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Volume 1: regulations 1.001–42.1105
Volume 2: regulations 45.005–92.205
Volume 3: regulations 99.005–135.465
Volume 4: regulations 137.005–175.500
Volume 5: regulations 200.005–202.900
Dictionary and Endnotes

Each volume has its own contents

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About this compilation

This compilation

This is a compilation of the *Civil Aviation Safety Regulations 1998* that shows the text of the law as amended and in force on 10 December 2022 (the ***compilation date***).

The notes at the end of this compilation (the ***endnotes***) include information about amending laws and the amendment history of provisions of the compiled law.

Uncommenced amendments

The effect of uncommenced amendments is not shown in the text of the compiled law. Any uncommenced amendments affecting the law are accessible on the Legislation Register (www.legislation.gov.au). The details of amendments made up to, but not commenced at, the compilation date are underlined in the endnotes. For more information on any uncommenced amendments, see the series page on the Legislation Register for the compiled law.

Application, saving and transitional provisions for provisions and amendments

If the operation of a provision or amendment of the compiled law is affected by an application, saving or transitional provision that is not included in this compilation, details are included in the endnotes.

Editorial changes

For more information about any editorial changes made in this compilation, see the endnotes.

Modifications

If the compiled law is modified by another law, the compiled law operates as modified but the modification does not amend the text of the law. Accordingly, this compilation does not show the text of the compiled law as modified. For more information on any modifications, see the series page on the Legislation Register for the compiled law.

Self-repealing provisions

If a provision of the compiled law has been repealed in accordance with a provision of the law, details are included in the endnotes.

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Part 200—Modified application of Regulations to certain aircraft

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Subpart 200.B—Exemption from certain Regulations

200.005 Parasails

(1) A parasail is exempt from CASR (other than this regulation) if the conditions in section 95.14 of the Civil Aviation Orders, as in force from time to time, are complied with.

(2) In these Regulations:

parasail means a parachute tethered to a point or vehicle on the ground or to a watercraft and deriving lift chiefly from aerodynamic reactions on flexible surfaces remaining fixed under given conditions of flight.

200.008 Defence Force aircraft operated by civilian flight crew

(1) This regulation applies to a Defence Force aircraft that is being flown and operated by persons, other than members of the Defence Force, who hold commercial or higher category licences, and that is engaged in:
   (a) flight testing; or
   (b) search and rescue; or
   (c) support of aircraft development and flight test programs; or
   (d) any other activity authorised by the Defence Force.

(2) The aircraft is exempt from CASR (other than this regulation) if the conditions in section 95.20 of the Civil Aviation Orders, as in force from time to time, are complied with.

(3) In this regulation:

flight testing, of an aircraft, means flying performed on behalf of the contractor or Defence Force to establish that the aircraft meets all the requirements of the contractor or Defence Force after manufacture or major servicing and inspection.

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Subpart 200.C—Authorisation to fly

200.020 Authorised flight without certificate of airworthiness

For paragraph 20AA(3)(b) of the Act, an Australian aircraft that is exempt from CASR is authorised to fly without a certificate of airworthiness.

200.025 Flying unregistered aircraft

For paragraph 20AB(1)(a) of the Act, a person is taken to hold a civil aviation authorisation that is in force and authorises the person to perform a duty that is essential to the operation of an unregistered Australian aircraft during flight time if:

(a) the person holds a pilot certificate granted by a sport aviation body (other than an ASAO) that administers aviation activities in the aircraft; and

(b) the person operates the aircraft in accordance with the sport aviation body's operations manual.

200.030 Flying unregistered aircraft—offence

A person commits an offence if:

(a) the person pilots an unregistered Australian aircraft; and

(b) a sport aviation body (other than an ASAO) administers aviation activities in the aircraft; and

(c) the person does not:

(i) hold a pilot certificate granted by the sport aviation body; and

(ii) operate the aircraft in accordance with the sport aviation body's operations manual.

Penalty: 50 penalty units.

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Part 201—Miscellaneous

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201.001 Appointment of authorised persons

(1) CASA may appoint a person, or the persons included in a class of persons, to be an authorised person in relation to any one or more of the following:
  (a) CASR;
  (b) a particular provision of CASR;
  (c) CAR;
  (d) a particular provision of CAR.

(2) CASA may appoint a person only if CASA is satisfied that the person has the qualifications and experience to be an authorised person.

(3) CASA may appoint a class of persons only if CASA is satisfied that each person included in the class has the qualifications and experience to be an authorised person.

(4) An appointment may be made subject to conditions stated in the instrument of appointment.

201.002 Identity cards

CASA must issue identity cards

(1) CASA must issue an authorised person with an identity card if the person:
  (a) is an officer; and
  (b) performs functions or duties or exercise powers under any one or more of the following provisions:
    (i) subregulation 30(4) of CAR;
    (ii) subregulation 33(2) of CAR;
    (iii) regulation 43A of CAR;
    (iv) regulation 50D of CAR;

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(v) regulation 53 of CAR;
(vi) regulation 290 of CAR;
(vii) regulation 302 of CAR;
(viii) regulation 305 of CAR;
(ix) a provision of CASR under which the person may enter premises or exercise inspection powers.

(2) The identity card is valid for the period that the person has been appointed as an authorised person for.

(3) The identity card must:
(a) contain a photograph of the person that is no more than 5 years old; and
(b) specify which of the following the person is appointed as an authorised person for:
(i) CASR;
(ii) a particular provision of CASR;
(iii) CAR;
(iv) a particular provision of CAR; and
(c) specify any conditions of the appointment.

Returning identity cards

(4) A person contravenes this subregulation if:
(a) the person has been issued with an identity card; and
(b) the person ceases to be an authorised person for any or all of the provisions specified in the card; and
(c) the person does not return the card to CASA within 7 days of the person ceasing to be an authorised person.

(5) A person commits an offence of strict liability if the person contravenes subregulation (4).

Penalty: 10 penalty units.

Display and production of identity cards

(6) If an authorised person is performing functions or exercising powers in accordance with CASR or CAR, the person must:
(a) wear their identity card so that it can be readily seen; and
(b) upon request, show their identity card.

201.002A Authorised persons requesting cockpit entry or occupation of seat etc.

(1) The pilot in command of an aircraft for a flight contravenes this subregulation if:
(a) during the flight, an authorised person requests to enter the cockpit; and
(b) the request is for the purposes of, or in connection with, the authorised person performing their duties; and
(c) the authorised person produces or displays their identity card; and

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(d) the pilot in command refuses or fails to comply with the request.

(2) The pilot in command of an aircraft for a flight contravenes this subregulation if:
(a) during the flight, an authorised person requests to occupy a particular seat or particular position on the aircraft; and
(b) the request is for the purposes of, or in connection with, the authorised person performing their duties; and
(c) the authorised person produces or displays their identity card; and
(d) the pilot in command refuses or fails to comply with the request.

(3) Subregulation (1) or (2) does not apply if the pilot in command is satisfied that the safety of the aircraft, or of any person or property, is likely to be endangered as a result of the entry of the authorised person to the cockpit, or the occupation of the seat or position by the authorised person (as the case may be).

(4) The pilot in command of an aircraft for a flight contravenes this subregulation if:
(a) subregulation (1) or (2) applies in relation to a request (the ***first request***) by an authorised person; and
(b) the authorised person requests the pilot in command to report to CASA the reasons for the refusal or failure to comply with the first request; and
(c) the pilot in command fails to give the report to CASA in the approved form within 7 days of the refusal or failure.

Note: Under regulation 11.018, a report in the approved form is not complete unless it contains all of the information required by the form.

(5) A person commits an offence of strict liability if the person contravenes subregulation (1), (2) or (4).

Penalty: 50 penalty units.

Note: A defendant bears an evidential burden in relation to the matters in subregulation (3): see subsection 13.3(3) of the *Criminal Code*.

201.003 Commonwealth and CASA not liable in certain cases

(1) Neither the Commonwealth nor CASA is liable in negligence or otherwise for any loss or damage incurred by anyone because of, or arising out of, the design, construction, restoration, repair, maintenance or operation of a limited category aircraft or an experimental aircraft, or any act or omission of CASA done or made in good faith in relation to any of those things.

(2) Neither the Commonwealth nor CASA is liable in negligence or otherwise for any loss or damage incurred by anyone because of, or arising out of, CASA exercising powers to conduct tests under regulation 139.135, or any act or omission of CASA done or made in good faith in relation to those powers.

201.004 Review of decisions

(1) In this regulation:

authorisation: see regulation 11.015.

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Decisions made by CASA

(2) An application may be made to the Administrative Appeals Tribunal for the review of a decision of CASA mentioned in table 201.004.

Table 201.004 Reviewable decisions

Item	A decision...
1	under a provision of these Regulations: (a) refusing to grant or issue an authorisation; or (b) cancelling or suspending an authorisation otherwise than on the application of the authorisation-holder; or (c) varying an authorisation otherwise than on the application of the authorisation-holder; or (d) refusing to vary an authorisation
2	under a provision of these Regulations imposing a condition on, or varying a condition of, an authorisation otherwise than on the application of the authorisation-holder
2A	under Subpart 11.D refusing, because of regulation 47.131B, to cancel the registration of an aircraft
3	under Division 11.F.1 or 11.F.2 refusing to grant an exemption
4	under regulation 21.043 refusing to consider an application for a type certificate
4A	under subregulation 21.176(5) or Division 132.D.2: (a) to assign a permit index number to the aircraft; or (b) to refuse to assign a new permit index number requested by the aircraft's registered operator
5	under regulation 21.855 refusing approval to remove or alter information on a critical part
6	under regulation 21.870 agreeing that it is impractical to mark information on a part
7	under subregulation 39.004(2) or (3) refusing to issue an instrument of approval or exclusion
8	under regulation 39.007 refusing to revoke or amend an Australian airworthiness directive
8A	under regulation 42.640 directing that an authorisation issued by a continuing airworthiness management organisation to a pilot licence holder be changed or cancelled
9	under regulation 45.060 refusing approval to place a design, mark or symbol on an aircraft
10	under regulation 45.065 refusing approval to display different markings
10A	under regulation 45.070 refusing approval to display different markings, or no markings, for the purposes of an exhibition
10B	under regulation 45.100 refusing approval to display different words, or no words, for the purposes of an exhibition
10C	under regulation 45.135 refusing approval of a method of displaying aircraft markings
11	under regulation 45.140 refusing approval to attach an aircraft identification plate other than in accordance with regulation 45.125
12A	under regulation 47.110 refusing, because of subregulation 47.110(9), to amend the Australian Civil Aircraft Register and give a certificate of registration
13	under regulation 47.131C or 47.132 cancelling the registration of an aircraft
14	under regulation 47.175 assigning fewer dealer's marks to an aircraft dealer than were applied for by the dealer

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Regulation 201.004

Table 201.004 Reviewable decisions

Item	A decision...
15	under Subpart 67.B refusing to appoint a person as a DAME or DAO
16	under regulation 67.095 cancelling the appointment of a person as a DAME or DAO
17	under regulation 90.010 refusing to exclude an aircraft or aeronautical product from the operation of a provision of Part 90
17A	under subregulation 91.980(1) imposing conditions on the operation of foreign registered aircraft in Australian territory
17B	under subregulation 119.105(1) directing an Australian air transport operator to change its exposition
17C	under subregulation 119.105(2) directing an Australian air transport operator to remove key personnel
17D	under subregulation 119.135(5) directing a head of flying operations of an Australian air transport operator to undertake an assessment
17E	under subregulation 119.145(5) directing a head of training and checking of an Australian air transport operator to undertake an assessment
17F	under subregulation 119.165(2) directing an Australian air transport operator that key personnel of the operator must have additional qualifications or experience
17G	under subregulation 119.165(3) directing key personnel of an Australian air transport operator to undertake an examination, interview or training
17H	under subregulation 131.115(1) directing a balloon transport operator to change its exposition
17J	under subregulation 131.115(2) directing a balloon transport operator to remove key personnel
17K	under subregulation 131.145(3) directing a head of flying operations of a balloon transport operator to undertake an assessment
17L	under subregulation 131.175(2) directing a balloon transport operator that key personnel of the operator must have additional qualifications or experience
17M	under subregulation 131.175(3) directing key personnel of a balloon transport operator to undertake an examination, interview or training
18	under regulation 137.040 refusing to approve a standard operations manual
19	under subregulation 137.045(6) refusing to accept: (a) an application for an AOC submitted later than required under subregulation 137.045(1); or (b) a manual or schedule of differences that is submitted later than required under subregulation 137.045(4); or (c) an application for the variation of an AOC submitted later than required under subregulation 137.045(5)
20	under regulation 137.080 refusing to approve a proposed amendment to an operations manual
21	under regulation 137.085 refusing to approve a proposed amendment to a schedule of differences
22	under regulation 137.090 refusing to approve a proposed amendment to a standard operations manual

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Table 201.004 Reviewable decisions

Item	A decision...
23	under subregulation 138.068(1) directing an aerial work operator to change its operations manual
23A	under subregulation 138.068(2) directing an aerial work operator to remove key personnel
23B	under subregulation 138.090(4) directing a head of operations of an aerial work operator to undertake an assessment
23C	under subregulation 138.100(5) directing a head of training and checking of an aerial work operator to undertake an assessment
23D	under subregulation 138.120(2) directing an aerial work operator that key personnel of the operator must have additional qualifications or experience
23E	under subregulation 138.120(3) directing key personnel of an aerial work operator to undertake an examination, interview or training
24	under regulation 139.125, refusing to impose, or to vary, a condition on an aerodrome certificate in relation to the operation of an aerodrome ground surveillance system
25	under subregulation 141.100(1) directing a Part 141 operator to change its operations manual
25A	under subregulation 141.100(2) directing a Part 141 operator to remove key personnel
25B	under subregulation 141.125(3) directing a head of operations of a Part 141 operator to undertake an assessment
25C	under subregulation 141.155(2) directing a Part 141 operator that key personnel of the operator must have additional qualifications or experience
25D	under subregulation 141.155(3) directing key personnel of a Part 141 operator to undertake an examination, interview or training
25E	under subregulation 142.155(1) directing a Part 142 operator to change its exposition
25F	under subregulation 142.155(2) directing a Part 142 operator to remove key personnel
25G	under subregulation 142.185(6) directing a head of operations of a Part 142 operator to undertake an assessment
25H	under subregulation 142.215(2) directing a Part 142 operator that key personnel of the operator must have additional qualifications or experience
25J	under subregulation 142.215(3) directing key personnel of a Part 142 operator to undertake an examination, interview or training
26	under subregulation 149.120(2) giving a direction to an ASAO
27	under regulation 149.490 giving a direction to an ASAO
28	under regulation 149.495 varying, suspending or cancelling an authorisation issued by an ASAO
29	under regulation 149.630 affirming, varying, setting aside or remitting an internal review decision of an ASAO

Note: See also section 31 of the Act.

