

Miscellaneous

No: 1050

Regulation (EC) No. 216/2008

Publication date: 24 October 2014

Regulation (EU) No. 965/2012

General Exemption E 3890

Upper Torso Restraint – Aeroplanes with a Maximum Certificated Take-Off Mass Below 5,700 kg and an MOPSC Below 9 Seats

- 1) The Civil Aviation Authority (the CAA), on behalf of the United Kingdom and pursuant to article 14(4) of Regulation (EC) No. 216/2008 ('the Basic Regulation'), exempts aircraft of a type listed in the Schedule for which the first certificate of airworthiness was issued prior to 8 April 2015 from the requirements of Commission Regulation (EU) No. 965/2012 ('the Air Operations Regulation') specified in paragraph 2.
- 2) The exemption in paragraph 1 is from the requirement in CAT.IDE.A.205(a)(3) for a seat belt with upper torso restraint system on each passenger seat and restraining belts on each berth in the case of aeroplanes with a maximum certificated take-off mass of less than 5,700 kg and with a maximum operational passenger seating configuration of less than nine (see Note 1).
- 3) The CAA on behalf of the United Kingdom and pursuant to article 14(4) of the Basic Regulation, exempts aircraft of a type listed in the Schedule for which the first certificate of airworthiness was issued prior to 28 October 2014 from the requirements of the Air Operations Regulation specified in paragraph 4, subject to the condition in paragraph 5.
- 4) The exemption in paragraph 3 is from the requirement in CAT.IDE.A.205(b)(2) that a seat belt with upper torso restraint system shall on flight crew seats, on any seat alongside a pilot's seat and on the seats for the minimum required cabin crew, include two shoulder straps and a seat belt that may be used independently.
- 5) An aircraft may rely on the exemption in paragraph 3 only if it is:
 - a) an aeroplane with a maximum certificated take-off mass not exceeding 5,700 kg fitted with a safety belt with a diagonal shoulder strap; or
 - b) an aeroplane with a maximum certificated take-off mass not exceeding 2,730 kg fitted with a safety belt;and in either case it is not reasonably practicable to fit a safety belt with shoulder harness.
- 6) These exemptions are issued to meet operational needs of a limited duration.
- 7) These exemptions have effect from 28 October 2014 until revoked.

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for the UK Civil Aviation Authority and the United Kingdom

24 October 2014

Notes

- 1) This requirement comes into effect on 8 April 2015.

Schedule Aeroplanes with a Maximum Certificated Take-Off Mass Below 5,700 kg and an Maximum Operational Passenger Seating Configuration Below 9 Seats

The following table contains information on the known aeroplane types/models having an **MCTOM of less than 5,700 kg** and an **MOPSC of less than nine** operated in commercial air Transport (CAT) operations, as resulting from the survey launched by EASA in May 2014, that are not be able to comply with the requirements on Upper Torso Restraint system for flight crew seats and passengers seats as established in the highlighted paragraphs of CAT.IDE.A.205.

Multiple entries for the same type/model results from data provided from different Member States.

Type / Model	FLIGHT CREW Seats			PASSENGER Seats		
	Restraint Type	Compliant to CAT.IDE.A.205 (Y/N)	Technical solution available (Y/N)	Restraint type	Compliant to CAT.IDE.A.205 (Y/N)	Technical solution available (Y/N)
Cessna F150J	Lap-strap with Diagonal (Inertia) Torso Restraint (3 Point)	N		Lap-strap only (2 Point)	N	
Cessna 172 Skyhawk	Lap-strap with Diagonal (Inertia) Torso Restraint (3 Point)	N		Lap-strap only (2 Point)	N	
Cessna 177 Cardinal	Lap-strap with Diagonal (Inertia) Torso Restraint (3 Point)	N		Lap-strap only (2 Point)	N	
Cessna Reims 172 / F172 / 177	Lap-strap with Diagonal (Inertia) Torso Restraint (3 Point)	N		Lap-strap only (2 Point)	N	
Cessna FR 172 K	Lap-strap with Diagonal (Inertia) Torso Restraint (3 Point)	N	N (according to operators)		Y	N/A
Cessna 180K	Lap-strap with Diagonal (Inertia) Torso Restraint (3 Point)	N		Lap-strap only (2 Point)	N	

Type / Model	FLIGHT CREW Seats			PASSENGER Seats		
	Restraint Type	Compliant to CAT.IDE.A.205 (Y/N)	Technical solution available (Y/N)	Restraint type	Compliant to CAT.IDE.A.205 (Y/N)	Technical solution available (Y/N)
Cessna 182 Skylane	Lap-strap with Diagonal (Inertial) Torso Restraint (3 Point)	N		Lap-strap only (2 Point)	N	
Cessna TR 182	Lap-strap with Diagonal (Inertial) Torso Restraint (3 Point)	N	N (according to operators)		Y	N/A
Cessna 185	Lap-strap with Diagonal (Inertia) Torso Restraint (3 Point)	N	N	Lap-strap only (2 point)	N	Y
Cessna 206	3 point / one shoulder straps	N	N	Lap-strap only (2 Point)	N	Y
Cessna 206 Stationair	Lap-strap with Diagonal (Inertial) Torso Restraint (3 Point)	N	N	Lap-strap only (2 Point)	N	N
Cessna 206 Seaplane	Lap-strap with Diagonal (Inertia) Torso Restraint (3 Point)	N		Lap-strap only (2 Point)	N	N
Cessna 207A	Lap-strap with Diagonal (Inertia) Torso Restraint (3 Point)	N	N/A	Lap-strap only (2 Point)	N	N
Cessna 207A	Lap-strap with Diagonal (Inertia) Torso Restraint (3 Point)	N	N	Lap-strap only (2 point)	N	Y
Cessna U206G	Lap-strap with Diagonal (Inertia) Torso Restraint (3 Point)	N		Lap-strap only (2 Point)	N	

Type / Model	FLIGHT CREW Seats			PASSENGER Seats		
	Restraint Type	Compliant to CAT.IDE.A.205 (Y/N)	Technical solution available (Y/N)	Restraint type	Compliant to CAT.IDE.A.205 (Y/N)	Technical solution available (Y/N)
Cessna C208	Lap-strap with Diagonal (Inertia) Torso Restraint (3 Point)	N		Lap-strap only (2 point)	N	
Cessna 210	Lap-strap with Diagonal (Inertia) Torso Restraint (3 Point)	N	?	Lap-strap only (2 Point)	N	?
Cessna 210N	Lap-strap with Diagonal (Inertia) Torso Restraint (3 Point)	N	N (according to operators)		Y	N/A
Cessna 337	Lap-strap with Diagonal (Inertia) Torso Restraint (3 Point)	N	?	Lap-strap only (2 Point)	N	?
Cessna T303	Lap-strap with Diagonal (Inertia) Torso Restraint (3 Point)	N	?	Lap-strap only (2 Point)	N	?
Cessna 340	Lap-strap with Diagonal (Inertial) Torso Restraint (3 Point)	N		Lap-strap only (2 Point)	N	
Cessna 404 Titan	Lap-strap with Diagonal (Inertial) Torso Restraint (3 Point)	N	N	Lap-strap only (2 Point)	N	N
Cessna F406 Caravan II	5 Point Torso Restraint	Y	N/A	Lap-strap only (2 Point)	N	Y
Cessna 414	Lap-strap with Diagonal (Inertia) Torso Restraint (3 Point)	N		Lap-strap only (2 Point)	N	