

**Miscellaneous**

**No:** 1055

**Regulation (EC) No. 216/2008**

**Publication date:** 27 October 2014

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

**General Exemption E 3906**

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**Upper Torso Restraint – Pilatus Britten-Norman BN2 Islander and Trislander Aeroplanes**

- 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 Civil Aviation Authority and the United Kingdom

27 October 2014

## Notes

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

## Schedule

Pilatus Britten-Norman BN2 Islander and Turbo Islander