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Dispatcher Restraint Strap

Installation Instructions and Limitations

Applicable Models

HW-DRS [C]
HW-DRS [C-S]
HW-DRS [C-SLS]
HW-DRS [C-D]
HW-DRS [C- -]
MS-CR1

Australian Technical Standard Order
(ATSO)

Number: ...C1001...

Certificate of Type Approval
(CTA)

Number: 230-1

This manual approves the use of SETS Dispatcher Restraint Strap under certain conditions.

This Installation Instructions and Limitations manual contain information which supplements that of the Approved Flight Manual. For data not contained in this manual, refer to the basic Approved Flight manual. When in use, the data in this manual has precedence over the equivalent data in the basic Approved Flight Manual.

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Safety Equipment Technical Services Pty Ltd

6 Rialton Avenue
Blackburn Nth, Vic. 3130 Australia
Tel: 61 3 9878 7158

Produced by Safety Equipment Technical Services Pty Ltd

Section 7 Systems Description

The SETS Dispatcher Restraint Strap comprises of three integral sub-components.

When correctly fitted, the restraint strap enables personnel to carry out their duties in a comfortable, safe environment.

The sub-components are described below:

Sub-Assembly A

This part includes the belt/harness attachment snap and the 'male' fitting of the capewell release.

Sub-Assembly B

This part includes the 'female' part (or main body) of the capewell release and the adjustment strap of the restraint strap. This part of the capewell release includes the top cover and wire activation ring.

Sub-Assembly C

This part includes the friction adjuster and the aircraft attachment snap or D ring.

Operation

Where possible, the restraint strap should be attached to the user's belt/harness whilst positioned in an aircraft seat. This ensures that the user spends the minimum time possible unsecured.

To fit the restraint strap correctly:

1. Fit the belt/harness attachment snap (the snap nearest the capewell release) to a D ring on the belt/harness.
2. Attach the aircraft attachment snap or D ring to an approved attachment hard point in the aircraft cabin.

Section 5 Performance

This equipment has no bearing on aircraft performance.

Section 6 Weight and Balance

The pilot should consider the weight and balance of the restraint strap as part of the weight of the user.

The pilot shall ensure that the movement of the user about the aircraft will not result in the aircraft's centre of gravity limits being exceeded.

Section 1 General

The SETS Dispatcher Restraint Strap is intended to be used to restrict the movement of the user within the aircraft cabin.

Section 2 Limitations

Note

The Restraint Strap is not a seat belt for the purposes of CAR 251.

The following limitations shall be observed:

1. The user of the Restraint Strap shall be familiar with the operation of the strap and the emergency procedures of this supplement.
2. If any part of a flight includes 'doors off' operations, prior to the flight, the restraint strap shall be adjusted in length so that no part of the wearer's body can be outside the aircraft.
3. The aircraft shall be manoeuvred in such a way that the user is not subjected to additional risk while using the restraint strap.
4. The pilot shall ensure that the movement of the user about the aircraft will not result in the aircraft's centre of gravity limits being exceeded.

5. An approved seat and seat restraint must be available at all times to the user of the restraint strap for take off, landing and emergency conditions.
6. The restraint strap must be secured to an approved hard point within the aircraft cabin. The hard point must be rated for a human or cargo load of not less than 110 kg (242 lb).
7. No component of the restraint strap may be used at any time ten (10) years after the date of manufacture marked on the strap.

Section 3 Emergency Procedures

In the event of an emergency, or at the direction of the pilot, the user should:

1. Release the restraint strap from the belt or harness by either the snap hook or by activating the capewell release.
2. Return to the original seat.
3. Put on seat restraint.

The capewell release is positioned in the restraint strap near the belt/harness attachment end and is provided so the user may quickly release themselves from the restraint strap. The capewell release requires two deliberate actions to release the strap.

To activate the capewell release:

1. Pull back the top cover of the release.
2. Pull the wire cable ring.

Section 4 Normal Procedures

Pre-Flight

The following inspections and procedures should be carried out prior to flight:

1. Inspect the snaps to ensure that they function correctly and that they are not damaged or locked.
2. Inspect the adjuster to ensure they are installed correctly and that they are not damaged or locked in any way.
3. Inspect the D Rings to ensure that they are free from dirt, mud, oil, grease and corrosion.
4. Activate the capewell release and inspect the components to ensure they are free from soiling, or damage. Ensure the release operates smoothly and without excessive force.
5. Inspect all webbing to ensure there is no damage and that the webbing is routed through the adjuster correctly.
6. Inspect all stitching to ensure it is all intact and undamaged.
7. Adjust the restraint strap to the length required by the limitations of this supplement.