Decisions made by other decision-makers

(3) Applications may be made to the Administrative Appeals Tribunal for review of a decision mentioned in subregulation (5) that is made:

(a) under a provision of these Regulations; and

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(b) by a person mentioned in subregulation (4) who may make the decision under the provision.

(4) For paragraph (3)(b), the persons are the following:
(a) an authorised person;
(b) an examiner;
(c) an instructor;
(d) the holder of an approval under regulation 61.040, 141.035 or 142.040;
(e) a limited category organisation.

(5) For subregulation (3), the decisions are the following:
(a) a decision refusing to grant or issue an authorisation;
(b) a decision varying an authorisation otherwise than on the application of the authorisation-holder;
(c) a decision refusing to vary an authorisation;
(d) a decision imposing a condition on, or varying a condition of, an authorisation otherwise than on the application of the authorisation-holder;
(e) under subregulation 21.176(5) or Division 132.D.2, a decision by a limited category organisation:
(i) to assign a permit index number to a limited category aircraft; or
(ii) to refuse to assign a new permit index number requested by the registered operator of a limited category aircraft.

Note: Section 27A of the *Administrative Appeals Tribunal Act 1975* requires a person who makes a reviewable decision to give a person, whose interests are affected by the decision, notice of:
(a) the making of the decision; and
(b) the person's right to have the decision reviewed.

201.016 Disclosure etc. of information

Safety of air navigation

(1) CASA is authorised to disclose information covered by subregulation (2) in the circumstance that:
(a) the disclosure is to a person:
(i) providing an air traffic service (within the meaning of Part 172) in Australian territory; or
(ii) carrying out search and rescue operations in Australian territory; and
(b) the disclosure is necessary for the safety of air navigation.

Note: For further authorisation to collect, use and disclose information covered by this subregulation that is personal information, see the *Privacy Act 1988*.

(2) The information is the following about an individual who holds a civil aviation authorisation:
(a) the person's name;
(b) the person's ARN (if any);
(c) the person's address;

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(d) the person's telephone number;
(e) details of each civil aviation authorisation and any medical certificate that the person holds.

Registered RPA and model aircraft

(3) CASA is authorised to disclose information relating to an aircraft registered under Division 47.C.2 in the circumstance that:
(a) the disclosure is to a person providing an air traffic service (within the meaning of Part 172) in Australian territory; or
(b) the disclosure is to an enforcement body (within the meaning of the *Privacy Act 1988*) and is for the purposes of one or more enforcement related activities conducted by, or on behalf of, the enforcement body.

Note: For further authorisation to collect, use and disclose information covered by this subregulation that is personal information, see the *Privacy Act 1988*.

201.020 Service of documents

Despite section 28A of the *Acts Interpretation Act 1901*, service may be effected on CASA only at its principal office at:

16 Furzer Street
Phillip ACT 2606

201.022 Carriage of medicines—relationship with other laws

(1) This regulation applies if a provision of these Regulations or of a Manual of Standards:
(a) requires that a medicine or drug must be carried on an aircraft; or
(b) prescribes a requirement in relation to the carriage or use of a medicine or drug on an aircraft.

(2) None of the following persons are required to obtain or have a licence, approval or permission for carrying or using the medicine or drug on the aircraft:
(a) the operator of the aircraft;
(b) the pilot in command of the aircraft;
(c) a crew member of the aircraft.

(3) This regulation applies despite any other law of the Commonwealth, or of a State or Territory.

201.025 Prescription of matters for definitions in these Regulations

For subsection 98(5A) of the Act, CASA may issue instruments prescribing matters for definitions in these Regulations relating to matters mentioned in the subsection.

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201.030 Approvals by CASA—definitions in these Regulations

(1) If a definition in these Regulations refers to a person holding an approval under this regulation, a person may apply, in writing, to CASA for the approval.

(2) Subject to regulation 11.055, CASA must grant the approval.

(3) Subregulation 11.055(1B) applies to the granting of an approval under this regulation.

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Subpart 202.GG—Transitional provisions for Part 147 (Continuing airworthiness—maintenance training organisations)

202.840 Recognised organisations taken to be maintenance training organisations
202.841 Applications for approval as a recognised organisation made but not finally determined before 27 June 2011
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202.861 Transitional—aviation administration functions performed by certain sport aviation bodies
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Subpart 202.HD—Transitional provisions for Part 174 (Aviation meteorological services)

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Subpart 202.AB—Transitional provisions for Part 1 (Preliminary)

Note: This Subpart heading is reserved for future use.

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Subpart 202.AD—Transitional provisions for Part 11 (Regulatory administrative procedures)

Division 202.AD.2—Amendments made by Schedule 3 to the Civil Aviation Safety Amendment (Remotely Piloted Aircraft and Model Aircraft—Registration and Accreditation) Regulations 2019

202.014 Applications by agents for authorisations

The amendments made by Schedule 3 to the *Civil Aviation Safety Amendment (Remotely Piloted Aircraft and Model Aircraft—Registration and Accreditation) Regulations 2019* apply in relation to an application to CASA for an authorisation covered by subregulation 11.033(2) (as inserted by those amendments) if the application is made on or after the commencement of that Schedule.

Note: Subregulation 11.033(2) covers remote pilot licences under Division 101.F.3, and other authorisations determined under subregulation 11.033(3).

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Subpart 202.AF—Transitional provisions for Part 13 (Enforcement)

Note 1: This Subpart heading is reserved for future use.

Note 2: Regulation numbers 202.030 to 202.049 are reserved for use in this Subpart.

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Subpart 202.AJ—Transitional provisions for Part 21 (Certification and airworthiness requirements for aircraft and parts)

Division 202.AJ.1—Transitional provisions relating to certification of aircraft and aircraft components

Subdivision 202.AJ.1.A—Amendments made by Civil Aviation and Civil Aviation Safety Amendment Regulations 2011 (No. 1)

202.049A Certain design standards taken to be applicable airworthiness standards for regulation 21.017

(1) A design standard for an aircraft:
  (a) that was issued under regulation 21 of CAR; and
  (b) that was in force immediately before 27 June 2011;
is taken, on and after 27 June 2011, to be an applicable airworthiness standard for the aircraft for regulation 21.017.

(2) A design standard for an aircraft component:
  (a) that was issued under regulation 21A of CAR; and
  (b) that was in force immediately before 27 June 2011;
is taken, on and after 27 June 2011, to be an applicable airworthiness standard for the aircraft component for regulation 21.017.

Subdivision 202.AJ.1.B—Amendments made by Civil Aviation Amendment Regulations 1999 (No. 5)

202.050 Certificates of type approval

(1) A certificate of type approval for an aircraft, or an aircraft engine or a propeller, that was, immediately before 1 October 1998, in force under regulation 22 of CAR as then in force continues in force on and after that date as if it were a type certificate issued under regulation 21.013A or 21.029.

(2) A certificate of type approval for an aircraft that was, immediately before 1 October 1998, in force under regulation 22A of CAR as then in force continues in force on and after that date as if it were a type acceptance certificate issued under regulation 21.029A.

(3) A certificate of type approval continued in force under this regulation remains subject to any condition to which it was subject immediately before 1 October 1998.

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202.051 Certificates of airworthiness

(1) A certificate of airworthiness that was, immediately before 1 October 1998, in force under regulation 24 of CAR as then in force continues in force on and after that date as if it were a certificate of airworthiness issued under regulation 21.176.

(2) A certificate of airworthiness continued in force under subregulation (1) remains subject to any condition to which it was subject immediately before 1 October 1998.

(3) Subject to Division 7 of Part 4A of CAR, a direction that was, immediately before 1 October 1998, in force under paragraph 25(1)(b) of CAR as then in force continues in force on and after that date according to its terms.

202.052 Export certificate of airworthiness

An export certificate of airworthiness that was, immediately before 1 October 1998, in force under regulation 28 of CAR as then in force continues in force on and after that date as if it were an export airworthiness approval issued under regulation 21.324.

Subdivision 202.AJ.1.C—Amendments made by Civil Aviation Legislation Amendment (Subpart 21.J) Regulation 2013

202.052A Transitional—certificates of approval for design activities

(1) Despite the amendment of regulation 30 of CAR on 1 March 2014, a certificate of approval that covers the design of an aircraft, aircraft component or aircraft material and was in force under that regulation immediately before that date:
  (a) continues in force on and after that date according to its terms; and
  (b) may be varied, suspended or revoked under regulation 269 of CAR as if regulation 30 of CAR had not been amended.

(2) However, the certificate of approval ceases to have effect, to the extent that it covers the design of an aircraft, aircraft component or aircraft material, at the earliest of the following times:
  (a) if the certificate of approval specifies a day on which it expires, or a period for which it is to remain in force—the end of that day or period;
  (b) the end of 28 February 2017;
  (c) if it is revoked under regulation 269 of CAR—when it is revoked.

(3) If:
  (a) before 1 March 2014, an application was made, under regulation 30 of CAR, for a certificate of approval that covers the design of an aircraft, aircraft component or aircraft material; and
  (b) the application was in accordance with that regulation as in force at the time the application was made; and
  (c) the application was not finally determined by CASA before that date;

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Regulation 30 of CAR has effect, on and after that date, in relation to the application as if regulation 30 of CAR had not been amended.

(4) If a certificate of approval is granted under regulation 30 of CAR, as in effect under subregulation (3), subregulations (1) and (2) apply to the certificate of approval as if the certificate had been issued under regulation 30 of CAR immediately before 1 March 2014.

(5) This regulation expires at the end of 1 March 2017 as if it had been repealed by another regulation.

Subdivision 202.AJ.1.D—Amendments made by the Civil Aviation Legislation Amendment (Part 132) Regulation 2016

202.052AA Definitions for Subdivision 202.AJ.1.D

In this Subdivision:

commencement time means the commencement of the *Civil Aviation Legislation Amendment (Part 132) Regulation 2016*.

202.052B Applications for certain limited category certificates made but not finally determined before commencement time

(1) This regulation applies if, before the commencement time, an application for a limited category certificate for an aircraft was made but had not been finally determined.

(2) The application must be determined in accordance with regulations 21.176 and 21.189 as in force before the commencement time.

202.052C Application of subregulations 21.176(5) and (5A)—limited category certificates issued on or after commencement time

Subregulations 21.176(5) and (5A) apply to a limited category certificate for an aircraft issued on or after the commencement time.

202.052D Certain special purpose operations for limited category aircraft

(1) This regulation applies if, immediately before the commencement time, a person held a special certificate of airworthiness for operating an historic or ex-military aircraft in adventure style operations.

(2) The person is taken, on and after the commencement time, to hold a special certificate of airworthiness for conducting adventure flights in an historic or ex-military aircraft.

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202.052E Certain experimental certificates for certain ex-armed forces aircraft expire no later than 6 months after the commencement time

(1) This regulation applies to an experimental certificate for an ex-armed forces aircraft if:

(a) it was in force or under suspension immediately before the commencement time; and

(b) it was issued for a purpose mentioned in paragraph 21.191(d) (exhibition).

Note: A suspended certificate is taken not to be in force: see regulations 11.132, 21.002C and 21.195B.

(2) The certificate expires at the earliest of the following times:

(a) if a period for which the certificate is in force is specified in the certificate—the end of the period;

(b) when a limited category certificate is issued for the aircraft;

(c) when the certificate is cancelled;

(d) when the aircraft ceases to be registered in Australia;

(e) the day after the end of the period of 6 months beginning at the commencement time.

(3) This regulation applies despite subregulation 21.195B(2).

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Division 202.AJ.2—Transitional provisions relating to approvals of designs of modifications and repairs

Subdivision 202.AJ.2.A—Amendments made by the Civil Aviation and Civil Aviation Safety Amendment Regulations 2011 (No. 1)

202.053 Approvals of systems of certification under regulation 34 of CAR

Despite the repeal of regulation 34 of CAR:

(a) an approval of a system of certification under that regulation, being an approval that was in force immediately before 27 June 2011, continues in force on and after 27 June 2011 according to its terms; and

(b) CASA may vary, suspend or revoke the approval as if that regulation had not been repealed.

202.054 Approvals of designs of modifications and repairs under regulation 35 of CAR

(1) Despite the repeal of regulation 35 and subregulations 47(4) and (7) of CAR:

(a) an approval of a design of a modification or repair that was in force under subregulation 35(2) or (6) of CAR immediately before 27 June 2011 continues in force on and after 27 June 2011 according to its terms; and

(b) an authorisation that was in force under subregulation 35(3) of CAR immediately before 27 June 2011 continues in force on and after 27 June 2011 according to its terms; and

(c) subregulations 47(4) and (7) of CAR, as in force immediately before 27 June 2011, continue to apply to such an authorisation as if neither regulation 35 of CAR, nor those subregulations, had been repealed; and

(d) CASA may vary, suspend or revoke such an approval or authorisation as if regulation 35 of CAR had not been repealed.

(2) If:

(a) before 27 June 2011, an application was made to CASA or an authorised person under regulation 35 of CAR for the approval of the design of a modification or repair; and

(b) the application was not finally determined by CASA or the authorised person immediately before 27 June 2011;

the application is taken, on and after 27 June 2011, to be an application for a modification/repair design approval made to CASA or the authorised person under regulation 21.405.

202.055 Approvals of aircraft components for use as replacements under regulation 36 of CAR

(1) Despite the repeal of regulation 36 and subregulations 47(4) and (7) of CAR:

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(a) an approval of an aircraft component, or aircraft components included in a type of aircraft component, for use as a replacement that was in force under subregulation 36(2) or (6) of CAR immediately before 27 June 2011 continues in force on and after 27 June 2011 according to its terms; and

(b) an authorisation that was in force under subregulation 36(3) of CAR immediately before 27 June 2011 continues in force on and after 27 June 2011 according to its terms; and

(c) subregulations 47(4) and (7) of CAR, as in force immediately before 27 June 2011, continue to apply to such an authorisation as if neither regulation 36 of CAR, nor those subregulations, had been repealed; and

(d) CASA may vary, suspend or revoke such an approval or authorisation as if regulation 36 of CAR had not been repealed.

