



**Australian Government**  
**Civil Aviation Safety Authority**

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Instrument number:

I, NAME, a delegate of CASA, make this instrument under regulations 157(4) (b) of the *Civil Aviation Regulations 1988*.

NAME  
Flying Operations Inspector  
CASA operations  
Southern Region

DATE

**Permission — Low Flying**

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**1 Application**

This instrument applies to Helicopters operated by:

**COMPANY NAME**  
Aviation Reference Number XXXX

**2 Permission**

To operate helicopters over areas other than any city, town or populous area, at a height lower than that permitted by paragraph 157(1) (b) of the *Civil Aviation Regulations 1988*, in the course of conducting an aerial work operation authorised by the operator's Air Operator Certificate when operating in accordance with the operator's Operations Manual.

**3 Conditions**

The permission is subject to the conditions mentioned in Schedule 1.

**4 Expiry**

This instrument ceases to have effect at the earlier of:

- (a) The operator ceasing to hold an Air Operator's Certificate
- (b) The end of EXPIRY DATE

## **Schedule 1**

### **1. GENERAL CONDITIONS**

- (a) The operator and pilot in command must ensure that low flying is only conducted on those tasks where an operational requirement exists for a specific aerial work function detailed in the operator's operations manual;
- (b) The pilot in command must ensure that low flying is only carried out in Visual Meteorological Conditions (VMC) by day;
- (c) Unless otherwise exempted, the pilot in command must ensure that all persons on board are carried in accordance with regulation(s) 250 and 251 if the *Civil Aviation regulations (1988)*.
- (d) The pilot in command must ensure that only personnel essential to the particular aerial work function are carried in the aircraft during low flying operations;
- (e) The pilot in command must brief crews on all aspects of the flight and ensure that they are aware of the requirement not to distract the pilot during low-level operations.

### **2. CREW REQUIREMENTS**

- (a) The Operator must ensure that pilots engaged in Low Flying operations for the purposes of this permission are appropriately qualified under Part 61 of the *Civil Aviation Safety Regulations (1998)*.

### **3. CONDUCT OF FLIGHT**

- (a) The pilot in command must ensure the helicopter is flown at a height commensurate with the type of operation being conducted and must not be flown directly over occupied buildings, vessels or groups of people unless operationally necessary and then only for the minimum practicable time.
- (b) The pilot in command must ensure that operations are conducted in a manner that does not pose a hazard or danger to people or property in the vicinity of the low flying operation.
- (c) The pilot in command should avoid flight situations likely to cause, and must be proficient in the recovery techniques associated with, vortex ring/settling with power and tail-rotor vortex ring or loss of tail rotor effectiveness (LTE).

Init:

- (d) The pilot in command should avoid downwind operations outside the helicopter performance envelope.
- (e) The pilot in command must ensure operations are conducted in a manner that minimises the danger of possible disorientation and the difficulties associated with height perception when flying over glassy or calm water, or over snow.
- (f) Before commencing low level operations, the pilot in command must carry out an aerial survey of the area to locate obstacles and establish a safe manoeuvring plan.
- (g) The pilot in command must ensure that operations are conducted in such a way that does not impede any emergency operations, and in a manner that will safely avoid other air traffic.
- (h) In the case of a single engine helicopter, the pilot in command must ensure the operation is conducted so that at all times, sufficient altitude and/or airspeed is maintained to enable an autorotative forced landing to an area which is clear of persons and obstructions.
- (i) In the of a multi-engine helicopter, the pilot in command must ensure operations are conducted at a height and speed combination that will ensure, that in the event of a loss of power from one engine the appropriate obstacle clearance will be maintained, or provision is made to ensure safe transition to a suitable one engine inoperative landing area which is clear of persons and obstacles.

#### **4. CHIEF PILOT RESPONSIBILITIES**

- (a) The Chief Pilot shall ensure that all pilots in command of aircraft conducting low flying operations are suitably qualified and that they operate in accordance with these instructions.
- (b) The Chief Pilot shall ensure that all crew are suitably trained in the safety procedures applicable to low flying operations. This training shall be subject to an annual proficiency test and certification in accordance with the requirements of CAO 20.11 Appendix IV Sections 1.1, 1.2, 1.4, 1.5, 1.6, 2.1, 2.3 and 2.4 (b) and shall cover the following:
  - (i) fitment and use of seat belts, safety harnesses and life-jackets,
  - (ii) normal and emergency operation of doors for entry/exit,
  - (iii) location and use of first aid equipment, water, survival equipment, life-rafts, fire extinguishers and ELBs,

- (iv) fitment and use of headsets and the use of radio and intercommunication equipment in flight,
- (v) operation of sliding doors/windows/panels in flight
- (vi) security of equipment within the helicopter,
- (vii) phraseology to be used by the pilot and crew during conduct of operations,
- (viii) crew actions to be taken in the event of an aircraft malfunction, and
- (ix) crew responsibilities for the observation and warning of hazards, other aircraft, livestock, or environmentally sensitive areas.

#### **5. AIR OPERATOR CERTIFICATE (AOC) HOLDER RESPONSIBILITIES**

The AOC holder shall ensure compliance with the above requirements

**END OF SCHEDULE**