



**Miscellaneous**

**No:** 1517

**UK Regulation (EU) 2018/1039**

**Publication date:** 17 November 2021

**UK Regulation (EU) No. 965/2012**

**General Exemption E 5586**

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## Upper Torso Restraint for Crew Seats - Robinson R44 and R22 Helicopters

### Background

- 1) In 2015, the UK was permitted by the European Commission to grant approvals derogating from CAT.IDE.H.205 (b)(2) of Annex IV to Commission Regulation (EU) No. 965/2012 to allow commercial air transport (CAT) operators to continue to operate Robinson R22 and R44 helicopters with a restraint system on the flight crew seats having a seat belt and a diagonal shoulder strap. The approvals for R44 helicopters were only to be granted for those with a first individual Certificate of Airworthiness issued before 28 October 2014.
- 2) The derogation was published under ORS4 No. 1114 on 1 June 2015 but due to the withdrawal of the UK from the EU, it is no longer applicable. This exemption is published to replace the derogation and to provide for the continued CAT operation of the affected helicopters.

### Interpretation

- 3) In this exemption, references to EU regulations are to those regulations as retained and amended in UK domestic law under the European Union (Withdrawal) Act 2018 and are referenced hereafter as "UK Regulation (EU) year/number" or "UK Regulation (EU) No. number/year".

### Exemption

- 4) The Civil Aviation Authority ('the CAA'), pursuant to Article 71(1) of UK Regulation (EU) 2018/1139, exempts any Robinson Helicopter Corporation R44 helicopter with a first individual certificate of airworthiness issued prior to 28 October 2014, or any R22 helicopter, when flying for the purpose of commercial air transport by an operator holding an Air Operator Certificate issued by the CAA, from the requirements of UK Regulation (EU) No. 965/2012 (the Air Operations Regulation) specified in paragraph 5, subject to the conditions in paragraph 6.
- 5) The Exemption detailed in paragraph 4 is from the requirement in CAT.IDE.H.205 (b)(2) that a seat belt with upper torso restraint system shall include two shoulder straps and a seat belt that may be used independently on flight crew seats, and on the seats for the minimum required cabin crew.

- 6) On any flight pursuant to this Exemption, a helicopter specified in paragraph 4 must have a flight crew restraint system consisting of a lap belt and a diagonal shoulder strap (three points restraint system) as provided by the aircraft manufacturer.
- 7) This Exemption supersedes Official Record Series 4 No. 1114, which is revoked.

**Date in Force**

- 8) This exemption has effect from the date it is signed until 31 January 2024, both dates inclusive, unless previously revoked.

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for the Civil Aviation Authority

17 November 2021