(2) If:

(a) before 27 June 2011, an application was made to CASA or an authorised person for an approval under regulation 36 of CAR; and

(b) the application was not finally determined by CASA or the authorised person immediately before 27 June 2011;

the application is taken, on and after 27 June 2011, to be an application for a modification/repair design approval made to CASA or the authorised person under regulation 21.405.

202.056 Use of aircraft material for particular purposes under regulation 36A of CAR

(1) Despite the repeal of regulation 36A of CAR:

(a) a direction under subregulation 36A(2) of CAR that was in force immediately before 27 June 2011 continues in force on and after 27 June 2011 according to its terms; and

(b) subregulation 36A(3) of CAR, as in force immediately before 27 June 2011, continues to apply to such a direction as if regulation 36A of CAR had not been repealed; and

(c) CASA may vary, suspend or revoke such a direction as if regulation 36A of CAR had not been repealed.

(2) Despite the repeal of regulation 36A of CAR:

(a) an approval of an aircraft material, being an approval that was in force under subregulation 36A(3A) of CAR immediately before 27 June 2011, continues in force on and after 27 June 2011 according to its terms; and

(b) CASA may vary, suspend or revoke such an approval as if regulation 36A of CAR had not been repealed.

(3) If:

(a) before 27 June 2011, a person asked CASA or an authorised person to approve the use of aircraft material for a particular purpose under regulation 36A of CAR; and

(b) CASA or the authorised person has not, before 27 June 2011, decided whether or not to approve the use of the material;

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the request is taken, on and after 27 June 2011, to be an application for a modification/repair design approval made to CASA or the authorised person under regulation 21.405.

202.058 Approval of changes to flight manuals under regulations 55 and 55A of CAR

(1) Despite the repeal of regulation 55 of CAR, an approval of a change to an aircraft's flight manual that was in force under that regulation immediately before 27 June 2011 continues in force on and after 27 June 2011 as if it were an approval given under regulation 21.006A.

(2) If:
  (a) before 27 June 2011, a person asked CASA or an authorised person to approve a change to an aircraft's flight manual under regulation 55 of CAR; and
  (b) CASA or the authorised person has not, before 27 June 2011, decided whether or not to give the approval;

the request is taken, on and after 27 June 2011, to be an application for approval of the change made to CASA or the authorised person under regulation 21.006A.

(3) Despite the repeal of regulation 55A of CAR, an approval of a change to an aircraft's flight manual that was in force under that regulation immediately before 27 June 2011 continues in force on and after 27 June 2011 as if it were an approval given by CASA under regulation 21.006A.

(4) If:
  (a) before 27 June 2011, an application was made under regulation 55A of CAR for the approval of a change to an aircraft's flight manual; and
  (b) the application was not finally determined by CASA immediately before 27 June 2011;

the application is taken, on and after 27 June 2011, to be an application for approval of the change under regulation 21.006A.

Subdivision 202.AJ.2.B—Amendments made by the Civil Aviation Legislation Amendment (Part 21) Regulation 2014

202.058A Approval of damage as permissible unserviceability under regulation 21.007

Despite the amendment of regulation 21.007 by the *Civil Aviation Legislation Amendment (Part 21) Regulation 2014*, an approval of damage as a permissible unserviceability that was in force immediately before 1 May 2014 continues in force in accordance with its terms.

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Division 202.AJ.3—Transitional provisions relating to authorised persons

Subdivision 202.AJ.3.A—Amendments made by the Civil Aviation and Civil Aviation Safety Amendment Regulations 2011 (No. 1)

202.059 Authorised persons for regulations 35, 36 and 36A of CAR

(1) This regulation applies to a person who was, immediately before 27 June 2011, an authorised person appointed under regulation 6 of CAR for the purposes of regulation 35, 36 or 36A of CAR (as in force before 27 June 2011).

(2) CASA is taken to have appointed the person on 27 June 2011 under regulation 201.001 to be an authorised person for regulations 21.006A and 21.009 and the provisions of Subpart 21.M.

(3) The appointment is subject to the conditions to which the person's appointment as an authorised person under regulation 6 of CAR was subject to immediately before 27 June 2011.

(4) However, the appointment expires:
   (a) when the person's appointment as an authorised person for regulation 35, 36 or 36A of CAR would have expired; or
   (b) at the end of 26 June 2013; or
   (c) when it is revoked;

   whichever happens first.

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Subpart 202.AK—Transitional provisions for Part 22 (Airworthiness standards for sailplanes and powered sailplanes)

202.060 Approvals under airworthiness instruments in force before 1 July 2009

(1) Despite the amendments of Part 22 taking effect on 1 July 2009:
  (a) an approval that:
    (i) was given by CASA under a repealed provision; and
    (ii) was in effect immediately before 1 July 2009;
  has effect on and after 1 July 2009 as if those amendments had not been made; and
  (b) CASA may suspend or cancel an approval mentioned in paragraph (a) if it is necessary in the interests of aviation safety.

(2) In this regulation:

repealed provision means regulation 22.006, 22.007, 22.008 or 22.009 as in force immediately before 1 July 2009.

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Subpart 202.AL—Transitional provisions for Part 23 (Airworthiness standards for aeroplanes in the normal, utility, acrobatic or commuter category)

202.070 Approvals under airworthiness instruments in force before 1 July 2009

(1) Despite the amendments of Part 23 taking effect on 1 July 2009:

(a) an approval that:

(i) was given by CASA under a repealed provision; and

(ii) was in effect immediately before 1 July 2009;

has effect on and after 1 July 2009 as if those amendments had not been made; and

(b) CASA may suspend or cancel an approval mentioned in paragraph (a) if it is necessary in the interests of aviation safety.

(2) In this regulation:

repealed provision means regulation 23.007 or 23.008 as in force immediately before 1 July 2009.

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Subpart 202.AN—Transitional provisions for Part 25 (Airworthiness standards for aeroplanes in the transport category)

202.090 Approvals under airworthiness instruments in force before 1 July 2009

(1) Despite the amendments of Part 25 taking effect on 1 July 2009:

(a) an approval that:

(i) was given by CASA under the former regulation 25.006; and

(ii) was in effect immediately before 1 July 2009;

has effect on and after 1 July 2009 as if those amendments had not been made; and

(b) CASA may suspend or cancel an approval mentioned in paragraph (a) if it is necessary in the interests of aviation safety.

(2) In this regulation:

the former regulation 25.006 means regulation 25.006 as in force immediately before 1 July 2009.

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Subpart 202.AO—Transitional provisions for Part 26 (Airworthiness standards for aircraft in the primary category or intermediate category)

Note 1: This Subpart heading is reserved for future use.

Note 2: Regulation numbers 202.100 to 202.109 are reserved for use in this Subpart.

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Subpart 202.AP—Transitional provisions for Part 27 (Airworthiness standards for rotorcraft in the normal category)

Note 1: This Subpart heading is reserved for future use.

Note 2: Regulation numbers 202.110 to 202.119 are reserved for use in this Subpart.

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Subpart 202.AR—Transitional provisions for Part 29 (Airworthiness standards for rotorcraft in the transport category)

Note 1: This Subpart heading is reserved for future use.

Note 2: Regulation numbers 202.120 to 202.129 are reserved for use in this Subpart.

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Subpart 202.AT—Transitional provisions for Part 31 (Airworthiness standards for manned free balloons)

Note 1: This Subpart heading is reserved for future use.

Note 2: Regulation numbers 202.130 to 202.139 are reserved for use in this Subpart.

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Subpart 202.AU—Transitional provisions for Part 32 (Airworthiness standards for engines for very light aeroplanes)

202.140 Approvals under airworthiness instruments in force before 1 July 2009

(1) Despite the amendments of Part 32 taking effect on 1 July 2009:

(a) an approval that:

(i) was given by CASA under the former regulation 32.004; and

(ii) was in effect immediately before 1 July 2009;

has effect on and after 1 July 2009 as if those amendments had not been made; and

(b) CASA may suspend or cancel an approval mentioned in paragraph (a) if it is necessary in the interests of aviation safety.

(2) In this regulation:

the former regulation 32.004 means regulation 32.004 as in force immediately before 1 July 2009.

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Subpart 202.AV—Transitional provisions for Part 33 (Airworthiness standards for aircraft engines)

Note 1: This Subpart heading is reserved for future use.

Note 2: Regulation numbers 202.150 to 202.159 are reserved for use in this Subpart.

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Subpart 202.AX—Transitional provisions for Part 35 (Airworthiness standards for aircraft propellers)

Note 1: This Subpart heading is reserved for future use.

Note 2: Regulation numbers 202.160 to 202.169 are reserved for use in this Subpart.

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Subpart 202.AZ—Transitional provisions for Part 39 (Airworthiness directives)

202.170 Airworthiness directives

If an airworthiness directive issued under regulation 37A of CAR, or such an airworthiness directive as subsequently varied, had effect immediately before 1 January 2000, then, subject to these Regulations, the airworthiness directive, or the airworthiness directive as varied, continues to have effect on and after that day as if it were an airworthiness directive issued by CASA under regulation 39.001.

202.171 Application for exemption from, or variation of, requirement of airworthiness directive

If an application under regulation 42ZR of CAR for an exemption from, or a variation of, a requirement of an airworthiness directive, in so far as it relates to a particular aircraft, was still pending immediately before 1 January 2000, the application has effect as if it were a written request made by the applicant, on that day, for CASA to exclude, under regulation 39.004, the aircraft from the operation of the airworthiness directive.

202.172 Exemption from requirement of airworthiness directive

If an exemption from a requirement of an airworthiness directive granted, under regulation 42ZS of CAR, in relation to an aircraft was still in force immediately before 1 January 2000, then, subject to these Regulations, the exemption has effect as if it were an instrument issued under regulation 39.004, on that day, excluding the aircraft from the operation of the airworthiness directive.

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Subpart 202.BA—Transitional provisions for Part 42 (Continuing airworthiness requirements for aircraft and aeronautical products)

202.180 Application of Part 42

(1) Part 42 applies to:
  (a) a registered aircraft that is used to conduct a Part 121 operation that is a scheduled air transport operation; and
  (aa) a registered aircraft that is used to conduct a Part 135 operation that is a scheduled air transport operation; and
  (b) a registered aircraft for which an election under regulation 202.181 is in force; and
  (c) an aeronautical product for an aircraft mentioned in paragraph (a) or (b).

(2) Part 42 applies to a Part 145 organisation that is providing maintenance services for:
  (a) an aircraft mentioned in paragraph (1)(a) or (b); or
  (b) an aeronautical product for an aircraft mentioned in paragraph (1)(a) or (b).

(3) Part 42 applies to an independent maintainer mentioned in item 4 or 5 of table 42.300 who is carrying out maintenance on an aircraft mentioned in paragraph (1)(a) or (b).

202.181 Election that Part 42 is to apply to an aircraft

(1) This regulation applies to any of the following:
  (a) a registered aircraft that is used to conduct a Part 121 operation that is not a scheduled air transport operation;
  (b) a registered aircraft that is used to conduct a Part 133 operation;
  (c) a registered aircraft that is used to conduct a Part 135 operation that is not a scheduled air transport operation;
  (d) a registered aircraft that is used to conduct an aerial work operation under an aerial work certificate;
  (e) a registered aircraft that is used to conduct an aerial application operation under an AOC;
  (f) a registered aircraft that is used to conduct authorised Part 141 flight training or an authorised Part 142 activity;
  (g) a registered large aircraft that is not authorised to operate under an AOC, an aerial work certificate or a Part 141 certificate.

(2) The registered operator of the aircraft may, by written notice given to CASA, elect that Part 42 is to apply to the aircraft.

(3) An election under this regulation must be in the approved form.

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(4) An election under this regulation is not revocable.

(5) However, an election under this regulation for an aircraft ceases to be in force if there is a change of registered operator for the aircraft.

202.183 Application of subparagraph 42.030(2)(c)(ii) (airworthiness review certificates) to existing and new aircraft

Existing aircraft

(1) Subparagraph 42.030(2)(c)(ii) applies to the registered operator of an existing aircraft of a particular type and model on and after the day that is 3 years after the approval day for the operator for that type and model of aircraft.

(2) An aircraft of a particular type and model is an ***existing aircraft*** for a registered operator if the aircraft is mentioned in the registered operator's AOC on the approval day for the operator for that type and model of aircraft.

New aircraft

(3) Subparagraph 42.030(2)(c)(ii) applies to the registered operator of a new aircraft of a particular type and model on and after the day after the approval day for the operator for that type and model of aircraft.

(4) An aircraft of a particular type and model is a ***new aircraft*** for a registered operator if the aircraft was added to the registered operator's AOC after the approval day for the operator for that type and model of aircraft.

Approval day

(5) In this regulation:

approval day, for the registered operator of a particular type and model of aircraft, means the day when the operator is approved as a continuing airworthiness management organisation for that type and model of aircraft.

202.185 Approved maintenance programs taken to include approved systems of maintenance

For Part 42, a reference to an approved maintenance program for an aircraft is taken to include an approved system of maintenance for the aircraft.

202.186 Approved reliability programs taken to include reliability programs included in approved systems of maintenance

For Part 42, a reference to an approved reliability program for an aircraft is taken to include a reliability program included in an approved system of maintenance for the aircraft.

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202.187 Defects recorded in maintenance releases (regulation 42.355)

(2) For regulation 42.355, if a maintenance release that is in force for an aircraft immediately before Part 42 begins to apply to the aircraft is endorsed with information about a defect in the aircraft, the defect is taken to be recorded in the continuing airworthiness records system for the aircraft.

(3) In this regulation:

maintenance release, for the registered operator of an aircraft, includes another document approved by CASA for use by the operator as an alternative for the purposes of regulation 49 or 50 of CAR.

