



AUSTRALIAN PARACHUTE FEDERATION

PO Box 1440, Springwood QLD 4127 Phone (07) 3457 0100, Fax (07) 3457 0150
www.apf.com.au/apf@apf.com.au

EQUIPMENT STANDARD No. APF060307-G

Issued 12 July 2018

[Replaces ES APF 060307-F]

SUBJECT: PARACHUTIST SINGLE POINT RESTRAINT (SPR)

STATUS: MANDATORY

IDENTIFICATION:

Restraints to be used by sport parachutists (and observers carried on board during parachuting operations) where the person is not occupying a seat, which has its own seat belt/ harness.

BACKGROUND:

Both CASA and the APF have requirements in respect to restraint of persons carried in aircraft:

CASA POLICY:

CASA CAR (1988) Regulation 251 requires that personnel carried in aircraft be restrained during take-off, for landing, during flight below 1000ft and in turbulent conditions. CAO 20.16.3 paragraph 15 goes on to deal specifically with carriage of parachutists as follows: Where a parachutist is not provided with a seat of an approved type, he or she shall be provided with a position where he or she can be safely seated and, except when he or she is about to jump must: (a) occupy a seat or seating position; (b) wear, adjusted to ensure adequate restraint; (i) a seat belt; or (ii) a safety harness; or (iii) a parachute connected to an approved single point restraint.

CASA has approved past and current SPR designs under Part 21.305A by reference to United Kingdom Civil Aviation Authority Specification No. 1. The latest version (issue 6 dated 12 March 2004) of this document is available in electronic format at: www.caa.co.uk/bookshop or e-mail: book.orders@tso.co.uk.

Note: Part 21.305A allows prospective SPR manufacturers to propose some other design basis than UKCAA Spec. No. 1 when seeking CASA approval.

APF POLICY:

Operational Regulation 5.2.4 requires that: An aircraft used for parachute operations (other than a balloon) must be:

- a) fitted with sufficient single point restraints manufactured to a standard approved by CASA and labelled accordingly and accessible to all parachutists aboard the aircraft, or
- b) fitted with sufficient aircraft seats and seatbelts; and

used in accordance with O.R. 7.2.2 and O.R. 11.2.8.

An approval by CASA **does not** automatically confer APF approval. APF has identified design features that should be taken into account by parachuting aircraft owners/operators when selecting a restraint for each particular aircraft type. These include: (i) being obvious and simple to use; (ii) release with one hand when the parachutist is suspended vertically from the restraint, (iii) not

unduly interfere with the parachutist's harness when the release is activated, (iv) not rely on the user disengaging their parachute harness to release, (v) be labelled with their CASA approval basis.

Approved SPR Designs:

At the time, this Equipment Standard takes effect:

- a. SPR part number G025 produced by Air Safety Solutions meets both CASA and APF requirements for a Parachutist Single Point Restraint.
- b. SPR part number GA-000365-11 meets both CASA and APF requirements for a parachutist Single Point Restraint when used in a GA8 Airvan Aircraft.

Proposed new designs for a SPR must be submitted to the APF Technical & Safety Committee for approval, preferably prior to submitting to CASA.

Aircraft Installation subject to separate approval:

This Equipment Standard is for the article itself. Installation in an aircraft requires a separate approval.

Aircraft anchor points and connectors must be approved during the installation.

Restraint anchorage must not be forward of users seated position and must not allow the parachutist to exit while still worn.

AUTHORITY: APF Safety & Training Manager

DISTRIBUTION: Post on APF Website as Equipment Standard
Email Broadcast to Members

Note: Significant changes from the previous version, are shown by the use of a vertical line in the border to the right of text.