conditions

This instrument is subject to the condition that the pilot in command and the operator must each ensure that:

1. The flying operations for the purpose of *the activity* are only done so utilising the Robinson Helicopter Company R44 helicopter type and only where the *person* and *pilot in command* both determine there is an overall safety advantage to the operation by reducing the risk of crocodile attack and heat exhaustion to the *person*; and
2. Persons other than crew members essential to the activity are not carried; and
3. Life jackets are worn by all crew members for all flights where the takeoff, positioning flights or approach path is so disposed that, in the event of a mishap occurring during operations, it is reasonably possible that the aircraft would be forced to land onto water; and
4. The *pilot in command* and the *person* have successfully completed a course of training for *the activity* promulgated in the *operator's* operations manual which includes not less than 1 hour of actual flight time and 1 hour of ground instructional time; and
5. All crew, including *the person* being slung, have been inducted into the *operator's* organisation, and have been included in the *operator's* Drug and Alcohol Management Plan requirements; and
6. No pilot shall undertake the activity unless he or she has a minimum of 100 hours experience in helicopter external sling load operations; and
7. Only one *person* is carried below the aircraft at any one time; and
8. The chief pilot has personally authorised the flight program for the day associated with operations under this instrument; and
9. A thorough preflight briefing specifically related to each flight is conducted by *the pilot in command* to all personnel associated with the particular flight and is to include actions to be taken by crew members during possible emergencies encountered during *the activity*. The briefing is to be in accordance with, but not limited to, the activity briefing procedures promulgated in the operator's operations manual; and
10. The *pilot in command* has continuous and clear radio communications with *the person* throughout *the activity*; and
11. The aircraft is to be flown at a speed that is considered by the *pilot in command* to be a safe speed, taking into consideration the prevailing wind direction, wind speed, and aircraft performance when the *person* is carried under the helicopter; and

12. Wind conditions, including wind gusts, for the area of proposed operation, must not exceed 15 knots; and
13. Operations not to be conducted within 5 kilometres of thunderstorm activity or observed lightning strikes. Should thunderstorm activity or lightning strikes be observed, activities under this instrument are to be terminated as soon as safely possible; and
14. *The person* is only to be carried for the minimum distance and time required in order to safely conduct the activity, taking the possible effects of *suspension trauma on the person* into consideration. To avoid any ambiguity, the intent of this condition is that *the person* is not to be carried for the purpose of positioning flights over landing sites where it would be possible to conduct the safe donning or removal of *the person* from the strop used to carry *the person*; and
15. *The person* wears a helmet that meets the Australian standard appropriate to the risks encountered during *the activity*; and
16. *The person* must wear an Australian Standard harness (designed for lifting a person) connecting them to the strop at all times during flight to and from the crocodile egg collection site. *The person* may be released from the strop during the actual process of crocodile egg collection; and
17. *The person* carries a readily accessible harness knife capable of cutting the lifting strop or harness in an emergency; and
18. All legislative requirements pertaining to the conduct of sling load operations are complied with; and
19. All normal and emergency equipment utilised for the conduct of the activity are serviceable; and
20. The helicopter carries a portable satellite phone with all crew members trained in its use; and
21. *The person* carries, and is trained to activate, a portable emergency location transmitter; and
22. Prior to the approval of CASA STC SVR 541, the aircraft must have been modified in accordance with, and remain compliant with, Engineering Order (EO) TDE5106-04-R2, dated 12/12/17 or later approved revision.
23. When CASA STC SVR 541 is approved, all aircraft previously certified to the EO will be shown to be compliant with and certified to the STC within fourteen (14) days of the STC being approved, after which time aircraft certified only to the EO may no longer undertake this work. Further aircraft to be used after the STC approval date will only be certified in accordance with the STC; and
24. Aircraft approved under EO TDE5106-04-R2 or later approved revision are to have the HEC Lines and harnesses installed and maintained in accordance with the EO approved data; and

25. Aircraft approved under STC SVR 541 are to have the HEC Lines and harnesses installed and maintained in accordance with the STC approved data; and
26. Other hook down equipment, such as collection basket/cages, helmets and other things will be determined by the Operator as being fit for purpose and meeting any required workplace or industrial standard; and
27. Aircraft operated under the EO TDE5106-04-R2 or later approved revision, are to be operated in accordance with an approved aircraft flight manual supplement R5106-101-R2 or later approved revision which details normal and emergency procedures associated with *the activity*; and
28. Aircraft operated under STC SVR 541 are to be operated in accordance with an approved aircraft flight manual supplement R5106-25-R9 or later approved revision which details normal and emergency procedures associated with *the activity*; and
29. The daily inspection schedule for each aircraft utilised for *the activity* incorporates detailed requirements for the inspection of any component, part or system utilised as part of human sling load operations; and
30. Prior to the commencement of *the activity* each day, *the pilot in command* has verified the aircraft engine is producing normal rated power output, and that no defects are evident which could lead to power reduction during those operations; and
31. Only persons employed or contracted for the purposes of *the activity* are carried. To avoid any ambiguity, this instrument does not permit persons who have provided consideration of any nature to any party to conduct egg collection activities or to be slung from the aircraft involved in such activities; and
32. *The person* must be provided with a copy of this instrument and must be made aware, in writing, that the hook system is not certified for human use; and
33. *The operator* and *the pilot in command* must comply with all applicable instructions relating to *the activity* contained within *the operator's* operations manual. *The operator* must not, without the prior written consent of CASA, revise any part of its operations manual relating to the authorisation and permission given under this instrument.

Any breach of the conditions of this instrument will result in the instrument being immediately cancelled by CASA.

The operator should note that this permission is an operational permission only, and does not confer on the operator any rights as against the owner or occupier of any land over which the operator's operations are conducted, or prejudice in any way the rights or remedies which any person may have in common law in respect of any injury to persons or damage to property resulting directly or indirectly by the operator's operations.

This permission does not absolve the operator, or any person associated with the conduct of activities under such permission, from any other relevant State, Territory or Commonwealth laws applicable from time to time.