202.188 References to authorised release certificates (subparagraphs 42.420(5)(a)(i) and (b)(i))

For subparagraphs 42.420(5)(a)(i) and (b)(i), a reference to an authorised release certificate is taken to include an authorised release certificate, within the meaning given by subclause 18(1) of Part 2 of the Dictionary, that is issued before 27 June 2013.

202.191 Maintenance certification taken to include certification of completion of maintenance (paragraph 42.745(c))

(1) This regulation applies to an approved maintenance organisation that, before becoming an approved maintenance organisation:
  (a) was the holder of a certificate of approval that covered maintenance of aircraft or aircraft components; and
  (b) carried out maintenance on an aircraft.

(2) For paragraph 42.745(c), a reference to maintenance certification having been performed for maintenance carried out on an aircraft is taken to include, in relation to maintenance mentioned in paragraph (1)(b), certification of the completion of the maintenance in accordance with regulation 42ZE or 42ZN of CAR.

202.193 Reference to maintenance carried out in accordance with Part 42 (subparagraph 42.795(c)(i))

(1) This regulation applies to an approved maintenance organisation that, before becoming an approved maintenance organisation:
  (a) was the holder of a certificate of approval that covered maintenance of aircraft or aircraft components; and
  (b) carried out maintenance:
    (i) on an aeronautical product that is an aircraft component; and
    (ii) in accordance with the approved maintenance data for the component.

Note: For the definition of ***approved maintenance data***, see subsection 2(1) of CAR.

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(2) For subparagraph 42.795(c)(i), a reference to maintenance having been carried out on the product in accordance with Part 42 is taken to include maintenance mentioned in paragraph (1)(b).

202.194 CASA may direct making of applications under regulation 42.585

(1) CASA may direct the registered operator of an aircraft of a particular type and model to make an application under regulation 42.585 for approval as a continuing airworthiness management organisation for that type and model of aircraft.

(2) A direction under this regulation must:
   (a) be in writing; and
   (b) specify the time within which the direction must be complied with.

(3) A person to whom a direction is given must comply with the direction within the time specified in the direction.

Note: CASA intends to give directions under this regulation to assist it in managing the implementation of Part 42.

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Subpart 202.BD—Transitional provisions for Part 45 (Display of nationality and registration marks)

Division 202.BD.1—Amendments made by the Civil Aviation Amendment Regulation 2000 (No. 3)

202.200 Australian aircraft marked in accordance with CAR

Despite Part 45, an Australian aircraft registered before 1 October 2000 need not bear markings that comply with that Part until it is repainted if, until then, the aircraft bears nationality marks and registration marks in accordance with Division 7 of Part 3 of CAR (as in force immediately before 1 October 2000).

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Division 202.BD.2—Amendments made by Schedule 3 to the Civil Aviation Legislation Amendment (Airworthiness and Other Matters—2015 Measures No. 1) Regulation 2015

202.205 Approvals—markings on aircraft

(1) This regulation applies to an approval that was in force under regulation 45.090 immediately before 4 July 2016.

(2) The approval has effect, on and after 4 July 2016, as if it were an approval granted under regulation 45.060.

202.210 Exemptions—antique, experimental and ex-military aircraft

Despite the amendments of these Regulations made by Schedule 3 to the *Civil Aviation Legislation Amendment (Airworthiness and Other Matters—2015 Measures No. 1) Regulation 2015*, regulation 45.100 (as in force immediately before 4 July 2016) continues to apply to an aircraft covered by paragraphs 45.100(1)(a) and (b) until the aircraft is repainted as if a reference in that regulation to regulations 45.045, 45.050, 45.055, 45.060, 45.065, 45.070, 45.075, 45.080 and 45.085 were a reference to the requirements prescribed by the Part 45 Manual of Standards under regulation 45.050.

202.215 Directions—aircraft with special configuration

(1) This regulation applies to a written direction that was in force under regulation 45.105 immediately before 4 July 2016.

(2) The direction has effect, on and after 4 July 2016, as if it were an approval granted under regulation 45.065.

202.220 Directions—identification plates

(1) This regulation applies to a written direction that was in force under regulation 45.150 immediately before 4 July 2016.

(2) The direction has effect, on and after 4 July 2016, as if it were an approval granted under regulation 45.140.

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Subpart 202.BF—Transitional provisions for Part 47 (Registration of aircraft and related matters)

Division 202.BF.1—Transitional provisions relating to the commencement of Part 47

202.220 Definitions for Division 202.BF.1

In this Division:

certificate of registration means a certificate of registration issued under the old Regulations.

eligible person has the meaning given by regulation 47.010.

old Regulations means CAR as in force immediately before 15 November 2004.

property interest has the meaning given by the old Regulations.

registered operator has the meaning given by regulation 47.100.

202.221 Continuation of Aircraft Register

(1) For Subpart 47.B, the Aircraft Register mentioned in regulation 8 of the old Regulations (the ***Aircraft Register***) continues in existence under the name ***Australian Civil Aircraft Register***.

(2) Entries made in the Aircraft Register under Part 3 of the old Regulations are incorporated in, and form part of, the Australian Civil Aircraft Register.

202.222 Reference to *holder of a certificate of registration*

(1) A reference in CAR to the holder of a certificate of registration of an aircraft is taken to be a reference to the registered operator of the aircraft.

(2) A duty imposed on the holder of a certificate of registration of an aircraft is taken to be imposed on the registered operator of the aircraft.

202.223 Registration under CAR to continue

(1) The registration of an aircraft in the Aircraft Register continues as if the old Regulations were still in force until:
   (a) the day when CASA registers, or refuses to register, the aircraft under Part 47; or
   (b) CASA cancels the registration.

Note: After 15 November 2005, CASA may cancel or suspend the registration of an aircraft if the owner of the aircraft does not reply to a request made under subregulation 202.225(5).

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(2) However, CASA must not accept an application for a change of any details about an aircraft that are kept in the Aircraft Register, other than an application for:
  (a) a change of name or address of the holder of the certificate of registration, or a property interest holder, of the aircraft; or
  (b) the cancellation of the registration of the aircraft.

(3) If the registration of an aircraft is suspended under the old Regulations, the suspension continues as if the old Regulations were still in force.

202.224 Pending applications or notices

(1) This regulation applies if:
  (a) before 15 November 2004, a person applied to CASA or sent CASA a notice under Part 3 of the old Regulations; and
  (b) on or after 15 November 2004, CASA had not decided about the application or acted on the notice.

(2) CASA must decide about the application or act on the notice as if the old Regulations were still in force.

202.225 Application to register aircraft under Part 47

(1) The owner of an aircraft that is registered in the Aircraft Register may apply to CASA to register the aircraft under Part 47.

(2) The application must be made in an approved form and include:
  (a) the aircraft's registration mark, manufacturer, model and serial number; and
  (b) the name, address and signature of the owner of the aircraft; and
  (c) the registered operator's name and postal address, and:
    (i) if the registered operator is an individual—his or her home address; or
    (ii) if the registered operator is a corporation—the address of the corporation's registered office; and
  (d) the name, address and signature of the person who holds the certificate of registration; and
  (e) the name, address and signature of each person who holds a property interest in the aircraft.

(3) If CASA receives an application in accordance with subregulation (2), CASA must register the aircraft.

(4) However, CASA may approve an application without 1 or more of the signatures required by paragraph (2)(e), if there is other evidence available to demonstrate that the application is genuine.

(5) If, after 15 November 2005, CASA asks an applicant, or the owner of an aircraft, to provide information, or take an action, to complete an application in the approved form, the applicant, or owner, must provide the information, or take the action, within 90 days of CASA making the request.

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Note: Regulation 47.045 of CASR sets out relevant directions about communicating with CASA.

(6) CASA may cancel or suspend the registration of the aircraft if the applicant, or owner of the aircraft, fails to comply with subregulation (5).

Note: An explanation of the procedures that apply in relation to a suspension are set out in the advisory circular AC 47-1 which can be viewed at, or downloaded from, CASA's website: www.casa.gov.au.

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Division 202.BF.2—Amendments made by the Civil Aviation Safety Amendment (Cape Town Convention) Regulation 2014

202.226 Definitions for Division 202.BF.2

In this Division:

amending regulation means the *Civil Aviation Safety Amendment (Cape Town Convention) Regulation 2014*.

commencement means the commencement of the amending regulation.

202.227 Application of regulation 47.131A

Regulation 47.131A applies if:

(a) CASA became aware, before commencement, that a registered operator of an aircraft was not an eligible person, but CASA has not, as at commencement, issued a notice cancelling the registration of the aircraft; or

(b) CASA becomes aware, after commencement, that a registered operator of an aircraft is not an eligible person (whether the aircraft is registered before or after commencement).

202.228 Application of regulation 47.165

The amendment of regulation 47.165 made by the amending regulation applies in relation to applications under that regulation approved after commencement (whether the application is made before or after commencement).

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Division 202.BF.3—Amendments made by Schedule 1 to the Civil Aviation Safety Amendment (Remotely Piloted Aircraft and Model Aircraft—Registration and Accreditation) Regulations 2019

202.229 Definitions for Division 202.BF.3

(1) In this Division:

amending Regulations means the *Civil Aviation Safety Amendment (Remotely Piloted Aircraft and Model Aircraft—Registration and Accreditation) Regulations 2019*.

model aircraft stage 1 application day means the later of:

(a) 1 July 2023; and

(b) if the Director, before 1 July 2023, by instrument under subregulation (2), determines a day before 1 February 2024—the day so determined.

model aircraft stage 2 application day means the later of:

(a) 26 September 2023; and

(b) if the Director, before 26 September 2023, by instrument under subregulation (2), determines a day before 30 May 2024—the day so determined.

registration requirement provisions means the following provisions, as amended or inserted by Schedule 1 to the amending Regulations:

(a) regulation 47.015 (which triggers the requirements to register certain RPA and model aircraft for section 20AB of the Act);

(b) regulation 47.096A (which includes requirements to register certain RPA and model aircraft);

(c) regulation 47.099B (which includes a requirement to produce a certificate of registration (or copy) for certain RPA and model aircraft).

(2) The Director may, by legislative instrument, determine a day for the purposes of the definition of ***model aircraft stage 1 application day*** or ***model aircraft stage 2 application day*** in subregulation (1).

(3) If the Director, under subregulation (2), determines a day for the purposes of the definition of ***model aircraft stage 1 application day*** in subregulation (1) that is later than 1 July 2023 by a particular number of days (the ***extended number*** of days), a reference in the definition of ***model aircraft stage 2 application day*** in subregulation (1) to a particular date is taken to be a reference to the date that is the extended number of days later.

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Regulation 202.231

202.231 Registration of model aircraft

Early applications for registration of model aircraft

(1) On and after the model aircraft stage 1 application day, Division 47.C.2, as inserted by Schedule 1 to the amending Regulations, applies in relation to the registration of an aircraft as a model aircraft, subject to this regulation and regulation 202.232.

Note: The model aircraft stage 1 application day is 1 July 2023 (or a later day): see regulation 202.229.

(2) Subject to regulation 11.055, on an application under regulation 47.097, as inserted by Schedule 1 to the amending Regulations, that is made before the model aircraft stage 2 application day, CASA must register an aircraft as a model aircraft under Division 47.C.2 (as inserted by that Schedule) if CASA is satisfied that the aircraft:

(a) is required to be registered as a model aircraft under that Division; or

(b) will be required to be registered as a model aircraft under that Division on and after the model aircraft stage 2 application day.

Note: The model aircraft stage 2 application day is 26 September 2023 (or a later day): see regulation 202.229.

Later application of requirements for model aircraft to be registered

(3) The registration requirement provisions apply in relation to a model aircraft on and after the model aircraft stage 2 application day.

202.232 Initial periods of registration of aircraft as model aircraft

(1) Subregulation (2) applies if:

(a) an aircraft begins to be registered as a model aircraft under Division 47.C.2 during the period beginning on the model aircraft stage 1 application day and ending on 29 August 2023; and

(b) a certificate of registration is issued for the model aircraft under paragraph 47.098(2)(b).

(2) Despite paragraph 47.099(b), the registration of the model aircraft ends in accordance with the following table, unless sooner cancelled:

Initial periods of registration of aircraft as model aircraft

Item	If the aircraft begins to be registered as a model aircraft under Division 47.C.2 during the period …	the registration ends at the end of …
1	between 1 July 2023 and 14 July 2023	26 September 2024
2	between 15 July 2023 and 28 July 2023	22 September 2024
3	between 29 July 2023 and 11 August 2023	15 September 2024
4	between 12 August 2023 and 29 August 2023	29 August 2024

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Note: The registration of an aircraft as a model aircraft under Division 47.C.2 on or after 30 August 2023, or any later day, generally ends 12 months after the day on which the aircraft begins to be so registered. For example, if an aircraft begins to be so registered on 15 October 2023, the registration generally ends at the end of 14 October 2024.

(3) If the Director, under subregulation 202.229(2), determines a day for the purposes of the definition of ***model aircraft stage 1 application day*** in subregulation 202.229(1) that is later than 1 July 2023 by a particular number of days (the ***extended number*** of days), a reference in subregulation (1) or (2) to a particular date is taken to be a reference to the date that is the extended number of days later.

Example: If the day determined under subregulation 202.229(2) is 15 July 2023 (14 days later than 1 July 2023), a reference to a particular date in subregulations (1) and (2) of this regulation is taken to be a reference to the date that is 14 days later than the date expressly mentioned.

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Subpart 202.CB—Transitional provisions for Part 61 (Flight crew licensing)

Division 202.CB.1—Amendments made by regulations commencing 1 September 2014

Note: The regulations comprise:
(a) the *Civil Aviation Legislation Amendment Regulation 2013 (No. 1)*; and
(b) the *Civil Aviation Legislation Amendment (Flight Crew Licensing and Other Matters) Regulation 2013*; and
(c) the *Civil Aviation Legislation Amendment (Flight Crew Licensing) Regulation 2014*.

Subdivision 202.CB.1.1—General

202.260 Application of Division 202.CB.1—balloons excluded

This Division does not apply in relation to an old authorisation for a balloon.

