Exemption number CASA EX25/06

I, BRUCE ROBERT GEMMELL, Deputy Chief Executive and Chief Operating Officer, a delegate of the Civil Aviation Safety Authority, make this instrument under subregulation 308 (1) of the Civil Aviation Regulations 1988 (CAR 1988).

[Signed B. Gemmell]
Bruce Gemmell
Deputy Chief Executive and
Chief Operating Officer
30 June 2006

Exemption — solo flight training using ultralight aeroplanes registered with Recreational Aviation Australia Incorporated at Launceston Airport

1 Duration
This instrument:
(a) commences on the day after it is registered; and
(b) stops having effect at the end of 30 June 2007.

2 Application
This instrument applies to each solo flight:
(a) using an ultralight aeroplane registered with Recreational Aviation Australia Incorporated, Aviation Reference Number 224806 (RAA) at Launceston Aerodrome (YMLT) (the operation); and
(b) by:
   (i) a student under the control of the Tasmanian Aero Club Inc. (the operator); or
   (ii) a pilot under the control of the operator for the operation.

3 Exemption
The operator is exempt from complying with the following provisions of CAR 1988 when conducting the operation:
(a) regulations 36A and 37;
(b) Parts 4A, 4B, 4C, 4D and 5;
(c) regulations 133, 139, 155, 157, 207, 208 and 230;
(d) subregulation 242 (2);
(e) regulations 252 and 252A.
4 Conditions

The exemption is subject to the conditions mentioned in Schedule 1.

Schedule 1 Conditions

1 The aeroplane:
   (a) may only be operated by a person as pilot in command who holds at least a valid student pilot certificate; and
   (b) subject to this schedule, must be operated in accordance with:
      (i) the privileges and limitations of the certificate; and
      (ii) the RAA Operations Manual; and
   (c) must be maintained by an approved aircraft maintenance organisation in accordance with the maintenance standards set out in the RAA Technical Manual; and
   (d) must be fitted with a radio maintained by an approved aircraft maintenance organisation and capable of two-way communication with Air Traffic Control (ATC); and
   (e) must not have been modified without the approval of CASA or a person authorised for regulation 35 of CAR 1988; and
   (f) may only be flown in daylight hours:
      (i) in visual meteorological conditions; or
      (ii) under special V.F.R. as directed by ATC; and
   (g) must not be flown over a built-up area at a height from which it cannot glide clear of all dwellings, buildings and persons within the built-up area; and
   (h) must not be flown in acrobatic flight; and
   (i) may be flown inside controlled airspace only if the aeroplane:
      (i) is fitted with an engine of a kind to which paragraph 6.1 of Civil Aviation Order 101.55 (CAO 101.55) applies, or that CASA has approved as being suitable for use in the aircraft, and is not subject to any conditions; and
      (ii) if the pilot plans to land at, or take-off from, an aerodrome at which it is required to be fitted with a transponder — is fitted with a transponder suitable for use at the aerodrome.

2 For paragraph 1 (d), the radiotelephone equipment may only be used by a person who holds a valid flight radiotelephone operator licence.

3 The person conducting the flight training must hold a valid flight instructor rating issued by both CASA and by RAA.

4 CASA must approve the Chief Flying Instructor of the operator.

5 Each student must hold at least a class 2 medical certificate.

6 As soon as possible after an incident or accident, the operator must report it to:
   (a) the Australian Transport Safety Bureau; and
   (b) Section Head, Sport Aviation, CASA; and
   (c) the RAA.
7 The operator:
   (a) must ensure that the instructor enters the airspace certification in each
        student’s log book; and
   (b) may use the RAA syllabus for instructing students; and
   (c) must ensure that first solo flights are authorised by an instructor holding
        CASA qualifications which allow the instructor to authorise General
        Aviation first solo flights; and
   (d) must use the CASA Day (V.F.R.) Syllabus — Aeroplanes, for controlled
        airspace elements.

8 The aeroplane must:
   (a) be certified to the design standards mentioned in CAO 101.55; or
   (b) meet the criteria mentioned in subregulation 21.024 (1) or 21.186 (1) of
        the Civil Aviation Safety Regulations 1998.