Australian Government
Civil Aviation Safety Authority

Instrument Number: CASA.CARRY.0120 Revision: 2

I, **s 22** a Delegate of CASA, make this instrument under subregulations 151(3) and 250(2) of the Civil Aviation Regulations 1988.

s 22

Team Leader, Certificate Management Team
Northern Region
Regulatory Services & Surveillance Branch

24 December 2019

Authorisation and permission – helicopter operations by **s 22**

s 22

1 Commencement

This instrument commences on 24 December 2019.

2 Application

This instrument applies to **s 22** (ARN **s 47G**) (*the operator*) and any person acting as pilot in command (*the pilot in command*) of an aircraft whilst conducting operations for the purposes of the collection of crocodile eggs under the air operator's certificate held by the operator, or training for such activity (*the activity*).

3 Authorisation

The pilot in command is authorised to pick up a single person (*the person*), positioned in a harness system attached to a helicopter in flight, for the sole purposes of *the activity*.

4 Permission

The operator and pilot in command of an aircraft are permitted to carry a person in a harness system attached to a helicopter operated by the operator for flights of a particular kind as specified in Section 2 of this instrument.

5 Conditions

The authorisation in Section 3 and permission in Section 4 are subject to the conditions mentioned in Schedule 1.

6 Expiry

The instrument is repealed at the end of 31 December 2020.

Schedule 1 Conditions

This instrument is subject to the condition that the pilot in command and the operator must each ensure that:

1. The flying operations for the purpose of *the activity* are only done so utilising the Robinson Helicopter Company R44 helicopter type and only where the *person* and *pilot in command* both determine there is an overall safety advantage to the operation by reducing the risk of crocodile attack and heat exhaustion to the *person*; and
2. Persons other than crew members essential to the activity are not carried; and
3. Life jackets are worn by all crew members for all flights where the takeoff, positioning flights or approach path is so disposed that, in the event of a mishap occurring during operations, it is reasonably possible that the aircraft would be forced to land onto water; and
4. The *pilot in command* and the *person* have successfully completed a course of training for *the activity* promulgated in the *operator's* operations manual which includes not less than 1 hour of actual flight time and 1 hour of ground instructional time; and
5. All crew, including *the person* being slung, have been inducted into the *operator's* organisation; and
6. No pilot shall undertake the activity unless he or she has a minimum of 100 hours experience in helicopter external sling load operations; and
7. Only one *person* is carried below the aircraft at any one time; and
8. The chief pilot has personally authorised the flight program for the day associated with operations under this instrument; and
9. A thorough preflight briefing specifically related to each flight is conducted by *the pilot in command* to all personnel associated with the particular flight and is to include actions to be taken by crew members during possible emergencies encountered during *the activity*. The briefing is to be in accordance with, but not limited to, the activity briefing procedures promulgated in the operator's operations manual; and
10. The *pilot in command* has continuous and clear radio communications with *the person* throughout *the activity*; and
11. The aircraft is to be flown at a speed that is considered by the *pilot in command* to be a safe speed, taking into consideration the prevailing wind direction, wind speed, and aircraft performance when the *person* is carried under the helicopter; and



12. Wind conditions, including wind gusts, for the area of proposed operation, must not exceed 15 knots; and
13. Operations not to be conducted within 5 kilometres of thunderstorm activity or observed lightning strikes. Should thunderstorm activity or lightning strikes be observed, activities under this instrument are to be terminated as soon as safely possible; and
14. *The person* is only to be carried for the minimum distance and time required in order to safely conduct the activity, taking the possible effects of *suspension trauma* on *the person* into consideration. To avoid any ambiguity, the intent of this condition is that *the person* is not to be carried for the purpose of positioning flights over landing sites where it would be possible to conduct the safe donning or removal of *the person* from the strop used to carry *the person*; and
15. *The person* wears a helmet that meets the Australian standard appropriate to the risks encountered during *the activity*; and
16. *The person* must wear an Australian Standard harness (designed for lifting a person) connecting them to the strop at all times during flight to and from the crocodile egg collection site. *The person* may be released from the strop during the actual process of crocodile egg collection; and
17. *The person* carries a readily accessible harness knife capable of cutting the lifting strop or harness in an emergency; and
18. All legislative requirements pertaining to the conduct of sling load operations are complied with; and
19. All normal and emergency equipment utilised for the conduct of the activity are serviceable; and
20. The helicopter carries a portable satellite phone with all crew members trained in its use; and
21. *The person* carries, and is trained to activate, a portable emergency location transmitter; and
22. Prior to the approval of CASA STC SVR 541, the aircraft must have been modified in accordance with, and remain compliant with, Engineering Order (EO) TDE5106-04-R2, dated 12/12/17 or later approved revision.
23. When CASA STC SVR 541 is approved, all aircraft previously certified to the EO will be shown to be compliant with and certified to the STC within fourteen (14) days of the STC being approved, after which time aircraft certified only to the EO may no longer undertake this work. Further aircraft to be used after the STC approval date will only be certified in accordance with the STC; and
24. Aircraft approved under EO TDE5106-04-R2 or later approved revision are to have the HEC Lines and harnesses installed and maintained in accordance with the EO approved data; and



25. Aircraft approved under STC SVR 541 are to have the HEC Lines and harnesses installed and maintained in accordance with the STC approved data; and
26. Other hook down equipment, such as collection basket/cages, helmets and other things will be determined by the Operator as being fit for purpose and meeting any required workplace or industrial standard; and
27. Aircraft operated under the EO TDE5106-04-R2 or later approved revision, are to be operated in accordance with an approved aircraft flight manual supplement R5106-101-R2 or later approved revision which details normal and emergency procedures associated with *the activity*; and
28. Aircraft operated under STC SVR 541 are to be operated in accordance with an approved aircraft flight manual supplement R5106-25-R9 or later approved revision which details normal and emergency procedures associated with *the activity*; and
29. The daily inspection schedule for each aircraft utilised for *the activity* incorporates detailed requirements for the inspection of any component, part or system utilised as part of human sling load operations; and
30. Prior to the commencement of *the activity* each day, *the pilot in command* has verified the aircraft engine is producing normal rated power output, and that no defects are evident which could lead to power reduction during those operations; and
31. Only persons employed or contracted for the purposes of *the activity* are carried. To avoid any ambiguity, this instrument does not permit persons who have provided consideration of any nature to any party to conduct egg collection activities or to be slung from the aircraft involved in such activities; and
32. *The person* must be provided with a copy of this instrument and must be made aware, in writing, that the hook system is not certified for human use; and
33. *The operator* and *the pilot in command* must comply with all applicable instructions relating to *the activity* contained within *the operator's* operations manual. *The operator* must not, without the prior written consent of CASA, revise any part of its operations manual relating to the authorisation and permission given under this instrument.

