

IMPLEMENTING STANDARD 7
Civil Aviation (AERIAL WORK) Regulations 2007 – Implementing Standards

TABLE OF CONTENTS

STANDARD	PAGE
7.1 Interpretation and Applicability Regulation 2	7-1
7.2 Operation Over Congested Areas: General Regulation 16) (3)	7-1

Intentionally Lefty Blank

IMPLEMENTING STANDARD 7

Civil Aviation (AERIAL WORK) Regulations 2007

STANDARD NO.7.1 INTERPRETATION AND APPLICABILITY

Regulation 2

Class A—external-load fixed to the rotorcraft, cannot be jettisoned, and does not extend below the landing gear used to transport cargo.

Class B—external-load suspended from the rotorcraft, which can be jettisoned, and is transported free of land or water during rotorcraft operations.

Class C—external-load suspended from the rotorcraft, which can be jettisoned, but remains in contact with land or water during rotorcraft operation.

Class D—external-load suspended from the rotorcraft for the carriage of persons.

STANDARD NO.7.2 OPERATION OVER CONGESTED AREAS: GENERAL

Regulation 16) (3)

(1) A certificate holder shall ensure that all single engine aircraft while in a congested area operate—

(a) except for helicopters, during take offs and turnarounds, with no load;

(b) not below the altitudes prescribed in Civil Aviation (Air Operator Certification and Administration) Regulations, 2007 except during the actual dispensing operation, including the approaches and departures necessary for that operation;

(c) during the actual dispensing operation, including the approaches and departures for that operation, not below the altitudes prescribed in Civil Aviation (Air Operator Certification and Administration) Regulations, 2007 unless it is in an area and at such an altitude that the aircraft can make an emergency landing without endangering persons or property on the surface.

(2) A certificate holder shall ensure that all multi-engine aircraft while in a congested area operate—

(a) during take-off, under conditions that will allow the aeroplane to be brought to a safe stop within the effective length of the runway from any point on take-off up to the time of attaining, with all engines operating at normal take-off power, 105 per cent of the minimum control speed with the critical engine inoperative in the take-off configuration or 115 per cent of the poweroff stall speed in the take-off configuration, whichever is greater;

Note: Assume still-air conditions, and no correction for any uphill gradient of one per cent or less when the percentage is measured as the difference between elevation at the end points of the runway divided by the total length. For uphill gradients greater than one per cent, the effective take-off length of the runway is reduced 20 per cent for each one per cent grade.

(b) at a weight greater than the weight that, with the critical engine inoperative, would permit a rate of climb of at least 50 feet per minute at an altitude of at least 1,000 feet above the elevation of the highest ground or obstruction within the area to be worked or

at an altitude of 5,000 feet, whichever is higher. Assume that the propeller of the inoperative engine is in the minimum drag position; that the wing flaps and landing gear are in the most favourable positions; and that the remaining engine or engines are operating at the maximum continuous power available; and
(c) below the altitudes prescribed in Civil Aviation (Air Operator Certification and Administration) Regulations, 2007 except during the actual dispensing operation, including the approaches, departures, and turnarounds necessary for that operation.