



Standard OPS-010

Seating, Seatbelts and Safety Harnesses

DRAFT

The purpose of this standard is to outline the requirements for seating, seatbelts and safety harnesses on aircraft utilised by NAFC and its Members for fire and emergency operations

Aircraft conducting fire and emergency operations often operate in adverse weather conditions with high temperatures, turbulence and high density altitudes.

High quality seating, seatbelts and safety harnesses fitted to the aircraft may reduce the likelihood and consequences of injury, or death, should an incident or accident occur.

An intention of this standard is to require that all seats, that will normally carry passengers, are equipped with seatbelts with upper body restraint – including second and subsequent row seats.

It is acknowledged that it may be impractical to fit suitable seatbelts to certain positions - such as the "middle" seat of the second row in some aircraft - for example in a Cessna 182. Therefore, it is acceptable for this seat to remain fitted with a lap only seatbelt; however it will not be regarded as suitable for carrying passengers.

For the avoidance of doubt, no passenger carried in operations under this standard will occupy a seat unless that seat is fitted with safety harnesses providing upper body restraint except as specifically provided for in this standard.

When a contract refers to this standard the term “operator” in this standard also includes the “Contractor” as defined in the contract.

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| 017 | NAFC | Initial draft | |
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Operators providing aircraft services must ensure that aircraft provided meet the requirements of this standard.

Requirements of any contract take precedence over requirements of this standard. Any exceptions to this standard will be made at the absolute discretion of NAFC or a Member.

All seats occupied by aircrew, crewperson or passengers must be equipped with seats, seatbelts, and safety harnesses that meet the requirements of Australian civil aviation legislation and regulations.

Seatbelts and safety harnesses must be worn in accordance with legislation and regulations at all times.

In addition:

All Aircraft:

- All front row seats in all aircraft must be equipped with safety harnesses that provide upper body restraint.
- All seats occupied by aircrew including pilot, co-pilot and flight engineer position seats, must be equipped with safety harnesses that provide upper body restraint.
- All seats that carry a crewperson must be equipped with safety harnesses that provide upper body restraint.
- All seats that face an equipment console or similar hazard must be equipped with inertia-reel safety harnesses that provide upper body restraint, and these safety harnesses must be used during all operations.

Rotary Wing Aircraft:

- All front row seats in rotary wing aircraft must be equipped with either four-point or five-point safety harnesses.
- All seats occupied by aircrew including pilot, co-pilot and flight engineer position seats, must be equipped with either four-point or five-point safety harnesses.
- All seats that may carry passengers must be equipped with safety harnesses that provide upper body restraint.
- For rotary wing aircraft performing firebombing all seats occupied by a pilot or co-pilot, must be equipped with inertia-reel safety harnesses.

Fixed Wing Aircraft - Firebombing:

- All seats occupied by aircrew including pilot, co-pilot and flight engineer position seats must be equipped with either four-point or five-point safety harnesses.

Fixed Wing Aircraft – Airwork:

- All seats occupied by aircrew including flight engineer position seats, must be equipped with either four-point or five-point safety harnesses.
- All front row seats must be equipped with either four-point or five-point safety harnesses.
- All seats that may carry passengers must be equipped with safety harnesses that provide upper body restraint.

Fixed Wing Aircraft – Charter:

- All seats used to carry passengers in single engined aircraft as Charter must be equipped with safety harnesses that provide upper body restraint.
- Seats used to carry passengers in multi engined aircraft as Charter may be equipped with lap belt style seat belts.

Summary:

| | Seat belt Lap belts | Safety harness Upper body restraint | Safety harness 4/5 point harness |
|--------------------------------------------------|-------------------------|----------------------------------------|-------------------------------------|
| Rotary Wing | | | |
| Aircrew seats | | | Required |
| Front Row seats | | | Required |
| Passengers seats | | Required | |
| Fixed Wing - Airwork | | | |
| Aircrew seats | | Required | Preferred |
| Front Row seats | | Required | Preferred |
| Passengers seats | | Required | |
| Fixed Wing - Firebombing | | | |
| Aircrew seats | | | Required |
| Fixed Wing & Rotary Wing - Specialist | | | |
| Crewperson seats | | Required | |
| Console facing seats | | Required - Inertia reel | |
| Fixed Wing - Charter | | | |
| Aircrew seats | | | Required |
| Front Row seats | | | Required |
| Passengers seats | Multi Engine - Required | Single Engine - Required | |