Any breach of the conditions of this instrument will result in the instrument being immediately cancelled by CASA.

The operator should note that this permission is an operational permission only, and does not confer on the operator any rights as against the owner or occupier of any land over which the operator's operations are conducted, or prejudice in any way the rights or remedies which any person may have in common law in respect of any injury to persons or damage to property resulting directly or indirectly by the operator's operations.

This permission does not absolve the operator, or any person associated with the conduct of activities under such permission, from any other relevant State, Territory or Commonwealth laws applicable from time to time.



Australian Government
Civil Aviation Safety Authority

Instrument Number: CASA.CARRY.0120 Revision: 3

I, s 22, a Delegate of CASA, make this instrument under subregulations 151(3) and 250(2) of the Civil Aviation Regulations 1988.

s 22

Flying Operations Inspector
 Northern Region
 Regulatory Services & Surveillance Branch

03 December 2020

Authorisation and permission – helicopter operations by s 22

1 Commencement

This instrument commences on 03 December 2020.

2 Application

This instrument applies to s 22 (ARN s 47G) (*the operator*) and any person acting as pilot in command (*the pilot in command*) of an aircraft whilst conducting operations for the purposes of the collection of crocodile eggs under the air operator's certificate held by the operator, or training for such activity (*the activity*).

3 Authorisation

The pilot in command is authorised to pick up a single person (*the person*), positioned in a harness system attached to a helicopter in flight, for the sole purposes of *the activity*.

4 Permission

The operator and pilot in command of an aircraft are permitted to carry a person in a harness system attached to a helicopter operated by the operator for flights of a particular kind as specified in Section 2 of this instrument.

5 Conditions

The authorisation in Section 3 and permission in Section 4 are subject to the conditions mentioned in Schedule 1.

6 Expiry

The instrument is repealed at the end of 31 December 2021.

Schedule 1 Conditions

This instrument is subject to the condition that the pilot in command and the operator must each ensure that:

1. The flying operations for the purpose of *the activity* are only done so utilising the Robinson Helicopter Company R44 helicopter type and only where the *person* and *pilot in command* both determine there is an overall safety advantage to the operation by reducing the risk of crocodile attack and heat exhaustion to the *person*; and
2. Persons other than crew members essential to the activity are not carried; and
3. Life jackets are worn by all crew members for all flights where the takeoff, positioning flights or approach path is so disposed that, in the event of a mishap occurring during operations, it is reasonably possible that the aircraft would be forced to land onto water; and
4. The *pilot in command* and the *person* have successfully completed a course of training for *the activity* promulgated in the *operator's* operations manual which includes not less than 1 hour of actual flight time and 1 hour of ground instructional time; and
5. All crew, including *the person* being slung, have been inducted into the *operator's* organisation, and have been included in the *operator's* Drug and Alcohol Management Plan requirements; and
6. No pilot shall undertake the activity unless he or she has a minimum of 100 hours experience in helicopter external sling load operations; and
7. Only one *person* is carried below the aircraft at any one time; and
8. The chief pilot has personally authorised the flight program for the day associated with operations under this instrument; and
9. A thorough preflight briefing specifically related to each flight is conducted by *the pilot in command* to all personnel associated with the particular flight and is to include actions to be taken by crew members during possible emergencies encountered during *the activity*. The briefing is to be in accordance with, but not limited to, the activity briefing procedures promulgated in the operator's operations manual; and
10. The *pilot in command* has continuous and clear radio communications with *the person* throughout *the activity*; and
11. The aircraft is to be flown at a speed that is considered by the *pilot in command* to be a safe speed, taking into consideration the prevailing wind direction, wind speed, and aircraft performance when the *person* is carried under the helicopter; and

12. Wind conditions, including wind gusts, for the area of proposed operation, must not exceed 15 knots; and
13. Operations not to be conducted within 5 kilometres of thunderstorm activity or observed lightning strikes. Should thunderstorm activity or lightning strikes be observed, activities under this instrument are to be terminated as soon as safely possible; and
14. *The person* is only to be carried for the minimum distance and time required in order to safely conduct the activity, taking the possible effects of *suspension trauma* on *the person* into consideration. To avoid any ambiguity, the intent of this condition is that *the person* is not to be carried for the purpose of positioning flights over landing sites where it would be possible to conduct the safe donning or removal of *the person* from the strop used to carry *the person*; and
15. *The person* wears a helmet that meets the Australian standard appropriate to the risks encountered during *the activity*; and
16. The *person* must wear an Australian Standard harness (designed for lifting a person) connecting them to the strop at all times during flight to and from the crocodile egg collection site. *The person* may be released from the strop during the actual process of crocodile egg collection; and
17. *The person* carries a readily accessible harness knife capable of cutting the lifting strop or harness in an emergency; and
18. All legislative requirements pertaining to the conduct of sling load operations are complied with; and
19. All normal and emergency equipment utilised for the conduct of the activity are serviceable; and
20. The helicopter carries a portable satellite phone with all crew members trained in its use; and
21. *The person* carries, and is trained to activate, a portable emergency location transmitter; and
22. Prior to the approval of CASA STC SVR 541, the aircraft must have been modified in accordance with, and remain compliant with, Engineering Order (EO) TDE5106-04-R2, dated 12/12/17 or later approved revision.
23. When CASA STC SVR 541 is approved, all aircraft previously certified to the EO will be shown to be compliant with and certified to the STC within fourteen (14) days of the STC being approved, after which time aircraft certified only to the EO may no longer undertake this work. Further aircraft to be used after the STC approval date will only be certified in accordance with the STC; and
24. Aircraft approved under EO TDE5106-04-R2 or later approved revision are to have the HEC Lines and harnesses installed and maintained in accordance with the EO approved data; and