202.261 Definitions for Division 202.CB.1

In this Division:

amendments means:
(a) the amendments of these Regulations made by:
(i) the *Civil Aviation Legislation Amendment Regulation 2013 (No. 1)*; and
(ii) the *Civil Aviation Legislation Amendment (Flight Crew Licensing and Other Matters) Regulation 2013*; and
(iii) the *Civil Aviation Legislation Amendment (Flight Crew Licensing) Regulation 2014*; and
(b) the amendments of the following commencing immediately before the commencement of the *Civil Aviation Legislation Amendment Regulation 2013 (No. 1)*:
(i) Civil Aviation Order 29.6;
(ii) Civil Aviation Order 29.10;
(iii) Civil Aviation Order 29.11; and
(c) the amendments of Civil Aviation Order 82.6 commencing on 1 September 2014.

approved course of training: see regulation 61.010.

Certificate IV in Training and Assessment: see regulation 61.010.

cessation time, for an old authorisation that is continued in force under this Division, means the earliest of the following:
(a) when the old authorisation expires or is surrendered or cancelled;

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(b) when CASA grants a new authorisation to the holder of the old authorisation as a replacement for the old authorisation;
(c) the end of 31 August 2018.

continued authorisation means an old authorisation that is continued in force under subregulation 202.263(1) or subparagraph 202.264(2)(b)(ii).

new authorisation means a flight crew licence, rating or endorsement granted under Part 61.

old authorisation:
(a) means a civil aviation authorisation to carry out an activity essential to, or associated with, the operation of an aircraft in flight (a ***flight activity***) issued under either of the following before 1 September 2014:
  (i) Part 5 of CAR;
  (ii) a relevant CAO; and
(b) includes the following:
  (i) an appointment as an approved person under a relevant CAO for a flight activity;
  (ii) an approval or certification, including a certification in a personal log book, under CAR or a relevant CAO to carry out a flight activity;
  (iii) a delegation under CAR to give a permission (however described) to conduct a flight activity.

relevant CAO means any of the following:
(a) a Civil Aviation Order made under Part 5 of CAR;
(b) Civil Aviation Order 29.6;
(c) Civil Aviation Order 29.10;
(d) Civil Aviation Order 29.11;
(e) Civil Aviation Order 82.6.

time-limited authorisation: see regulation 11.015.

202.262 Application of Division 202.CB.1 to student pilot licences

(1) This Division applies to a student pilot licence issued under Part 5 of CAR only if the holder of the licence passed a general flying progress test under Part 5 of CAR before 1 September 2014.

(2) For this Division, the student pilot licence is taken to be equivalent to a recreational pilot licence.

Subdivision 202.CB.1.2—Continued authorisations

202.263 Continuation of old authorisations

(1) Despite the amendments, an old authorisation that was in force immediately before 1 September 2014 is continued in force on and after 1 September 2014 according to its terms.

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(2) Part 61 applies to the continued authorisation as if it were the equivalent new authorisation.

(2A) For subregulation (2), if the old authorisation is an aircraft endorsement for a type of aircraft for which there is no equivalent pilot type rating, the aircraft endorsement is taken to be equivalent to a class rating for the class of aircraft that includes the type of aircraft.

(3) The continued authorisation ceases to be in force at its cessation time.

(4) Subregulation (3) applies despite Parts 11 and 61.

202.264 Continuation of suspended old authorisations

(1) This regulation applies to an old authorisation that was under suspension immediately before 1 September 2014.

(2) Despite the amendments:
  (a) the suspension continues according to its terms on and after 1 September 2014; and
  (b) if the suspension ends before the cessation time for the authorisation:
    (i) the old authorisation comes back into force at the end of the suspension; and
    (ii) the old authorisation is continued in force on and after the time mentioned in subparagraph (i) according to its terms; and
    (iii) Part 61 applies to the old authorisation as if it were the equivalent new authorisation; and
    (iv) the old authorisation ceases to be in force at its cessation time.

(3) Subparagraph (2)(b)(iv) applies despite Parts 11 and 61.

202.265 Non-finalised action to vary, suspend or cancel old authorisations

Action to vary, suspend or cancel a person's old authorisation that, immediately before 1 September 2014, had not been finally determined is taken to be the same action in relation to the person's continued authorisation.

202.266 Removal of conditions on certain continued authorisations

Pilot licence conditions about airspace

(1) Subregulation (2) applies to a continued authorisation that is equivalent to a pilot licence if the authorisation is subject to the condition that operations are limited to:
  (a) flight within 25 nautical miles of the departure aerodrome; or
  (b) flight within a flight training area; or
  (c) flight direct between the departure aerodrome and a flight training area.

(2) If this subregulation applies, CASA must remove the condition if:

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(a) the licence holder applies to CASA, in writing, for the removal of the condition; and
(b) the licence holder meets the requirements for the grant of a private pilot licence or commercial pilot licence under Part 61.

(3) Subregulation (4) applies to a continued authorisation that is equivalent to a pilot licence if the authorisation is subject to the condition that operations as pilot in command are limited to uncontrolled airspace and any other class of airspace endorsed in the licence holder's personal log book by an instructor before 1 September 2014.

(4) If this subregulation applies, CASA must remove the condition if:
(a) the licence holder applies to CASA, in writing, for the removal of the condition; and
(b) the licence holder meets the requirements for the grant of a controlled airspace endorsement under Part 61.

Instrument rating conditions about acting as pilot in command under IFR

(5) Subregulation (6) applies to a continued authorisation that is equivalent to an instrument rating if the authorisation is subject to the condition that the holder is not authorised to act as pilot in command under the IFR.

(6) If this subregulation applies, CASA must remove the condition, to the extent that it relates to a particular aircraft category or class, if:
(a) the holder applies to CASA, in writing, for the removal of the condition; and
(b) the holder meets the requirements for the grant, under Part 61, of:
(i) an instrument rating; and
(ii) an instrument endorsement that would authorise the holder to pilot an aircraft of that category or class under the IFR.

Type rating conditions about acting as pilot in command

(7) Subregulation (8) applies to a continued authorisation that is equivalent to an aircraft type rating if the authorisation is subject to the condition that the holder must not act as pilot in command of the relevant aircraft type.

(8) If this subregulation applies, CASA must remove the condition if:
(a) the holder applies to CASA, in writing, for the removal of the condition; and
(b) the holder meets the requirements for the grant of the type rating under Part 61.

(9) In this regulation:

instructor: see regulation 61.010.

pilot licence: see regulation 61.010.

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202.267 Flight review and proficiency check requirements

(1) Subregulation (2) applies to the holder of a continued authorisation at a particular time if:
  (a) the continued authorisation is equivalent to a private instrument rating; and
  (b) the holder would have met the flight review requirements for the continued authorisation at that time if the amendments had not been made.

(2) Despite Part 61, the holder is taken to meet the flight review requirements for the continued authorisation at that time.

(3) Subregulation (4) applies to the holder of a continued authorisation (the ***first authorisation***) at a particular time if:
  (a) the first authorisation is equivalent to a rating, other than a private instrument rating, for which there are flight review requirements under Part 61; and
  (b) the holder also holds a continued authorisation (the ***second authorisation***), other than a student pilot licence, that is equivalent to a flight crew licence; and
  (c) the holder would have met the flight review requirements for the second authorisation at that time if the amendments had not been made.

(4) Despite Part 61, the holder is taken to meet the flight review requirements for the first authorisation at that time.

(5) Subregulation (6) applies at a particular time if:
  (a) an old authorisation that is continued in force under this Division was, before the amendments, a time-limited authorisation; and
  (b) the old authorisation would have remained in force at that time if the amendments had not been made.

(6) Despite Part 61, the holder of the old authorisation is taken to meet the proficiency check requirements for the equivalent new authorisation at that time.

202.268 Removal of limitation on exercise of privileges of private or commercial pilot licences—multi-crew operations

(1) Regulation 61.510 does not apply to the holder of a continued authorisation that is equivalent to a private pilot licence if, before 1 September 2015, the holder conducted a multi-crew operation.

(2) Regulation 61.575 does not apply to the holder of a continued authorisation that is equivalent to a commercial pilot licence if, before 1 September 2015, the holder conducted a multi-crew operation.

Note: Under regulations 61.510 and 61.575, a licence holder is authorised to exercise the privileges of the licence only if the holder has completed an approved course of training in multi-crew cooperation.

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202.268A Removal of limitation on exercise of privileges of class rating for aircraft prescribed under regulation 61.062

Regulation 61.747 does not apply to the holder of a continued authorisation that is equivalent to a class rating if:

(a) the holder held an aircraft endorsement, for an aircraft covered by the class rating, that was in force immediately before 1 September 2014; and

(b) the endorsement was for a type of aircraft prescribed in an instrument under regulation 61.062.

202.269 Personal log books under regulation 5.51 of CAR—certain continued authorisations

(1) This regulation applies to the holder of a continued authorisation that is equivalent to:

(a) a flight crew licence; or

(b) a certificate of validation for a flight crew licence.

(2) Regulation 61.355 (Retention of personal logbooks) applies to the holder as if a reference to a personal logbook under regulation 61.345 or 61.350 included a reference to the personal logbook that the holder was required to keep under regulation 5.51 of CAR as in force immediately before 1 September 2014.

(3) Regulation 61.365 (Production of personal logbooks) applies to the holder as if a reference to the holder's personal logbook included a reference to the personal logbook that the holder was required to keep under regulation 5.51 of CAR as in force immediately before 1 September 2014.

202.270 Extended meaning of *licence document* in Part 61

(1) This regulation applies to the holder of a continued authorisation.

(2) A reference to a licence document in Part 61 is taken to include a reference to the document issued to the holder by CASA showing the authorisations that were granted to the holder before 1 September 2014 under:

(a) Part 5 of CAR; or

(b) a relevant CAO.

202.271 Expiry of Subdivision 202.CB.1.2 at end of 31 August 2018

This Subdivision, and the entries for this Subdivision in the Part 202 table of contents, expire at the end of 31 August 2018 as if they had been repealed by another regulation.

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Subdivision 202.CB.1.3—New authorisations for holders of old authorisations

202.272 Grant of equivalent new authorisations for certain holders of old authorisations

Certain holders of old authorisations taken to meet requirements for grant of equivalent new authorisations

(1) This regulation applies in relation to a person if:
  (a) the person held an old authorisation at any time before 1 September 2014 (other than an old authorisation that is equivalent to a flight examiner rating); and
  (b) the old authorisation was not surrendered or cancelled at any time before 1 September 2018; and
  (c) on or after 1 September 2018, the person applies in accordance with these Regulations to CASA for the grant under Part 61 of the equivalent new authorisation.

(2) The person is taken to meet the requirements for the grant of the equivalent new authorisation, despite Part 61.

(3) However, if the old authorisation was an aircraft endorsement, the person is taken to meet the requirements for the grant of the equivalent aircraft class or type rating only if the person also held, immediately before 1 September 2014, an old authorisation that is equivalent to a flight crew licence.

Grant of equivalent new authorisation

(4) CASA must (subject to subregulations (2) and (3) and Part 11) grant the equivalent new authorisation to the person under the provision of Part 61 that provides for the grant of the equivalent new authorisation.

(5) If, when CASA grants the equivalent new authorisation, the old authorisation would have been suspended if the old authorisation had continued in force, the equivalent new authorisation is suspended until the time the suspension of the old authorisation would, according to its terms, have ended.

(6) If, when CASA grants the equivalent new authorisation, the old authorisation would have been subject to a condition (other than a condition set out in a relevant CAO) if the old authorisation had continued in force, the equivalent new authorisation must be granted subject to an equivalent condition.

202.273 References to authorisations granted on the basis of regulation 202.272

A reference in these Regulations to an authorisation (however described) granted on the basis of regulation 202.272 is a reference to an authorisation granted under that regulation whether before or after the commencement of the *Civil Aviation Safety Amendment (Flight Crew Licensing Measures No. 1) Regulations 2018*.

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Subdivision 202.CB.1.4—Other provisions

202.274 Non-finalised applications for old authorisations

(1) An application for the issue of an old authorisation that, immediately before 1 September 2014, had not been finally determined is taken to be an application for the grant of the equivalent new authorisation.

(2) For subregulation (1), and despite Parts 11 and 61, if a person met the requirements for the grant of an old authorisation before 1 September 2014, but the old authorisation had not been granted, the person is taken to meet the requirements for the grant of the equivalent new authorisation on 1 September 2014.

(3) This regulation, and the entry for this regulation in the Part 202 table of contents, expire at the end of 31 August 2018 as if they had been repealed by another regulation.

202.275 Eligibility for ratings—former holders of time-limited authorisations

(1) This regulation applies to a person if:
  (a) before 1 September 2014, the person held an old authorisation that is equivalent to an operational rating (other than a flight examiner rating); and
  (b) the old authorisation was time-limited; and
  (c) the old authorisation expired before 1 September 2014.

(2) Despite Parts 11 and 61, the person is taken to meet the requirements for the grant of the equivalent operational rating.

(3) In this regulation:

operational rating: see regulation 61.010.

(4) This regulation, and the entry for this regulation in the Part 202 table of contents, expire at the end of 31 August 2018 as if they had been repealed by another regulation.

202.276 Flight review and proficiency check requirements for certain new authorisations

(1) Subregulation (2) applies at a particular time to the holder of a new authorisation granted on the basis of regulation 202.272 if:
  (a) the new authorisation has flight review requirements; and
  (b) the holder would have met the flight review requirements for the equivalent continued authorisation if it were still in force at that time.

(2) Despite Part 61, the holder is taken to meet the flight review requirements for the new authorisation at that time.

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(2A) To avoid doubt, the holder of an aircraft class rating or type rating granted on the basis of regulation 202.272 must meet the flight review requirements for the rating under Part 61.

(3) Subregulation (4) applies at a particular time to the holder of a new authorisation granted on the basis of regulation 202.272 if:
  (a) the new authorisation has proficiency check requirements; and
  (b) the new authorisation is equivalent to an old authorisation that was a time-limited authorisation; and
  (c) the old authorisation would not have expired by that time if the amendments had not been made.

(4) Despite Part 61, the holder is taken to meet the proficiency check requirements for the new authorisation at that time.

(5) This regulation, and the entry for this regulation in the Part 202 table of contents, expire at the end of 31 August 2018 as if they had been repealed by another regulation.

202.277 Personal logbooks—obligations for holders of old authorisations etc.

(1) Subregulation (2) applies to a person who, immediately before 1 September 2014, was required under regulation 5.51 of CAR to have a personal log book (the ***old logbook***).

