



Safety Information Bulletin

Operations

SIB No.: 2018-16

Issued: 07 September 2018

Subject: Use of Restraint Systems in Helicopter Operations

Ref. Publications:

- Commission Regulation (EU) No [965/2012](#) on Air Operations dated 05 October 2012 (hereafter referred to as the Air OPS Regulation), more specifically:
 - For all operators except NCO: ORO.GEN.200 and related AMCs and GMs.
 - For CAT operators: CAT.IDE.H.100, CAT.OP.MPA.170 and related AMCs.
 - For SPO operators: SPO.GEN.106, SPO.IDE.H.100, SPO.IDE.H.160, SPO.OP.135, SPO.OP.230 and related AMCs and GMs.
 - For NCC operators: NCC.IDE.H.100, NCC.OP.140 and related AMCs.
 - For NCO operators: NCO.IDE.H.100, NCO.IDE.H.140, NCO.OP.130, NCO.SPEC.105, NCO.SPEC.120, NCO.SPEC.125 and related AMCs and GMs.
- EASA Certification Memorandum [CM-CS-005](#) on Personnel Carrying Device Systems dated 08 December 2014.
- Federal Aviation Administration (FAA) Emergency Order of Prohibition No. [FAA-2018-0243](#) dated 22 March 2018.

Applicability:

All helicopter operators using restraint systems other than seat belts.

Description:

Following a fatal helicopter accident near New York City on 11 March 2018 involving Airbus Helicopters AS 350 B2 helicopter registered N350LH, the FAA has issued the Emergency Order of Prohibition FAA-2018-0243 to all operators and pilots of flights for compensation or hire with the doors open or removed in the United States of America, or using aircraft registered in the United States of America for doors off flights. Based on an initial investigation and credible evidence available at the time, the FAA concluded that the supplemental passenger restraint systems worn by the passengers, while intended as a safety measure when the aircraft was in flight, may have prevented the passengers' quick egress from the aircraft. The Emergency Order prohibits the use of supplemental passenger restraint systems that cannot be released quickly in an emergency in doors off flight operations. It also prohibits passenger-carrying doors off flight operations unless the passengers are at all times properly secured using FAA-approved restraints.

The Air OPS Regulation requires that:

- Systems and equipment mandated by the Air OPS Regulation, including any restraint system used under SPO and NCO.SPEC, are airworthiness approved.
- Systems and equipment not mandated by the Air OPS Regulation must not affect the airworthiness of the aircraft, even in the case of failure or malfunction. A restraint system

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without an easily accessible quick-release mechanism would be considered to adversely affect the airworthiness of the aircraft.

- Operators comply with flight manual limitations and operational procedures.
- Task specialists are trained on standard operating procedures and briefed on normal and emergency situations.
- Passengers are briefed on emergency equipment and procedures, including seat belts and restraint systems. In commercial air transport, they receive a demonstration on the use of seat belts and restraint devices, and are provided with a safety briefing card indicating the operation of emergency equipment and exits likely to be used.
- Seat belts are used for take-off and landing, during taxiing and whenever deemed necessary in the interest of safety. It is the responsibility of the pilot in command to ensure that each passenger is properly seated and secured.

At this time, the safety concern described in this SIB does not warrant the issuance of an operational directive under Commission Regulation (EU) No 965/2012, Annex II, ARO.GEN.135(c).

Recommendation(s):

EASA recommends operators, using restraint systems other than seat belts, to review their equipment, operating procedures, training programmes and risk assessment (as applicable), to ensure that they are operating in accordance with the Air OPS Regulation, and in particular that the restraints to be used can be quickly released with minimal difficulty and without impeding egress from the aircraft in an emergency, such as a water impact or post-crash fire.

Contact(s):

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