25. Aircraft approved under STC SVR 541 are to have the HEC Lines and harnesses installed and maintained in accordance with the STC approved data; and
26. Other hook down equipment, such as collection basket/cages, helmets and other things will be determined by the Operator as being fit for purpose and meeting any required workplace or industrial standard; and
27. Aircraft operated under the EO TDE5106-04-R2 or later approved revision, are to be operated in accordance with an approved aircraft flight manual supplement R5106-101-R2 or later approved revision which details normal and emergency procedures associated with *the activity*; and
28. Aircraft operated under STC SVR 541 are to be operated in accordance with an approved aircraft flight manual supplement R5106-25-R9 or later approved revision which details normal and emergency procedures associated with *the activity*; and
29. The daily inspection schedule for each aircraft utilised for *the activity* incorporates detailed requirements for the inspection of any component, part or system utilised as part of human sling load operations; and
30. Prior to the commencement of *the activity* each day, *the pilot in command* has verified the aircraft engine is producing normal rated power output, and that no defects are evident which could lead to power reduction during those operations; and
31. Only persons employed or contracted for the purposes of *the activity* are carried. To avoid any ambiguity, this instrument does not permit persons who have provided consideration of any nature to any party to conduct egg collection activities or to be slung from the aircraft involved in such activities; and
32. *The person* must be provided with a copy of this instrument and must be made aware, in writing, that the hook system is not certified for human use; and
33. *The operator* and *the pilot in command* must comply with all applicable instructions relating to *the activity* contained within *the operator's* operations manual. *The operator* must not, without the prior written consent of CASA, revise any part of its operations manual relating to the authorisation and permission given under this instrument.

Any breach of the conditions of this instrument will result in the instrument being immediately cancelled by CASA.

The operator should note that this permission is an operational permission only, and does not confer on the operator any rights as against the owner or occupier of any land over which the operator's operations are conducted, or prejudice in any way the rights or remedies which any person may have in common law in respect of any injury to persons or damage to property resulting directly or indirectly by the operator's operations.

This permission does not absolve the operator, or any person associated with the conduct of activities under such permission, from any other relevant State, Territory or Commonwealth laws applicable from time to time.



Australian Government
Civil Aviation Safety Authority

Instrument Number: CASA.CARRY.0163 Revision: Initial

I, s 22, a Delegate of CASA, make this instrument under subregulations 151(3) and 250(2) of the Civil Aviation Regulations 1988.

s 22

Flying Operations Inspector
 Northern Region
 Regulatory Services & Surveillance Branch

03 December 2020

Authorisation and permission – helicopter operations by s 22

1 Commencement

This instrument commences on 03 December 2020.

2 Application

This instrument applies to s 22 ARN s 47G) (*the operator*) and any person acting as pilot in command (*the pilot in command*) of an aircraft whilst conducting operations for the purposes of the collection of crocodile eggs under the air operator's certificate held by the operator, or training for such activity (*the activity*).

3 Authorisation

The pilot in command is authorised to pick up a single person (*the person*), positioned in a harness system attached to a helicopter in flight, for the sole purposes of *the activity*.

4 Permission

The operator and pilot in command of an aircraft are permitted to carry a person in a harness system attached to a helicopter operated by the operator for flights of a particular kind as specified in Section 2 of this instrument.

5 Conditions

The authorisation in Section 3 and permission in Section 4 are subject to the conditions mentioned in Schedule 1.

6 Expiry

The instrument is repealed at the end of 31 December 2021.

Schedule 1 Conditions

This instrument is subject to the condition that the pilot in command and the operator must each ensure that:

1. The flying operations for the purpose of *the activity* are only done so utilising the Robinson Helicopter Company R44 helicopter type and only where the *person* and *pilot in command* both determine there is an overall safety advantage to the operation by reducing the risk of crocodile attack and heat exhaustion to the *person*; and
2. Persons other than crew members essential to the activity are not carried; and
3. Life jackets are worn by all crew members for all flights where the takeoff, positioning flights or approach path is so disposed that, in the event of a mishap occurring during operations, it is reasonably possible that the aircraft would be forced to land onto water; and
4. The *pilot in command* and the *person* have successfully completed a course of training for *the activity* promulgated in the *operator's* operations manual which includes not less than 1 hour of actual flight time and 1 hour of ground instructional time; and
5. All crew, including *the person* being slung, have been inducted into the *operator's* organisation, and have been included in the *operator's* Drug and Alcohol Management Plan requirements; and
6. No pilot shall undertake the activity unless he or she has a minimum of 100 hours experience in helicopter external sling load operations; and
7. Only one *person* is carried below the aircraft at any one time; and
8. The chief pilot has personally authorised the flight program for the day associated with operations under this instrument; and
9. A thorough preflight briefing specifically related to each flight is conducted by *the pilot in command* to all personnel associated with the particular flight and is to include actions to be taken by crew members during possible emergencies encountered during *the activity*. The briefing is to be in accordance with, but not limited to, the activity briefing procedures promulgated in the operator's operations manual; and
10. The *pilot in command* has continuous and clear radio communications with *the person* throughout *the activity*; and
11. The aircraft is to be flown at a speed that is considered by the *pilot in command* to be a safe speed, taking into consideration the prevailing wind direction, wind speed, and aircraft performance when the *person* is carried under the helicopter; and

12. Wind conditions, including wind gusts, for the area of proposed operation, must not exceed 15 knots; and
13. Operations not to be conducted within 5 kilometres of thunderstorm activity or observed lightning strikes. Should thunderstorm activity or lightning strikes be observed, activities under this instrument are to be terminated as soon as safely possible; and
14. *The person* is only to be carried for the minimum distance and time required in order to safely conduct the activity, taking the possible effects of *suspension trauma* on *the person* into consideration. To avoid any ambiguity, the intent of this condition is that *the person* is not to be carried for the purpose of positioning flights over landing sites where it would be possible to conduct the safe donning or removal of *the person* from the strop used to carry *the person*; and
15. *The person* wears a helmet that meets the Australian standard appropriate to the risks encountered during *the activity*; and
16. *The person* must wear an Australian Standard harness (designed for lifting a person) connecting them to the strop at all times during flight to and from the crocodile egg collection site. *The person* may be released from the strop during the actual process of crocodile egg collection; and
17. *The person* carries a readily accessible harness knife capable of cutting the lifting strop or harness in an emergency; and
18. All legislative requirements pertaining to the conduct of sling load operations are complied with; and
19. All normal and emergency equipment utilised for the conduct of the activity are serviceable; and
20. The helicopter carries a portable satellite phone with all crew members trained in its use; and
21. *The person* carries, and is trained to activate, a portable emergency location transmitter; and
22. Prior to the approval of CASA STC SVR 541, the aircraft must have been modified in accordance with, and remain compliant with, Engineering Order (EO) TDE5106-04-R2, dated 12/12/17 or later approved revision.
23. When CASA STC SVR 541 is approved, all aircraft previously certified to the EO will be shown to be compliant with and certified to the STC within fourteen (14) days of the STC being approved, after which time aircraft certified only to the EO may no longer undertake this work. Further aircraft to be used after the STC approval date will only be certified in accordance with the STC; and
24. Aircraft approved under EO TDE5106-04-R2 or later approved revision are to have the HEC Lines and harnesses installed and maintained in accordance with the EO approved data; and