(2) Regulations 61.355 (retention of personal logbooks) and 61.365 (production of personal logbooks) apply to the person as if the old logbook was a personal logbook required to be kept under regulation 61.345 or 61.350.

202.277C English competency for certain holders of student pilot licences

(1) Subregulation (2) applies to a person who:
  (a) held a student pilot licence immediately before 1 September 2014; and
  (b) had not passed a general flying progress flight test under Part 5 of CAR before that day.

(2) The person is taken to have been assessed by CASA as meeting the general English language proficiency standard mentioned in the Part 61 Manual of Standards.

202.278 Grant of pilot type ratings on basis of overseas training and assessment

(1) An applicant for a pilot type rating is taken to meet the requirements of subregulation 61.810(3) (Requirements for grant of pilot type ratings) if CASA is satisfied that:
  (a) the applicant has completed training, conducted by a training provider that is authorised by the national aviation authority of a recognised foreign State to conduct the training, for the grant of an overseas rating; and

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(b) the applicant has been assessed, by a person who is authorised by the national aviation authority of the recognised foreign State to conduct the assessment, as meeting the flight test standard for the grant of the overseas rating; and
(c) the training meets the standards specified in the Part 61 Manual of Standards for training for the rating; and
(d) the overseas rating is at least equivalent to the rating.

(2) This regulation, and the entry for this regulation in the Part 202 table of contents, expire at the end of 31 August 2023 as if they had been repealed by another regulation.

202.279 Instrument proficiency checks partially conducted by foreign-authorised person

(1) This regulation applies in relation to:
(a) an instrument proficiency check mentioned in paragraph 61.650(3)(d) or (e) for the holder of a multi-crew pilot licence; and
(b) an instrument proficiency check mentioned in paragraph 61.695(3)(d) or (e) for the holder of an air transport pilot licence; and
(c) an instrument proficiency check mentioned in paragraph 61.880(3)(e) or (f) for the holder of an instrument rating.

(2) The holder is taken to have successfully completed the instrument proficiency check if:
(a) a person who is authorised by the national aviation authority of a recognised State to conduct an instrument proficiency check (however named) conducts a check of the holder; and
(b) the check meets the authority's flight standards for a proficiency check; and
(c) CASA or a flight examiner:
(i) assesses the holder against the knowledge standards mentioned in the Part 61 Manual of Standards for the instrument proficiency check; and
(ii) is satisfied that the holder meets the knowledge standards; and
(iii) endorses the holder's licence document to the effect that the holder has completed the instrument proficiency check.

(3) This regulation, and the entry for this regulation in the Part 202 table of contents, expire at the end of 31 August 2023 as if they had been repealed by another regulation.

202.281 Expiry of Division 202.CB.1 at end of 31 August 2025

This Division, and the entries for this Division in the Part 202 table of contents, expire at the end of 31 August 2025 as if they had been repealed by another regulation.

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Division 202.CB.2—Amendments made by the Civil Aviation Safety Amendment (Flight Crew Licensing Measures No. 1) Regulations 2020

202.290 Flight test requirements for 3D instrument approach operations endorsement

The amendments of paragraphs 61.640(1A)(a), 61.680(2A)(a) and 61.900(2)(a) by the *Civil Aviation Safety Amendment (Flight Crew Licensing Measures No. 1) Regulations 2020* do not apply in relation to a 3D instrument approach operation (the ***authorised operation***) conducted on or after the commencement of those amendments by the holder of a pilot licence or endorsement if:

(a) the holder passed the flight test for the licence or endorsement before the commencement of those amendments; and

(b) the flight test included a 3D instrument approach operation; and

(c) the authorised operation is conducted within the period:

(i) starting when the holder passed the flight test; and

(ii) ending 24 months later, or when the holder next attempts an instrument proficiency check, whichever is earlier.

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Subpart 202.CE—Transitional provisions for Part 64 (Authorisations for non-licensed personnel)

Division 202.CE.1—Amendments made by regulations commencing 1 September 2014

Note: The regulations comprise:
(a) the *Civil Aviation Legislation Amendment Regulation 2013 (No. 1)*; and
(b) the *Civil Aviation Legislation Amendment (Flight Crew Licensing and Other Matters) Regulation 2013*; and
(c) the *Civil Aviation Legislation Amendment (Flight Crew Licensing) Regulation 2014*.

Subdivision 202.CE.1.1—Aircraft radiotelephone operator certificate of proficiency

202.300 Definitions for Subdivision 202.CE.1.1

In this Subdivision:

aeronautical radio operator certificate: see regulation 64.010.

amendments means the amendments made by:
(a) the *Civil Aviation Legislation Amendment Regulation 2013 (No. 1)*; and
(b) the *Civil Aviation Legislation Amendment (Flight Crew Licensing and Other Matters) Regulation 2013*; and
(c) the *Civil Aviation Legislation Amendment (Flight Crew Licensing) Regulation 2014*.

cessation time, for an old authorisation that is continued in force under this Subdivision, means the earliest of the following:
(a) when the old authorisation expires or is surrendered or cancelled;
(b) when CASA grants a new authorisation to the holder of the old authorisation as a replacement for the old authorisation;
(c) the end of 31 August 2018.

continued authorisation means an old authorisation that is continued in force under subregulation 202.301(1) or subparagraph 202.302(2)(b)(ii).

old authorisation means:
(a) a flight radio operator's licence issued under Part 5 of CAR; or
(b) an aircraft radiotelephone operator certificate of proficiency issued under regulation 83A of CAR.

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202.301 Continuation of old authorisations

(1) Despite the amendments, an old authorisation that was in force immediately before 1 September 2014 is continued in force on and after 1 September 2014 according to its terms.

(2) These Regulations apply to the continued authorisation as if the authorisation were an aeronautical radio operator certificate.

(3) The continued authorisation ceases to be in force at its cessation time.

(4) Subregulation (3) applies despite Parts 11 and 64.

202.302 Continuation of suspended old authorisations

(1) This regulation applies to an old authorisation that was under suspension immediately before 1 September 2014.

(2) Despite the amendments:
  (a) the suspension continues according to its terms on and after 1 September 2014; and
  (b) if the suspension ends before the cessation time for the authorisation:
    (i) the old authorisation comes back into force at the end of the suspension; and
    (ii) the old authorisation is continued in force on and after the time mentioned in subparagraph (i) according to its terms; and
    (iii) these Regulations apply to the old authorisation as if it were an aeronautical radio operator certificate; and
    (iv) the old authorisation ceases to be in force at the cessation time for the authorisation.

(3) Subparagraph (2)(b)(iv) applies despite Parts 11 and 64.

202.303 Non-finalised action to vary, suspend or cancel old authorisations

Action to vary, suspend or cancel a person's old authorisation that, immediately before 1 September 2014, had not been finally determined is taken to be the same action in relation to the person's continued authorisation.

202.304 Grant of aeronautical radio operator certificates for certain holders of old authorisations

Certain holders of old authorisations taken to meet requirements for grant of aeronautical radio operator certificate

(1) This regulation applies in relation to a person if:
  (a) the person held an old authorisation at any time before 1 September 2014; and

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(b) the old authorisation was not surrendered or cancelled at any time before 1 September 2018; and

(c) on or after 1 September 2018, the person applies in accordance with these Regulations to CASA for the grant under Part 64 of an aeronautical radio operator certificate.

(2) The person is taken to meet the requirements for the grant of the aeronautical radio operator certificate, despite Part 64.

Grant of aeronautical radio operator certificate

(3) CASA must (subject to subregulation (2) and Part 11) grant the aeronautical radio operator certificate to the person under regulation 64.030.

(4) If, when CASA grants the aeronautical radio operator certificate, the old authorisation would have been suspended if the old authorisation had continued in force, the aeronautical radio operator certificate is suspended until the time the suspension of the old authorisation would, according to its terms, have ended.

(5) If, when CASA grants the aeronautical radio operator certificate, the old authorisation would have been subject to a condition if the old authorisation had continued in force, the aeronautical radio operator certificate must be granted subject to an equivalent condition.

202.304A References to aeronautical radio operator certificates granted on the basis of regulation 202.304

A reference in these Regulations to an aeronautical radio operator certificate granted on the basis of regulation 202.304 is a reference to an aeronautical radio operator certificate granted under that regulation whether before or after the commencement of the *Civil Aviation Safety Amendment (Flight Crew Licensing Measures No. 1) Regulations 2018*.

202.305 Non-finalised applications for old authorisations

(1) An application for the issue of an old authorisation that, immediately before 1 September 2014, had not been finally decided is taken to be an application for the grant of an aeronautical radio operator certificate.

(2) For subregulation (1), and despite Parts 11 and 64, if a person met the requirements for the grant of an old authorisation before 1 September 2014, but the old authorisation had not been granted, the person is taken to meet the requirements for the grant of an aeronautical radio operator certificate on 1 September 2014.

Subdivision 202.CE.1.2—Approval to taxi an aeroplane

202.307 Definitions for Subdivision 202.CE.1.2

In this Subdivision:

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amendments means:

(a) the amendments of these Regulations made by:

(i) the *Civil Aviation Legislation Amendment Regulation 2013 (No. 1)*; and

(ii) the *Civil Aviation Legislation Amendment (Flight Crew Licensing and Other Matters) Regulation 2013*; and

(iii) the *Civil Aviation Legislation Amendment (Flight Crew Licensing) Regulation 2014*; and

(b) the amendments of Civil Aviation Order 20.22 commencing on 1 September 2014.

certificate of competency: see regulation 64.010.

cessation time, for an old authorisation that is continued in force under this Subdivision, means the earlier of the following:

(a) when the old authorisation expires or is surrendered or cancelled;

(b) the end of 31 August 2018.

continued authorisation means an old authorisation that is continued in force under subregulation 202.308(1) or subparagraph 202.309(2)(b)(ii).

old authorisation means:

(a) an approval issued under regulation 229 of CAR entitling a person to taxi an aeroplane; or

(b) an approval issued under Civil Aviation Order 20.22 entitling a person to taxi an aircraft.

202.308 Continuation of old authorisations

(1) Despite the amendments, an old authorisation that was in force immediately before 1 September 2014 continues in force on and after 1 September 2014 according to its terms.

(2) These Regulations apply to the continued authorisation as if the authorisation were a certificate of competency.

(3) The continued authorisation ceases to be in force at its cessation time.

(4) Subregulation (3) applies despite Parts 11 and 64.

202.309 Continuation of suspended old authorisations

(1) This regulation applies to an old authorisation that was under suspension immediately before 1 September 2014.

(2) Despite the amendments:

(a) the suspension continues according to its terms on and after 1 September 2014; and

(b) if the suspension ends before the cessation time for the authorisation:

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(i) the old authorisation comes back into force at the end of the suspension; and

(ii) the old authorisation is continued in force on and after the time mentioned in subparagraph (i) according to its terms; and

(iii) these Regulations apply to the old authorisation as if it were a certificate of competency; and

(iv) the old authorisation ceases to be in force at the cessation time for the authorisation.

(3) Subparagraph (2)(b)(iv) applies despite Parts 11 and 64.

202.310 Non-finalised action to vary, suspend or cancel old authorisations

Action to vary, suspend or cancel a person's old authorisation that, immediately before 1 September 2014, had not been finally determined is taken to be the same action in relation to the person's continued authorisation.

202.311 Production of continued authorisation

(1) This regulation applies to the holder of an old authorisation that is continued in force under this Subpart.

(2) Regulation 64.060 (Production of certificate of competency) applies to the holder as if a reference to the holder's certificate of competency were a reference to the holder's old authorisation.

Subdivision 202.CE.1.3—Expiry of Division 202.CE.1

202.312 Expiry of Division 202.CE.1

(1) The early expiry provisions, and the entries for the early expiry provisions in the Part 202 table of contents, expire at the end of 31 August 2018 as if they had been repealed by another regulation.

(2) This Division, and the entries for this Division in the Part 202 table of contents, expire at the end of 31 August 2025 (to the extent they have not already expired under subregulation (1)) as if they had been repealed by another regulation.

(3) In this regulation:

early expiry provisions means the provisions of this Division other than the following:

(a) regulations 202.300, 202.304 and 202.304A;

(b) this regulation.

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Subpart 202.CF—Transitional provisions for Part 65 (Air traffic services licensing)

202.320 Manual of Standards for Part 65

(1) A document called 'Manual of Standards (MOS) – Part 65' published by CASA before 1 May 2003 is taken to be a Manual of Standards issued under regulation 65.033.

(2) The procedures in regulations 65.033A, 65.033B and 65.033C (as in force on 1 May 2003) are taken to have been complied with in relation to the issue of the Manual of Standards.

202.321 Persons holding certain licences

(1) In this regulation:

old licence means an air traffic controller licence or a flight service officer licence issued under CAR and in force (or suspended) immediately before 1 May 2003.

(2) A person who, immediately before 1 May 2003, held an old licence (including a licence that is suspended) is taken to hold a corresponding licence issued under Part 65.

(3) A rating, endorsement or qualification endorsed on an old licence is taken to continue in force for the period during which it would have been in force but for that Part.

(4) A licence that a person is taken to hold under subregulation (2), or a rating, endorsement or qualification mentioned in subregulation (3), may be suspended or cancelled as if it had been granted under that Part.

(5) An old licence that, immediately before 1 May 2003, was suspended is taken, on and after that day, to continue to be suspended.

(6) For the purposes of action against the holder of an old licence mentioned in subregulation (5), the amendments of CAR by regulation 4 of, and Schedule 2 to, the *Civil Aviation Amendment Regulations 2002 (No. 2)* are to be disregarded.

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Subpart 202.CG—Transitional provisions for Part 66 (Continuing airworthiness—aircraft engineer licences and ratings)

202.340 Having regard to other airworthiness authorities in granting aircraft engineer licences

If:

(a) a person holds, or has held, an airworthiness authority of the kind mentioned in paragraph 33B(1)(a) of CAR; and

(b) CASA grants an aircraft engineer licence to the person;

CASA must have regard to the authority in granting the licence.

202.341 Category A licence holders and certification of completion of maintenance

(1) Despite anything in Part 4A of CAR, a person may certify completion of maintenance if:

(a) the person is a category A licence holder; and

(b) the maintenance is mentioned in Appendix II to the Part 145 Manual of Standards; and

(c) the person certifies completion of the maintenance:

(i) in accordance with regulation 42ZE of CAR; and

(ii) on behalf of a holder of a certificate of approval under regulation 30 of CAR.

