Instrument number CASA EX52/13

I, GERARD JOHN CAMPBELL, Acting Executive Manager, Operations Division, a delegate of CASA, make this instrument under regulation 11.160 of the Civil Aviation Safety Regulations 1998.

**[Signed G.J. Campbell]**

Gerard J. Campbell  
Acting Executive Manager  
Operations Division

26 April 2013

Exemption — helicopter winching operations (Bristow Helicopters)

1 Duration

This instrument:

(a) commences on the day of registration; and

(b) stops having effect at the end of 30 April 2016 as if it had been repealed by another instrument.

2 Application

This exemption applies to AS332 Super Puma, AW139, EC225 and S76 helicopters (the ***helicopters***) engaged in winching operations carried out by Bristow Helicopters Australia Pty Ltd (the ***operator***), Aviation Reference Number 200267, to recover an unserviceable helicopter from an offshore installation helideck.

3 Exemption

For a winching operation, the pilot in command of any of the helicopters is exempt from compliance with subregulation 151 (1) of the *Civil Aviation Regulations 1988* to the extent mentioned in Schedule 1.

4 Conditions

The exemption is subject to the conditions mentioned in Schedule 2.

Schedule 1 Exemption

The exemption extends only to the requirement to comply with paragraphs 5.1, 7.1 and 7.2 of Civil Aviation Order 29.11 (the ***Order***).

Schedule 2 Conditions

1 In this Schedule:

***civil aviation legislation*** means the Civil Aviation Act 1988, the regulations under the Act and the Civil Aviation Orders.

***flight*** means the flight to and from the site:

(a) commencing at the place mentioned in the chief pilot’s safety assessment; and

(b) ending at the place, or any alternative place, mentioned in the assessment.

***HOGE-OEI-MCP/CT*** meanshover outside ground effect, with 1 engine inoperative, at maximum continuous power setting.

***site*** means the offshore installation helideck at which a winching operation is to be carried out.

2 With the exception of paragraphs 5.1, 7.1 and 7.2 of the Order, the operator must ensure that all requirements of the Order and all the conditions in this instrument are complied with.

3 The operator’s chief pilot must approve the carrying out of a winching operation at a site.

4 Before approving the operation, the operator’s chief pilot must prepare in writing:

(a) a full risk and safety assessment, in accordance with the procedures in the operator’s operations manual, of all aspects of the operation and the flight; and

(b) a full description of the risk mitigation strategies to be deployed.

5 For the operation and the flight, the helicopter must operate 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.

6 For the operation, the helicopter must, having regard to the need to maintain appropriate fuel reserves for successful completion of the flight:

(a) be operated 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 — be operated at the lowest practicable weight that permits a fly-away capability at the site in the event of an engine failure.

7 The operation must only be conducted:

(a) in day V.M.C. with a clearly discernible horizon; and

(b) using the heave-in line technique in accordance with the procedures set out in the operator’s operations manual:

(i) as at the date of this instrument; or

(ii) as varied with the written agreement of CASA; and

(c) at the safest working area of the site that allows fly-away alternatives for the pilot in command.

8 The operation must only be conducted using maintenance personnel employed by the operator who have successfully completed a course of training for a winching operation, as set out in the operator’s operations manual.

9 During the operation, the helicopter must not hover wholly or partially over the site.

10 The operation must have the written permission of the owner or operator of the site (the ***permission***).

11 The operator and the pilot in command must comply with all conditions of the permission that are consistent with this instrument, civil aviation legislation and instruments made under civil aviation legislation.

12 The pilot in command must carry a copy of this exemption on board the helicopter during the operation.

13 The operator must report an operation carried out under this exemption to CASA not later than 7 working days after the operation takes place and include in the report:

(a) details of the operation; and

(b) a copy of the chief pilot’s safety assessment, including the risk mitigation strategies; and

(c) a copy of the site owner or operator’s permission, including any conditions.