25. Aircraft approved under STC SVR 541 are to have the HEC Lines and harnesses installed and maintained in accordance with the STC approved data; and
26. Other hook down equipment, such as collection basket/cages, helmets and other things will be determined by the Operator as being fit for purpose and meeting any required workplace or industrial standard; and
27. Aircraft operated under the EO TDE5106-04-R2 or later approved revision, are to be operated in accordance with an approved aircraft flight manual supplement R5106-101-R2 or later approved revision which details normal and emergency procedures associated with *the activity*; and
28. Aircraft operated under STC SVR 541 are to be operated in accordance with an approved aircraft flight manual supplement R5106-25-R9 or later approved revision which details normal and emergency procedures associated with *the activity*; and
29. The daily inspection schedule for each aircraft utilised for *the activity* incorporates detailed requirements for the inspection of any component, part or system utilised as part of human sling load operations; and
30. Prior to the commencement of *the activity* each day, *the pilot in command* has verified the aircraft engine is producing normal rated power output, and that no defects are evident which could lead to power reduction during those operations; and
31. Only persons employed or contracted for the purposes of *the activity* are carried. To avoid any ambiguity, this instrument does not permit persons who have provided consideration of any nature to any party to conduct egg collection activities or to be slung from the aircraft involved in such activities; and
32. *The person* must be provided with a copy of this instrument and must be made aware, in writing, that the hook system is not certified for human use; and
33. *The operator* and *the pilot in command* must comply with all applicable instructions relating to *the activity* contained within *the operator's* operations manual. *The operator* must not, without the prior written consent of CASA, revise any part of its operations manual relating to the authorisation and permission given under this instrument.

Any breach of the conditions of this instrument will result in the instrument being immediately cancelled by CASA.

The operator should note that this permission is an operational permission only, and does not confer on the operator any rights as against the owner or occupier of any land over which the operator's operations are conducted, or prejudice in any way the rights or remedies which any person may have in common law in respect of any injury to persons or damage to property resulting directly or indirectly by the operator's operations.

This permission does not absolve the operator, or any person associated with the conduct of activities under such permission, from any other relevant State, Territory or Commonwealth laws applicable from time to time.



Australian Government
Civil Aviation Safety Authority

Instrument Number: CASA.CARRY.0120 Revision: 4

I, s 22, a Delegate of CASA, make this instrument under subregulations 151(3) and 250(2) of the Civil Aviation Regulations 1988.

s 22

Flying Operations Inspector
 Northern Region
 Regulatory Services & Surveillance Branch

08 December 2020

Authorisation and permission – helicopter operations by s 22

1 Commencement

This instrument commences on 08 December 2020.

2 Application

This instrument applies to s 22 (ARN s 47G) (*the operator*) and any person acting as pilot in command (*the pilot in command*) of an aircraft whilst conducting operations for the purposes of the collection of crocodile eggs under the air operator's certificate held by the operator, or training for such activity (*the activity*).

3 Authorisation

The pilot in command is authorised to pick up a single person (*the person*), positioned in a harness system attached to a helicopter in flight, for the sole purposes of *the activity*.

4 Permission

The operator and pilot in command of an aircraft are permitted to carry a person in a harness system attached to a helicopter operated by the operator for flights of a particular kind as specified in Section 2 of this instrument.

5 Conditions

The authorisation in Section 3 and permission in Section 4 are subject to the conditions mentioned in Schedule 1.

6 Expiry

The instrument is repealed at the end of 31 December 2021.

Schedule 1 Conditions

This instrument is subject to the condition that the pilot in command and the operator must each ensure that:

1. The flying operations for the purpose of *the activity* are only done so utilising the Robinson Helicopter Company R44 helicopter type and only where the *person* and *pilot in command* both determine there is an overall safety advantage to the operation by reducing the risk of crocodile attack and heat exhaustion to the *person*; and
2. Persons other than crew members essential to the activity are not carried; and
3. Life jackets are worn by all crew members for all flights where the takeoff, positioning flights or approach path is so disposed that, in the event of a mishap occurring during operations, it is reasonably possible that the aircraft would be forced to land onto water; and
4. The *pilot in command* and the *person* have successfully completed a course of training for *the activity* promulgated in the *operator's* operations manual which includes not less than 1 hour of actual flight time and 1 hour of ground instructional time; and
5. All crew, including *the person* being slung, have been inducted into the *operator's* organisation; and
6. No pilot shall undertake the activity unless he or she has a minimum of 100 hours experience in helicopter external sling load operations; and
7. Only one *person* is carried below the aircraft at any one time; and
8. The chief pilot has personally authorised the flight program for the day associated with operations under this instrument; and
9. A thorough preflight briefing specifically related to each flight is conducted by *the pilot in command* to all personnel associated with the particular flight and is to include actions to be taken by crew members during possible emergencies encountered during *the activity*. The briefing is to be in accordance with, but not limited to, the activity briefing procedures promulgated in the operator's operations manual; and
10. The *pilot in command* has continuous and clear radio communications with *the person* throughout *the activity*; and
11. The aircraft is to be flown at a speed that is considered by the *pilot in command* to be a safe speed, taking into consideration the prevailing wind direction, wind speed, and aircraft performance when the *person* is carried under the helicopter; and
12. Wind conditions, including wind gusts, for the area of proposed operation, must not exceed 15 knots; and

