Instrument number CASA EX57/19


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CASA EX57/19 — Helicopter Winching at Offshore Platforms (Bristow Helicopters Australia Pty Ltd.) Instrument 2019

1 Name
This instrument is CASA EX57/19 — Helicopter Winching at Offshore Platforms (Bristow Helicopters Australia Pty Ltd.) Instrument 2019.

2 Duration
This instrument:
(a) commences on 1 June 2019; and
(b) is repealed at the end of 31 May 2022.

3 Definitions
Note In this instrument, certain terms and expressions have the same meaning as they have in the Act and the Regulations. These include: AOC, operations manual and pilot in command.

In this instrument:

applicable conditions means:
(a) for Bristow — the conditions mentioned in clauses 1, 2, 6, 7 and 12 to 14 of Schedule 1; and
(b) for the pilot in command of a relevant aircraft — the conditions mentioned in clauses 3 to 5 and 8 to 11 of Schedule 1.

Bristow means Bristow Helicopters Australia Pty Ltd., ARN 200267.

daylight means the time of a day that is after the start of morning civil twilight (first light) and before the end of evening civil twilight (last light).

flight means the flight to and from a site:
(a) commencing at the place mentioned in Bristow’s chief pilot’s risk assessment; and
(b) ending at the place, or any alternative place, mentioned in the assessment.
**helideck winching operation** means an operation in which a relevant aircraft is used to winch a person or an object at a site to assist in the recovery of an unserviceable helicopter.

**HOG-E-OEJ-MCP/CT** means hover outside ground effect, with 1 engine inoperative, at maximum continuous power setting.

**manual** means the Bristow Operations Manual QID 999 AUS series, as existing at the time this instrument commences.

**relevant aircraft** means any of the following kinds of helicopter operated by Bristow under an AOC:
(a) Leonardo AW139 type;
(b) Sikorsky S92 type.

**SAR** means search and rescue.

**site** means an offshore platform or vessel.

**site permission** means the permission, mentioned in clause 1 of Schedule 1, from the operator or owner of the site for the helideck winching operation.

### 4 Application
This instrument applies in relation to a helideck winching operation conducted by Bristow.

### 5 Exemption
(1) Bristow and the pilot in command of a relevant aircraft conducting a helideck winching operation are exempt from compliance with the requirements of paragraphs 5.1 and 7.1 of Civil Aviation Order 29.11 to the extent necessary for the operation.

(2) For regulation 11.205 of CASR, the exemption is subject to the applicable conditions.

### 6 Direction
For subregulation 215 (3) of CAR, Bristow must include, in its operations manual, instructions requiring its operations personnel to comply with any conditions on a site permission to the extent permitted by law and this instrument.

### Schedule 1 Conditions

1. Before commencing a helideck winching operation, Bristow must obtain the written permission of the owner or operator of the site for the operation.

2. Before commencing a helideck winching operation, Bristow must ensure that its chief pilot has:
   (a) approved a full risk assessment, in accordance with the procedures in the manual, of all aspects of the operation and the flight, including a full description of any risk mitigation strategies to be deployed; and
   (b) given Bristow a written approval, based on the risk assessment, for the operation; and
   (c) given a copy of this instrument and the site permission to the pilot in command of the relevant aircraft for the operation.
3 The pilot in command of a relevant aircraft must have a copy of this instrument and the site permission on the pilot’s person during the helideck winching operation.

4 For a helideck winching operation and the flight, the pilot in command of the relevant aircraft must operate the aircraft at the minimum practicable weight and the minimum practicable fuel load, including reserves, necessary for:
   (a) successful completion of the operation and the flight; and
   (b) fly-away capability at the site in the event of engine failure.

5 For a helideck winching operation, the pilot in command of the relevant aircraft must operate the aircraft, having regard to the need to maintain appropriate fuel reserves for successful completion of the flight:
   (a) at a weight that permits HOGE-OEI-MCP/CT, taking into account the altitude and ambient temperature; or
   (b) only if compliance with paragraph (a) is not possible — at the lowest practicable weight that permits a fly-away capability at the site in the event of an engine failure.

6 Bristow must ensure that the helideck winching operation is only conducted:
   (a) in daylight with the horizon visible; and
   (b) using a winching technique in accordance with the procedures set out in the manual; and
   (c) at the safest working area of the site that allows fly-away alternatives for the pilot in command of the relevant aircraft.

7 Bristow must ensure that the helideck winching operation is only conducted to transfer personnel who:
   (a) are employed by Bristow; and
   (b) are required for the task; and
   (c) either:
      (i) have successfully completed a course of training as a SAR Winchman, as set out in the manual; or
      (ii) are supervised by a qualified Winchman, as set out in the manual, who is on the helideck before and during the transfer of any untrained personnel.

8 During a helideck winching operation, the pilot in command of a relevant aircraft must only hover wholly over the site when operating at a weight that permits HOGE-OEI-MCP/CT.

9 During a helideck winching operation, the pilot in command of a relevant aircraft must ensure that the aircraft hovers wholly or partially over the site to the minimum extent necessary for the safe conduct of the operation.

10 If a relevant aircraft must be operated at a weight that does not permit HOGE-OEI-MCP/CT, the pilot in command of the relevant aircraft must ensure that the aircraft:
   (a) does not hover wholly over the site; and
   (b) is at a height which would prevent any part of the relevant aircraft impacting the site in the event of an engine failure requiring a fly away.

11 The pilot in command of a relevant aircraft must conduct a helideck winching operation with the horizon visible.
12 Bristow must, within 7 working days of completing each helideck winching operation, give CASA:
   (a) details of the operation; and
   (b) a copy of the risk assessment mentioned in clause 2; and
   (c) a copy of the site permission, including any conditions.

13 Bristow must not amend any part of its operations manual that affects the conduct of a helideck winching operation unless Bristow has given CASA written notice of the proposed amendment at least 14 days before making the amendment.

14 Bristow must ensure that the operating crew of the relevant aircraft meet the required SAR crew qualification and currency requirements as set out in the manual and civil aviation legislation.

Note Except as otherwise permitted by this instrument, winching of personnel and helideck winching operations are governed by other legislative requirements under the Act and by the Bristow operations manual suite. These requirements cover matters such as the winching of trained and qualified maintenance personnel, and operational limitations. Bristow personnel are required to comply with the operations manual under subregulation 215 (9) of CAR.