(2) If a person certifies completion of maintenance in accordance with subregulation (1), the person is taken, for the purposes of regulation 42ZC of CAR, to be permitted by that regulation to carry out the maintenance.

(3) A person commits an offence of strict liability if:

(a) the person is a category A licence holder; and

(b) the person certifies completion of maintenance:

(i) in accordance with regulation 42ZE of CAR; and

(ii) on behalf of a holder of a certificate of approval under regulation 30 of CAR; and

(c) one or more of the following apply:

(i) the person did not carry out the maintenance;

(ii) the maintenance is not mentioned in Appendix II to the Part 145 Manual of Standards.

Penalty: 50 penalty units.

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(4) A reference in subregulation (3) to maintenance does not include supervision of maintenance.

202.342 Category A licence holders and final certificates for completion of maintenance

(1) Despite anything in Part 4A of CAR, a person may issue a final certificate for completion of maintenance for an aircraft in relation to maintenance carried out on the aircraft if:
  (a) the person is a category A licence holder; and
  (b) the maintenance is mentioned in Appendix II to the Part 145 Manual of Standards; and
  (c) he or she issues the final certificate for completion of maintenance:
    (i) in accordance with Part 4 of Schedule 6 of CAR; and
    (ii) on behalf of the holder of a certificate of approval under regulation 30 of CAR.

(2) If a person issues a final certificate for completion of maintenance in accordance with subregulation (1), the person is taken, for the purposes of regulation 42ZC of CAR, to be permitted by that regulation to carry out the maintenance.

(3) A person commits an offence of strict liability if:
  (a) the person is a category A licence holder; and
  (b) the person issues a final certificate for completion of maintenance:
    (i) in accordance with Part 4 of Schedule 6 of CAR; and
    (ii) on behalf of the holder of a certificate of approval under regulation 30 of CAR; and
  (c) the maintenance is not mentioned in Appendix II to the Part 145 Manual of Standards.

Penalty: 50 penalty units.

(4) A reference in subregulation (3) to maintenance does not include supervision of maintenance.

202.343 Category A licence holders and endorsing maintenance releases

(1) Despite anything in Part 4A of CAR, a person may endorse a maintenance release for an aircraft for the purposes of regulation 48 of CAR if:
  (a) the person is a category A licence holder; and
  (b) the maintenance is mentioned in Appendix II to the Part 145 Manual of Standards; and
  (c) the endorsement is on behalf of the holder of a certificate of approval under regulation 30 of CAR.

(2) If a person endorses a maintenance release in accordance with subregulation (1), the person is taken, for the purposes of regulation 42ZC of CAR, to be permitted by that regulation to carry out the maintenance.

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(3) A person commits an offence of strict liability if:
  (a) the person is a category A licence holder; and
  (b) the person endorses a maintenance release on behalf of the holder of a certificate of approval under regulation 30 of CAR; and
  (c) the maintenance is not mentioned in Appendix II to the Part 145 Manual of Standards.

Penalty: 50 penalty units.

202.355 Validation of certain licences and ratings granted subject to exclusions during relevant period

(1) This regulation applies to a licence granted, or purportedly granted, under regulation 66.026, or to a rating granted, or purportedly granted, under regulation 66.095, if the licence or rating was granted, or purportedly granted:
  (a) during the relevant period; and
  (b) subject to an exclusion that did not relate to a type rated aircraft type.

(2) The licence or rating is valid and effective, and is taken always to have been as valid and effective, as it would have been if the amendments made by the *Civil Aviation Legislation Amendment (Miscellaneous Measures) Regulation 2016* had been in force during the relevant period.

(3) Any act or thing done under the licence or rating is valid and effective, and is taken always to have been as valid and effective, as it would have been if the amendments made by the *Civil Aviation Legislation Amendment (Miscellaneous Measures) Regulation 2016* had been in force during the relevant period.

(4) In this regulation:

relevant period means the period:
  (a) beginning at the start of 4 July 2016; and
  (b) ending at the commencement of the *Civil Aviation Legislation Amendment (Miscellaneous Measures) Regulation 2016*.

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Subpart 202.CH—Transitional provisions for Part 67 (Medical)

202.360 Medical certificates issued under *Civil Aviation Regulations 1988*

(1) A medical certificate or special medical certificate issued before 3 September 2003, under Part 6 of CAR, as in force at any time before that day, continues to have, on and after that day, the same force and effect as it would have had if that Part had continued in force.

(2) Such a certificate may be suspended or cancelled under Part 67.

(3) Subject to subregulation (4), such a certificate expires at the time it would have expired if Part 6 of CAR had continued in force.

(4) The period during which such a certificate is in force may be extended under Part 67, but not beyond the end of 1 year after the day when the certificate would expire if the period had not been extended.

202.361 Designated aviation medical examiners appointed under *Civil Aviation Regulations 1988*

(1) The appointment of a person, before 3 September 2003, as a designated aviation medical examiner continues to have effect according to its terms.

(2) Such an appointment may be cancelled in accordance with Part 67.

202.362 Actions by Director of Aviation Medicine

(1) In this regulation:

Principal Medical Officer means the officer of CASA occupying, or performing the duties of, the position in CASA of that title, and includes a person who occupied, or performed the duties of, the former position in CASA known as 'Director of Aviation Medicine'.

(2) An approval given by the Principal Medical Officer, before 3 September 2003, for the purposes of a provision of Schedule 1 to CAR, as in force at any time before that day, continues to have effect according to its terms, on and after that day, as if CASA had given the approval for the purposes of the corresponding provision of table 67.150, table 67.155 or table 67.160.

202.363 Applications for issue of medical certificates pending on 3 September 2003

(1) This regulation applies if:
   (a) an application under Part 6 of the old regulations for the issue of a medical certificate was pending immediately before 3 September 2003; and

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(b) the application was in accordance with that Part as then in force.

(2) The application is taken, for these Regulations, to be an application for the issue of the medical certificate, made, on 3 September 2003, in accordance with Subpart 67.C.

(3) If an examination required for the issue of the medical certificate under Part 6 of the old regulations had commenced but was not completed before 3 September 2003, the examination is taken to have commenced under Subpart 67.C.

(4) In this regulation:

old regulations means CAR as in force at any time before 3 September 2003.

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Subpart 202.DA—Transitional provisions for Part 71 (Airspace)

Note 1: This Subpart heading is reserved for future use.

Note 2: Regulation numbers 202.380 to 202.399 are reserved for use in this Subpart.

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Subpart 202.EA—Transitional provisions for Part 90 (Additional airworthiness requirements)

202.400 Transitional provision—Part 90 Manual of Standards

(1) This regulation applies to the Part 90 Manual of Standards that was in force under regulation 90.020 immediately before the day the *Civil Aviation Safety Amendment (Part 90) Regulations 2017* commence.

(2) The Part 90 Manual of Standards has effect on and after that day as if it had been made under regulation 90.020 as amended by the *Civil Aviation Safety Amendment (Part 90) Regulations 2017*.

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Subpart 202.EAA—Transitional provisions for Parts 91, 103, 105, 119, 121, 131, 133, 135 and 138

Division 202.EAA.1—Amendments made by the Civil Aviation Legislation Amendment (Flight Operations—Consequential Amendments and Transitional Provisions) Regulations 2021

Subdivision 202.EAA.1.1—Preliminary

202.405 Definitions for this Division

In this Division:

aerial work (air ambulance) operation means an operation (however described) for the purpose mentioned in subparagraph 206(1)(a)(vii) of the old CAR.

amending Regulations means the *Civil Aviation Legislation Amendment (Flight Operations—Consequential Amendments and Transitional Provisions) Regulations 2021*.

authorisation has the same meaning as in Part 11.

corresponding new provision: in relation to a provision (the ***old provision***) of the old Regulations that is repealed by the amending Regulations, the ***corresponding new provision*** is the provision (or provisions) of the new Regulations that:

(a) is in relation to a matter covered by the old provision; and
(b) has a substantially similar effect in relation to the matter as the old provision.

early commencement time means the time when Schedule 2 to the amending Regulations commences.

eligible instrument: see regulation 202.405A.

IFR includes the I.F.R. within the meaning of the old CAR.

IFR flight includes an I.F.R. flight within the meaning of the old CAR.

instrument means a legislative or administrative instrument made under, or for the purposes of, a provision of:

(a) these Regulations (including the old Regulations); or
(b) the Act; or
(c) another instrument made under or for the purposes of these Regulations (including the old Regulations) or the Act.

main commencement time means the time when Schedule 1 to the amending Regulations commences.

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make, in relation to an instrument, includes grant or issue the instrument.

new Regulations: see subregulation 202.405B(2).

old CAR means CAR as in force immediately before the main commencement time and includes Civil Aviation Orders issued under those Regulations.

old Regulations means these Regulations (including the old CAR) as in force immediately before the main commencement time.

transition period means the period:

(a) beginning immediately after the early commencement time; and
(b) ending immediately before the main commencement time.

VFR includes the V.F.R. within the meaning of the old CAR.

VFR flight includes a V.F.R. flight within the meaning of the old CAR.

202.405A Meaning of *eligible instrument*

An instrument is an ***eligible instrument*** if the instrument is made under, or for the purposes of, a provision of these Regulations (including the old Regulations) or the Act and is in relation to any of the following:

(a) a particular person;
(b) a particular flight;
(c) a particular aircraft;
(d) a particular aerodrome;
(e) a particular act, event, case or circumstance.

202.405B Meaning and effect of *new Regulations*

(1) For the purposes of Subdivisions 202.EAA.1.1 to 202.EAA.1.7, assume that the following regulations (and any Manuals of Standards issued under those regulations) commence at the early commencement time:
  (a) the *Civil Aviation Safety Amendment (Part 91) Regulations 2018*;
  (b) the *Civil Aviation Legislation Amendment (Parts 103, 105 and 131) Regulations 2019*;
  (c) the *Civil Aviation Safety Amendment (Part 119) Regulations 2018*;
  (d) the *Civil Aviation Safety Amendment (Part 121) Regulations 2018*;
  (e) the *Civil Aviation Safety Amendment (Part 133) Regulations 2018*;
  (f) the *Civil Aviation Safety Amendment (Part 135) Regulations 2018*;
  (g) the *Civil Aviation Safety Amendment (Part 138) Regulations 2018*;
  (h) the *Civil Aviation Safety Amendment (Operations Definitions) Regulations 2019*.

(2) The ***new Regulations*** means these Regulations as amended by the regulations mentioned in subregulation (1) and any includes Manuals of Standards issued under those regulations.

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Regulation 202.405C

202.405C Relationship with section 7 of the *Acts Interpretation Act 1901*

Nothing in this Division limits the effect of section 7 of the *Acts Interpretation Act 1901* (as it applies because of paragraph 13(1)(a) of the *Legislation Act 2003*).

Subdivision 202.EAA.1.2—Requirements for existing AOC holders before main commencement time

202.406 AOC holders to give CASA proposed operations manuals and expositions etc. before main commencement time

(1) An operator mentioned in column 1 of an item in the following table must, during the period mentioned in column 3 of the item, give CASA the documents and information (the ***compliance material***) mentioned in column 2 of the item.

Operators to give compliance material

Item	Column 1 Operator	Column 2 Compliance material	Column 3 Compliance period
1	An operator who is the holder of an AOC that: (a) authorises the holder to conduct charter operations, regular public transport operations, or aerial work (air ambulance) operations, in an aeroplane or a rotorcraft; and (b) is in force at any time during the transition period	All of the following: (a) the operator's proposed exposition prepared for the purposes of compliance with the requirements of the new Regulations; (b) a compliance statement for the operator that meets the requirement in subregulation (2); (c) a copy of each civil aviation authorisation and exemption that is held by the operator and that is in force at any time during the transition period	The transition period
2	An operator who is the holder of an AOC that: (a) authorises the holder to conduct aerial work operations (other than aerial work (air ambulance) operations) in an aeroplane or a rotorcraft; and (b) is in force at any time during the transition period	All of the following: (a) the operator's proposed operations manual prepared for the purposes of compliance with the requirements of the new Regulations; (b) a compliance statement for the operator that meets the requirement in subregulation (2); (c) a copy of each civil aviation authorisation and exemption that is held by the operator and that is in force at any time during the transition period; (d) if the operator proposes to conduct	The transition period

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Operators to give compliance material

Item	Column 1 Operator	Column 2 Compliance material	Column 3 Compliance period
		operations mentioned in subregulation 138.125(1) of the new Regulations after the main commencement time—the operator's proposed training and checking manual prepared for the purposes of compliance with the requirements of the new Regulations; (e) if the operator proposes to conduct operations mentioned in subregulation 138.140(1) of the new Regulations after the main commencement time—the operator's proposed safety management system manual prepared for the purposes of compliance with the requirements of the new Regulations	
3	An operator who is the holder of an AOC that: (a) authorises the holder to conduct a charter operation in a manned free balloon or a hot air airship; and (b) is in force at any time during the transition period	Both of the following: (a) the operator's proposed exposition prepared for the purposes of compliance with the requirements of the new Regulations; (b) a copy of each civil aviation authorisation and exemption that is held by the operator and that is in force at any time during the transition period	The transition period
4	An operator who is the holder of an AOC that: (a) authorises the holder to conduct: (i) regular public transport operations in an aeroplane or a rotorcraft; or (ii) charter operations in an aeroplane or a rotorcraft; or (iii) aerial work (air	An extract from the operator's proposed exposition: (a) prepared for the purposes of compliance with the requirements of the new Regulations; and (b) containing a description of the operator's process for making changes to the exposition that meets the requirements mentioned in paragraph 119.205(1)(m) of the new Regulations	The period: (a) beginning immediately after the early commencement time; and (b) ending at the start of 6 October 2021

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Regulation 202.406

Operators to give compliance material

Item	Column 1 Operator	Column 2 Compliance material	Column 3 Compliance period
	ambulance) operations in an aeroplane or a rotorcraft; and (b) is in force at any time during the transition period		
5	An operator who is the holder of an AOC that: (a) authorises the holder to conduct aerial work operations (other than aerial work (air ambulance) operations) in an aeroplane or a rotorcraft; and (b) is in force at any time during the transition period	An extract from the operator's proposed operations manual: (a) prepared for the purposes of compliance with the requirements of the new Regulations; and (b) containing a description of the operator's process for making changes to the operations manual that meets the requirements under paragraph 138.155(1)(m) of the new Regulations; and (c) if the operator proposes to conduct an operation involving the carriage of an aerial work passenger after the main commencement time—containing a description of the operator's procedures relating to the carriage of passengers that meets the requirements prescribed by the Part 138 Manual of Standards for the purposes of subparagraph 138.305(2)(c)(iv) of the new Regulations	The period: (a) beginning immediately after the early commencement time; and (b) ending at the start of 6 October 2021

Note: For the definitions of ***aerial work (air ambulance) operations*** and ***transition period***, see 202.405.