13. Operations not to be conducted within 5 kilometres of thunderstorm activity or observed lightning strikes. Should thunderstorm activity or lightning strikes be observed, activities under this instrument are to be terminated as soon as safely possible; and
14. *The person* is only to be carried for the minimum distance and time required in order to safely conduct the activity, taking the possible effects of *suspension trauma* on *the person* into consideration. To avoid any ambiguity, the intent of this condition is that *the person* is not to be carried for the purpose of positioning flights over landing sites where it would be possible to conduct the safe donning or removal of *the person* from the strop used to carry *the person*; and
15. *The person* wears a helmet that meets the Australian standard appropriate to the risks encountered during *the activity*; and
16. The *person* must wear an Australian Standard harness (designed for lifting a person) connecting them to the strop at all times during flight to and from the crocodile egg collection site. *The person* may be released from the strop during the actual process of crocodile egg collection; and
17. *The person* carries a readily accessible harness knife capable of cutting the lifting strop or harness in an emergency; and
18. All legislative requirements pertaining to the conduct of sling load operations are complied with; and
19. All normal and emergency equipment utilised for the conduct of the activity are serviceable; and
20. The helicopter carries a portable satellite phone with all crew members trained in its use; and
21. *The person* carries, and is trained to activate, a portable emergency location transmitter; and
22. Prior to the approval of CASA STC SVR 541, the aircraft must have been modified in accordance with, and remain compliant with, Engineering Order (EO) TDE5106-04-R2, dated 12/12/17 or later approved revision.
23. When CASA STC SVR 541 is approved, all aircraft previously certified to the EO will be shown to be compliant with and certified to the STC within fourteen (14) days of the STC being approved, after which time aircraft certified only to the EO may no longer undertake this work. Further aircraft to be used after the STC approval date will only be certified in accordance with the STC; and
24. Aircraft approved under EO TDE5106-04-R2 or later approved revision are to have the HEC Lines and harnesses installed and maintained in accordance with the EO approved data; and

25. Aircraft approved under STC SVR 541 are to have the HEC Lines and harnesses installed and maintained in accordance with the STC approved data; and
26. Other hook down equipment, such as collection basket/cages, helmets and other things will be determined by the Operator as being fit for purpose and meeting any required workplace or industrial standard; and
27. Aircraft operated under the EO TDE5106-04-R2 or later approved revision, are to be operated in accordance with an approved aircraft flight manual supplement R5106-101-R2 or later approved revision which details normal and emergency procedures associated with *the activity*; and
28. Aircraft operated under STC SVR 541 are to be operated in accordance with an approved aircraft flight manual supplement R5106-25-R9 or later approved revision which details normal and emergency procedures associated with *the activity*; and
29. The daily inspection schedule for each aircraft utilised for *the activity* incorporates detailed requirements for the inspection of any component, part or system utilised as part of human sling load operations; and
30. Prior to the commencement of *the activity* each day, *the pilot in command* has verified the aircraft engine is producing normal rated power output, and that no defects are evident which could lead to power reduction during those operations; and
31. Only persons employed or contracted for the purposes of *the activity* are carried. To avoid any ambiguity, this instrument does not permit persons who have provided consideration of any nature to any party to conduct egg collection activities or to be slung from the aircraft involved in such activities; and
32. *The person* must be provided with a copy of this instrument and must be made aware, in writing, that the hook system is not certified for human use; and
33. *The operator* and *the pilot in command* must comply with all applicable instructions relating to *the activity* contained within *the operator's* operations manual. *The operator* must not, without the prior written consent of CASA, revise any part of its operations manual relating to the authorisation and permission given under this instrument.

Any breach of the conditions of this instrument will result in the instrument being immediately cancelled by CASA.

The operator should note that this permission is an operational permission only, and does not confer on the operator any rights as against the owner or occupier of any land over which the operator's operations are conducted, or prejudice in any way the rights or remedies which any person may have in common law in respect of any injury to persons or damage to property resulting directly or indirectly by the operator's operations.

This permission does not absolve the operator, or any person associated with the conduct of activities under such permission, from any other relevant State, Territory or Commonwealth laws applicable from time to time.



Australian Government

Civil Aviation Safety Authority

Instrument number CASA.CARRY.0163 Revision No: 1

I, s 22, a delegate of the Civil Aviation Safety Authority, make this instrument under subregulations 151(3) and 250(2) of the *Civil Aviation Regulations 1988*.

s 22

Regulatory Services Manager - Flying Operations
Regulatory Oversight Division

9 September 2021

Authorisation and Permission – Helicopter operations by s 22

1. Commencement

This instrument commences on 7 September 2021.

2. Application

This instrument applies to s 22, Aviation Reference Number (ARN) s 47G (the **operator**) and any person acting as pilot in command (the **pilot in command**) of an aircraft whilst conducting operations for the purposes of the collection of crocodile eggs under the air operator's certificate held by the operator, or training for such activity (the **activity**).

3. Authorisation

The **pilot in command** is authorised to pick up a single person (the **person**), positioned in a harness system attached to a helicopter in flight, for the sole purposes of the **activity**.

4. Permission

The **operator** and **pilot in command** of an aircraft are permitted to carry a person in a harness system attached to a helicopter operated by the operator for flights of a particular kind as specified in Section 2 of this instrument.

5. Conditions

The authorisation in Section 3 and permission in Section 4 are subject to the conditions mentioned in Schedule 1.

6. Expiry

The instrument is repealed at the end of 31 December 2024.

SCHEDULE 1 - Conditions

This instrument is subject to the condition that the pilot in command and the operator must each ensure that:

