

# Civil Aviation Amendment Order (No. R73) 2004

I, WILLIAM BRUCE BYRON, Director of Aviation Safety, on behalf of CASA, issue the following Civil Aviation Order under subregulation 308 (1) of the *Civil Aviation Regulations 1988*.

**[Signed Bruce Byron]**

Bruce Byron  
Director of Aviation Safety and  
Chief Executive Officer

12 December 2004

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**1 Name of Order**

This Order is the Civil Aviation Amendment Order (No. R73) 2004.

**2 Commencement**

This Order commences on gazettal.

**3 Replacement of section 95.26 of the Civil Aviation Orders**

Section 95.26 of the Civil Aviation Orders is omitted and a new section substituted as set out in Schedule 1.

# **Schedule 1      Substitution of section 95.26 of the Civil Aviation Orders**

## **SECTION 95.26**

### **EXEMPTION FROM SUBREGULATIONS 178 (1) AND (2) OF THE *CIVIL AVIATION REGULATIONS 1988* — FOR TRIAL OPERATIONS OF SUPPLY DROPPING OF SEARCH AND RESCUE (SAR) STORES AT NIGHT**

#### **1      APPLICATION**

This section applies to trial operations performed on behalf of CASA by the National Safety Council of Australia (NSCA).

#### **2      EXEMPTION**

2.1 Under regulation 308 of the *Civil Aviation Regulations 1988* and subject to compliance with subsection 3, CASA exempts aeroplanes and helicopters operated by NSCA engaged in the development of procedures for the supply dropping of SAR stores at night from compliance with subregulations 178 (3) and (4) of the *Civil Aviation Regulations 1988*.

#### **3      CONDITIONS**

3.1 Minimum altitude for trial operations shall be 500 feet AMSL.

3.2 The crew shall comprise 2 pilots and those persons required to conduct the SAR stores dropping operations.

3.2.1 Each pilot assigned for duty for trial operations shall be experienced in SAR stores dropping operations and:

- (a) hold a current Class 1 instrument rating; and
- (b) have a minimum of 100 hours experience as pilot in command on type; and
- (c) have a minimum of 100 hours experience as pilot in command at night; and
- (d) be specifically authorised by the NSCA Training and Checking Organisation for the task.

3.3 No persons, other than those having duties which require them to take part in the trial, shall be carried in the aircraft during operations conducted in accordance with this section.

- 3.4 The aircraft shall be equipped with:
- (a) an approved radio altimeter installed to meet the requirements of section 108.36, Appendix H; and
  - (b) life rafts and life jackets sufficient for and accessible to all crew members;
- during operations conducted in accordance with this section.
- 3.5 Weather conditions during trial operations shall be V.M.C. below 2 000 feet AMSL but flight visibility shall be not less than 20 kilometres. Additionally, flight conditions shall be such that there is sufficient celestial illumination to provide a discernible true horizon.
- 3.6 Operations under the provisions of this section shall be conducted over water and at a minimum distance of 20 nautical miles from land (including islands) or obstacles having a height greater than 300 feet above sea level.
- 3.7 The following operating procedures and parameters shall apply:
- (a) before descent below lowest safe altitude, the flight crew shall:
    - (i) complete the low flying checklist; and
    - (ii) disengage the autopilot; and
    - (iii) set pressure altimeters to the lowest forecast QNH in the operating area;
  - (b) turns below the lowest safe altitude shall be limited to the lesser of 25 degrees of bank, rate 1 or the radio altimeter unlock angle;
  - (c) for operations below 1 000 feet AMSL:
    - (i) the target is to be in sight before descent below 1 000 feet AMSL is initiated; and
    - (ii) maximum rate of descent shall be 500 feet per minute; and
    - (iii) for aeroplanes, flap setting shall be not greater than that recommended for take-off or manoeuvring; and
    - (iv) for aeroplanes, minimum speed shall be  $1.5V_S$ ; and
    - (v) for helicopters, minimum speed shall be the minimum I.F.R. speed;
  - (d) for operations at 500 feet AMSL:
    - (i) the altitude reference for 500 feet AMSL shall be derived from the lesser reading of the aircraft radio altimeter and the pilot's pressure altimeter set to the lowest forecast QNH for the operating area; and
    - (ii) visual contact with the target is to be maintained at all times;
  - (e) the pilot manipulating the flying controls shall concentrate on accurate flying and on accurate positioning of the aircraft for dropping operations;

- (f) a second pilot shall be assigned to monitor the pilot flying the aircraft, in accordance with appropriate crew coordination procedures established by the operator;
- (g) operations below lowest safe altitude shall not be conducted or shall be discontinued if any of the instruments required in accordance with section 20.18, Appendix IV, or section 20.18, Appendix VII as applicable, or the radio altimeter, fail.