1. The flying operations for the purpose of *the activity* are only done so utilising the Robinson Helicopter Company R44 helicopter type and only where the *person* and *pilot in command* both determine there is an overall safety advantage to the operation by reducing the risk of crocodile attack and heat exhaustion to the *person*; and
2. Persons other than crew members essential to the activity are not carried; and
3. Life jackets are worn by all crew members for all flights where the takeoff, positioning flights or approach path is so disposed that, in the event of a mishap occurring during operations, it is reasonably possible that the aircraft would be forced to land onto water; and
4. The *pilot in command* and the *person* have successfully completed a course of training for *the activity* promulgated in the *operator's* operations manual which includes not less than 1 hour of actual flight time and 1 hour of ground instructional time; and
5. All crew, including *the person* being slung, have been inducted into the *operator's* organisation, and have been included in the *operator's* Drug and Alcohol Management Plan requirements; and
6. No pilot shall undertake the activity unless he or she has a minimum of 100 hours experience in helicopter external sling load operations; and
7. Only one *person* is carried below the aircraft at any one time; and
8. The chief pilot has personally authorised the flight program for the day associated with operations under this instrument; and
9. A thorough preflight briefing specifically related to each flight is conducted by *the pilot in command* to all personnel associated with the particular flight and is to include actions to be taken by crew members during possible emergencies encountered during *the activity*. The briefing is to be in accordance with, but not limited to, the activity briefing procedures promulgated in the operator's operations manual; and
10. The *pilot in command* has continuous and clear radio communications with *the person* throughout *the activity*; and
11. The aircraft is to be flown at a speed that is considered by the *pilot in command* to be a safe speed, taking into consideration the prevailing wind direction, wind speed, and aircraft performance when the *person* is carried under the helicopter; and
12. Wind conditions, including wind gusts, for the area of proposed operation, must not exceed 15 knots; and

13. Operations not to be conducted within 5 kilometres of thunderstorm activity or observed lightning strikes. Should thunderstorm activity or lightning strikes be observed, activities under this instrument are to be terminated as soon as safely possible; and
14. *The person* is only to be carried for the minimum distance and time required in order to safely conduct the activity, taking the possible effects of *suspension trauma* on *the person* into consideration. To avoid any ambiguity, the intent of this condition is that *the person* is not to be carried for the purpose of positioning flights over landing sites where it would be possible to conduct the safe donning or removal of *the person* from the strop used to carry *the person*; and
15. *The person* wears a helmet that meets the Australian standard appropriate to the risks encountered during *the activity*; and
16. The *person* must wear an Australian Standard harness (designed for lifting a person) connecting them to the strop at all times during flight to and from the crocodile egg collection site. *The person* may be released from the strop during the actual process of crocodile egg collection; and
17. *The person* carries a readily accessible harness knife capable of cutting the lifting strop or harness in an emergency; and
18. All legislative requirements pertaining to the conduct of sling load operations are complied with; and
19. All normal and emergency equipment utilised for the conduct of the activity are serviceable; and
20. The helicopter carries a portable satellite phone with all crew members trained in its use; and
21. *The person* carries, and is trained to activate, a portable emergency location transmitter; and
22. Prior to the approval of CASA STC SVR 541, the aircraft must have been modified in accordance with, and remain compliant with, Engineering Order (EO) TDE5106-04-R2, dated 12/12/17 or later approved revision.
23. When CASA STC SVR 541 is approved, all aircraft previously certified to the EO will be shown to be compliant with and certified to the STC within fourteen (14) days of the STC being approved, after which time aircraft certified only to the EO may no longer undertake this work. Further aircraft to be used after the STC approval date will only be certified in accordance with the STC; and
24. Aircraft approved under EO TDE5106-04-R2 or later approved revision are to have the HEC Lines and harnesses installed and maintained in accordance with the EO approved data; and
25. Aircraft approved under STC SVR 541 are to have the HEC Lines and harnesses installed and maintained in accordance with the STC approved data; and

26. Other hook down equipment, such as collection basket/cages, helmets and other things will be determined by the Operator as being fit for purpose and meeting any required workplace or industrial standard; and
27. Aircraft operated under the EO TDE5106-04-R2 or later approved revision, are to be operated in accordance with an approved aircraft flight manual supplement R5106-101-R2 or later approved revision which details normal and emergency procedures associated with *the activity*; and
28. Aircraft operated under STC SVR 541 are to be operated in accordance with an approved aircraft flight manual supplement R5106-25-R9 or later approved revision which details normal and emergency procedures associated with *the activity*; and
29. The daily inspection schedule for each aircraft utilised for *the activity* incorporates detailed requirements for the inspection of any component, part or system utilised as part of human sling load operations; and
30. Prior to the commencement of *the activity* each day, *the pilot in command* has verified the aircraft engine is producing normal rated power output, and that no defects are evident which could lead to power reduction during those operations; and
31. Only persons employed or contracted for the purposes of *the activity* are carried. To avoid any ambiguity, this instrument does not permit persons who have provided consideration of any nature to any party to conduct egg collection activities or to be slung from the aircraft involved in such activities; and
32. *The person* must be provided with a copy of this instrument and must be made aware, in writing, that the hook system is not certified for human use; and
33. *The operator* and *the pilot in command* must comply with all applicable instructions relating to *the activity* contained within *the operator's* operations manual. *The operator* must not, without the prior written consent of CASA, revise any part of its operations manual relating to the authorisation and permission given under this instrument.

Any breach of the conditions of this instrument will result in the instrument being immediately cancelled by CASA.

The operator should note that this permission is an operational permission only, and does not confer on the operator any rights as against the owner or occupier of any land over which the operator's operations are conducted, or prejudice in any way the rights or remedies which any person may have in common law in respect of any injury to persons or damage to property resulting directly or indirectly by the operator's operations.

This permission does not absolve the operator, or any person associated with the conduct of activities under such permission, from any other relevant State, Territory or Commonwealth laws applicable from time to time.



Australian Government
Civil Aviation Safety Authority

Instrument number CASA.CARRY.0120 Revision No: 5

I, s 22, a delegate of the Civil Aviation Safety Authority, make this instrument under subregulations 151(3) and 250(2) of the *Civil Aviation Regulations 1988*.

s 22

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 Manager Regulatory Services (Flying Operations)
 Regulatory Oversight Division

21 September 2021

Authorisation and Permission – Helicopter operations by s 22

1. Commencement

This instrument commences on 20 September 2021.

2. Application

This instrument applies to s 22, Aviation Reference Number (ARN) s 47G (the **operator**) and any person acting as pilot in command (the **pilot in command**) of an aircraft whilst conducting operations for the purposes of the collection of crocodile eggs under the air operator's certificate held by the operator, or training for such activity (the **activity**).

3. Authorisation

The **pilot in command** is authorised to pick up a single person (the **person**), positioned in a harness system attached to a helicopter in flight, for the sole purposes of the **activity**.

4. Permission

The **operator** and **pilot in command** of an aircraft are permitted to carry a person in a harness system attached to a helicopter operated by the operator for flights of a particular kind as specified in Section 2 of this instrument.

5. Conditions

The authorisation in Section 3 and permission in Section 4 are subject to the conditions mentioned in Schedule 1.

6. Expiry

The instrument is repealed at the end of 30 September 2024.

SCHEDULE 1 - Conditions

This instrument is subject to the condition that the pilot in command and the operator must each ensure that:

1. The flying operations for the purpose of *the activity* are only done so utilising the Robinson Helicopter Company R44 helicopter type and only where the **person** and **pilot in command** both determine there is an overall safety advantage to the operation by reducing the risk of crocodile attack and heat exhaustion to the **person**; and
2. Persons other than crew members essential to the activity are not carried; and
3. Life jackets are worn by all crew members for all flights where the takeoff, positioning flights or approach path is so disposed that, in the event of a mishap occurring during operations, it is reasonably possible that the aircraft would be forced to land onto water; and
4. The **pilot in command** and the **person** have successfully completed a course of training for the *activity* promulgated in the **operator's** operations manual which includes not less than 1 hour of actual flight time and 1 hour of ground instructional time; and
5. All crew, including the **person** being slung, have been inducted into the **operator's** organisation, and have been included in the **operator's** Drug and Alcohol Management Plan requirements; and
6. No pilot shall undertake the activity unless he or she has a minimum of 100 hours experience in helicopter external sling load operations; and
7. Only one **person** is carried below the aircraft at any one time; and
8. The chief pilot has personally authorised the flight program for the day associated with operations under this instrument; and
9. A thorough preflight briefing specifically related to each flight is conducted by *the pilot in command* to all personnel associated with the particular flight and is to include actions to be taken by crew members during possible emergencies encountered during the *activity*. The briefing is to be in accordance with, but not limited to, the activity briefing procedures promulgated in the operator's operations manual; and
10. The **pilot in command** has continuous and clear radio communications with the **person** throughout the *activity*; and
11. The aircraft is to be flown at a speed that is considered by the **pilot in command** to be a safe speed, taking into consideration the prevailing wind direction, wind speed, and aircraft performance when the **person** is carried under the helicopter; and
12. Wind conditions, including wind gusts, for the area of proposed operation, must not exceed 15 knots; and

13. Operations not to be conducted within 5 kilometres of thunderstorm activity or observed lightning strikes. Should thunderstorm activity or lightning strikes be observed, activities under this instrument are to be terminated as soon as safely possible; and
14. The **person** is only to be carried for the minimum distance and time required in order to safely conduct the activity, taking the possible effects of *suspension trauma* on the **person** into consideration. To avoid any ambiguity, the intent of this condition is that the **person** is not to be carried for the purpose of positioning flights over landing sites where it would be possible to conduct the safe donning or removal of the **person** from the strop used to carry the **person**; and
15. The **person** wears a helmet that meets the Australian standard appropriate to the risks encountered during the **activity**; and
16. The **person** must wear an Australian Standard harness (designed for lifting a person) connecting them to the strop at all times during flight to and from the crocodile egg collection site. The **person** may be released from the strop during the actual process of crocodile egg collection; and
17. The **person** carries a readily accessible harness knife capable of cutting the lifting strop or harness in an emergency; and
18. All legislative requirements pertaining to the conduct of sling load operations are complied with; and
19. All normal and emergency equipment utilised for the conduct of the **activity** are serviceable; and
20. The helicopter carries a portable satellite phone with all crew members trained in its use; and
21. The **person** carries, and is trained to activate, a portable emergency location transmitter; and
22. Prior to the approval of CASA STC SVR 541, the aircraft must have been modified in accordance with, and remain compliant with, Engineering Order (EO) TDE5106-04-R2, dated 12/12/17 or later approved revision.
23. When CASA STC SVR 541 is approved, all aircraft previously certified to the EO will be shown to be compliant with and certified to the STC within fourteen (14) days of the STC being approved, after which time aircraft certified only to the EO may no longer undertake this work. Further aircraft to be used after the STC approval date will only be certified in accordance with the STC; and
24. Aircraft approved under EO TDE5106-04-R2 or later approved revision are to have the HEC Lines and harnesses installed and maintained in accordance with the EO approved data; and
25. Aircraft approved under STC SVR 541 are to have the HEC Lines and harnesses installed and maintained in accordance with the STC approved data; and

26. Other hook down equipment, such as collection basket/cages, helmets and other things will be determined by the Operator as being fit for purpose and meeting any required workplace or industrial standard; and
27. Aircraft operated under the EO TDE5106-04-R2 or later approved revision, are to be operated in accordance with an approved aircraft flight manual supplement R5106-101-R2 or later approved revision which details normal and emergency procedures associated with the **activity**; and
28. Aircraft operated under STC SVR 541 are to be operated in accordance with an approved aircraft flight manual supplement R5106-25-R9 or later approved revision which details normal and emergency procedures associated with the **activity**; and
29. The daily inspection schedule for each aircraft utilised for the **activity** incorporates detailed requirements for the inspection of any component, part or system utilised as part of human sling load operations; and
30. Prior to the commencement of the **activity** each day, the **pilot in command** has verified the aircraft engine is producing normal rated power output, and that no defects are evident which could lead to power reduction during those operations; and
31. Only persons employed or contracted for the purposes of the **activity** are carried. To avoid any ambiguity, this instrument does not permit persons who have provided consideration of any nature to any party to conduct egg collection activities or to be slung from the aircraft involved in such activities; and
32. The **person** must be provided with a copy of this instrument and must be made aware, in writing, that the hook system is not certified for human use; and
33. *The operator* and the **pilot in command** must comply with all applicable instructions relating to the **activity** contained within *the operator's* operations manual. The **operator** must not, without the prior written consent of CASA, revise any part of its operations manual relating to the authorisation and permission given under this instrument.

Any breach of the conditions of this instrument will result in the instrument being immediately cancelled by CASA.

The operator should note that this permission is an operational permission only, and does not confer on the operator any rights as against the owner or occupier of any land over which the operator's operations are conducted, or prejudice in any way the rights or remedies which any person may have in common law in respect of any injury to persons or damage to property resulting directly or indirectly by the operator's operations.

This permission does not absolve the operator, or any person associated with the conduct of activities under such permission, from any other relevant State, Territory or Commonwealth laws applicable from time to time.