(2) The compliance statement mentioned in column 2 of the table in subregulation (1) must be made in the approved form.

Note: Under regulation 11.018, a compliance statement in the approved form is not complete unless it contains all of the information required by the form.

Effect of suspension

(3) In determining if an AOC is in force during the transition period for the purposes of an item in the table in subregulation (1), disregard any suspension of the AOC during that period.

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Subdivision 202.EAA.1.3—Existing AOCs due to expire

202.407 AOCs due to expire

(1) If the term of an AOC held by a person would, apart from this regulation, expire on a day (the ***old AOC expiry day***) during the period (the ***relevant period***):
  (a) beginning on 4 September 2021; and
  (b) ending on 2 March 2022;
then, the term of the AOC is extended for a period of 6 months beginning on the old AOC expiry day.

(2) If:
  (a) the term of a person's AOC is extended under subregulation (1); and
  (b) the person holds an authorisation or exemption that would, apart from this regulation, cease to have effect on a day (the ***old authorisation expiry day***) during the relevant period;
then, the authorisation or exemption continues in effect until the later of the following days or times:
  (c) the end of the period of 6 months beginning on the old AOC expiry day;
  (d) the old authorisation expiry day.

Subdivision 202.EAA.1.4—Applications for Australian air transport AOCs made before main commencement time

202.408 Applications for Australian air transport AOCs under new law made before main commencement time

(1) A person may apply to CASA for the issue of an Australian air transport AOC under the new Regulations during the period:
  (a) beginning on 7 June 2021; and
  (b) ending immediately before the main commencement time.

(2) If the application meets the requirements mentioned in regulation 119.065 of the new Regulations, CASA may, before or after the main commencement time, subject to the Act and the conditions mentioned in regulation 119.070 of the new Regulations, issue an Australian air transport AOC to the person.

(3) If CASA issues the Australian air transport AOC to the person:
  (a) the Australian air transport AOC comes into force at the later of:
    (i) the main commencement time; or
    (ii) a time after the main commencement time specified in the Australian air transport AOC; and
  (b) regulation 119.075 of the new Regulations applies in relation to the person.

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202.408A Applications for AOCs under old law made before main commencement time

(1) This regulation applies if:
  (a) a person applies to CASA for the issue or variation of an AOC under the old Regulations; and
  (b) the application is made before the main commencement time; and
  (c) CASA has not made a decision on the application as at the main commencement time.

(2) Despite the amending Regulations, the old Regulations continue to apply in relation to the application.

Subdivision 202.EAA.1.5—Applications for balloon transport AOCs made before main commencement time

202.409 Applications for balloon transport AOCs under new law made before main commencement time

(1) A person may apply to CASA for the issue of a balloon transport AOC under the new Regulations during the period:
  (a) beginning on 7 June 2021; and
  (b) ending immediately before the main commencement time.

(2) If the application meets the requirements mentioned in regulation 131.075 of the new Regulations, CASA may, before or after the main commencement time, subject to the Act and the conditions mentioned in regulation 131.080 of the new Regulations, issue a balloon transport AOC to the person.

(3) If CASA issues the balloon transport AOC to the person:
  (a) the balloon transport AOC comes into force at the later of:
    (i) the main commencement time; or
    (ii) a time after the main commencement time specified in the balloon transport AOC; and
  (b) regulation 131.085 of the new Regulations applies in relation to the person.

Subdivision 202.EAA.1.6—Applications for aerial work certificates made before main commencement time

202.410 Applications for aerial work certificates under new law made before main commencement time

(1) A person may apply to CASA for the issue of an aerial work certificate under the new Regulations during the period:
  (a) beginning on 7 June 2021; and
  (b) ending immediately before the main commencement time.

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(2) If the application meets the requirements mentioned in regulation 138.035 of the new Regulations, CASA may, before or after the main commencement time, subject to the conditions mentioned in regulation 138.040 of the new Regulations, issue an aerial work certificate to the person.

(3) If CASA issues the aerial work certificate to the person:
  (a) the aerial work certificate comes into force at the later of:
    (i) the main commencement time; or
    (ii) a time after the main commencement time specified in the aerial work certificate; and
  (b) regulation 138.045 of the new Regulations applies in relation to the person.

Subdivision 202.EAA.1.7—Applications for instruments (other than AOCs and aerial work certificates) made before main commencement time

202.411 Applications for instruments (other than AOCs and aerial work certificates) under new law made before main commencement time

(1) A person may apply to CASA for an instrument (other than an AOC or an aerial work certificate) to be made under the new Regulations during the period:
  (a) beginning on 7 June 2021; and
  (b) ending immediately before the main commencement time.

(2) If the application meets the requirements (if any) of the new Regulations, CASA may, before or after the main commencement time, subject to the conditions (if any) mentioned in the new Regulations, make the instrument.

(3) If CASA makes the instrument, the instrument comes into force at the later of:
  (a) the main commencement time; or
  (b) a time after the main commencement time specified in the instrument.

202.411A Applications for instruments (other than AOCs, aerial work certificates and exemptions) under old law made before main commencement time

When this regulation applies

(1) This regulation applies if:
  (a) before the main commencement time, a person made an application (the ***old application***) to CASA for the making of an instrument (other than an AOC, an aerial work certificate or an exemption) under a provision of the old Regulations that is repealed by the amending Regulations; and
  (b) the old application is for an instrument that authorises a particular activity or thing; and
  (c) CASA has not made a decision on the old application as at the main commencement time.

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Old law continues to apply if application is for transitional instrument

(2) If the old application is for an instrument of a kind covered by subregulation (4), then, despite the amending Regulations, the old Regulations continue to apply in relation to the application.

New law applies to other instruments

(3) If:
  (a) the old application is not for an instrument of a kind covered by subregulation (4); and
  (b) under the new Regulations a person may apply for an authorisation in relation to the activity or thing mentioned in paragraph (1)(b); and
  (c) the requirements mentioned in subregulation 11.030(1) are met in relation to the old application;

then, both of the following apply:
  (d) the old application is taken:
    (i) to be an application under the new Regulations for an authorisation in relation to the activity or thing; and
    (ii) to meet the requirements mentioned in regulation 11.030 and any other requirements relating to the making of the application under another provision of the new Regulations that deals with authorisations of that kind; and
    (iii) to have been made at the main commencement time;
  (e) Part 11 (applications and decision making) of these Regulations applies in relation to the application.

Transitional instruments

(4) An instrument is covered by this subregulation if:
  (a) despite the repeal of the provision of the old Regulations under which, or for the purposes of which, the instrument is made, the instrument continues in force after the main commencement time as a result of the operation of a provision of this Division; or
  (b) another provision of this Division provides that if the instrument is in force immediately before the main commencement time, a new instrument is taken to be made for the purposes of a provision of the new Regulations.

202.411B Applications for exemptions under old law made before main commencement time

When this regulation applies

(1) This regulation applies if:
  (a) before the main commencement time, a person made an application (the ***old application***) to CASA for an exemption from compliance with a requirement under a provision (the ***old provision***) of the old Regulations that is repealed by the amending Regulations or a provision (the ***old***

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provision) of an instrument made under, or for the purposes of, the old Regulations or the Act; and

(b) CASA has not made a decision on the old application as at the main commencement time.

Old law continues to apply if application is for transitional exemption

(2) If the old application is for an exemption of a kind covered by subregulation (4), then, despite the amending Regulations, the old Regulations continue to apply in relation to the old application.

New law applies to other exemptions

(3) If:

(a) the old application is not for an exemption of a kind covered by subregulation (4); and

(b) there is a corresponding new provision in relation to the old provision; and

(c) an application may be made under the new Regulations for an exemption from compliance in relation to the corresponding new provision; and

(d) the requirements mentioned in subregulations 11.165(2) and (3) are met in relation to the old application;

then, both of the following apply:

(e) the old application is taken:

(i) to be an application for an exemption in relation to the corresponding new provision; and

(ii) to meet the requirements mentioned in regulation 11.165; and

(iii) to have been made at the main commencement time;

(f) Part 11 (applications and decision making) of these Regulations applies in relation to the application.

Note: For the definition of ***corresponding new provision***, see 202.405.

Transitional exemptions

(4) An exemption is covered by this subregulation if:

(a) despite the repeal of the provision of the old Regulations under which, or for the purposes of which, the exemption is made, the exemption continues in force after the main commencement time as a result of the operation of a provision of this Division; or

(b) another provision of this Division provides that if the exemption is in force immediately before the main commencement time, a new exemption is taken to be made for the purposes of a provision of the new Regulations.

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Subdivision 202.EAA.1.8—Main translation rules for old instruments

202.412 References in old instruments to old Regulations

When this regulation applies

(1) This regulation applies to an instrument (the ***old instrument***) made under, or for the purposes of, a provision of these Regulations (including the old Regulations) or the Act if the old instrument:
  (a) is in force immediately before the main commencement time and continues in force (including as a result of the operation of a provision of this Division) immediately after that time; or
  (b) is made, or is taken to be made, after the main commencement time as a result of the operation of a provision of this Division.

Note: Examples of old instruments include AOCs, CAOs, approvals and other authorisations.

Effect of old instrument

(2) Subject to this Division, if:
  (a) the old instrument refers to a provision (the ***old provision***) of the old Regulations that is repealed by the amending Regulations; and
  (b) there is a corresponding new provision in relation to the old provision;

then the reference to the old provision is taken, after the main commencement time, to be a reference to the corresponding new provision.

Note: For the definition of ***corresponding new provision***, see 202.405.

202.412A References in old instruments to old terminology

When this regulation applies

(1) This regulation applies to an instrument (the ***old instrument***) made under, or for the purposes of, a provision of these Regulations (including the old Regulations) or the Act if the old instrument:
  (a) is in force immediately before the main commencement time and continues in force (including as a result of the operation of a provision of this Division) immediately after that time; or
  (b) is made, or is taken to be made, after the main commencement time as a result of the operation of a provision of this Division.

Effect of old instrument

(2) Subject to this Division, the old instrument has effect after the main commencement time in accordance with the following table.

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Effect of old instruments

Item	Column 1	Column 2
	A reference in the old instrument to …	**is taken instead to be a reference to …**
1	an airline	an operator who conducts scheduled air transport operations, other than medical transport operations.
2	foreign aircraft	foreign registered aircraft.
3	I.F.R.	IFR.
4	I.F.R. flight	IFR flight.
5	I.F.R. operation	IFR operation.
6	I.M.C.	IMC.
7	manned balloon	manned free balloon
8	public transport service	an air transport operation, other than a medical transport operation.
9	V.F.R.	VFR.
10	V.F.R. flight	VFR flight.
11	V.F.R. operation	VFR operation.
12	V.M.C.	VMC.

202.412B References in old instruments to kinds of aircraft

When this regulation applies

(1) This regulation applies to an instrument (the ***old instrument***) made under, or for the purposes of, a provision of these Regulations (including the old Regulations) or the Act if the old instrument:
  (a) is in force immediately before the main commencement time and continues in force (including as a result of the operation of a provision of this Division) immediately after that time; or
  (b) is made, or is taken to be made, after the main commencement time as a result of the operation of a provision of this Division.

Effect of old instrument

(2) Subject to this Division, the old instrument has effect after the main commencement time in relation to an aircraft (the ***relevant aircraft***) in accordance with the following table.

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Regulation 202.412C

Effect of old instruments

Item	Column 1	Column 2	Column 3
	If the old instrument refers to an aircraft of the following kind …	**and the relevant aircraft is, after the main commencement time, used for conducting an operation or activity of the following kind …**	**then, a reference in the old instrument to an aircraft of the kind mentioned in column 1 is taken instead to be a reference to …**
1	a regular public transport aircraft	a scheduled air transport operation	an aircraft used for conducting a scheduled air transport operation.
2	a charter aircraft	a non-scheduled air transport operation	an aircraft used for conducting an operation that is a non-scheduled air transport operation.
3	a charter aircraft	a medical transport operation	an aircraft used for conducting a medical transport operation.
4	a charter aircraft	a balloon transport operation	an aircraft used for conducting a balloon transport operation.
5	an aerial work aircraft	an aerial work operation	an aircraft used for conducting an aerial work operation.
6	an aerial work aircraft	an aerial application operation within the meaning of Part 137	an aircraft used for conducting an aerial application operation under an AOC that authorises the use of the aircraft in aerial application operations within the meaning of that Part.
7	an aerial work aircraft	an aerial work operation in a manned free balloon or a hot air airship	an aircraft used for conducting a specialised balloon transport operation.
8	an aerial work aircraft	Part 141 flight training within the meaning of Part 141	an aircraft used for conducting Part 141 flight training.
9	an aerial work aircraft	a Part 142 activity within the meaning of Part 142	an aircraft used for conducting a Part 142 activity.
10	an aerial work aircraft	balloon flying training within the meaning of Part 5 of CAR	an aircraft used for conducting balloon flying training within the meaning of Part 5 of CAR.

(3) However, the effect of subregulation (2) applies only in relation to the relevant aircraft to the extent that the aircraft is used for the purpose of conducting the operation or activity of the kind mentioned in column 2 of the item in the table.

(4) The definition of ***kind***, of an aircraft, in Part 1 of the Dictionary does not apply in relation to this regulation.

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202.412C References in old instruments to kinds of operations

When this regulation applies

(1) This regulation applies to an instrument (the ***old instrument***) made under, or for the purposes of, a provision of these Regulations (including the old Regulations) or the Act if the old instrument:
  (a) is in force immediately before the main commencement time and continues in force (including as a result of the operation of a provision of this Division) immediately after that time; or
  (b) is made, or is taken to be made, after the main commencement time as a result of the operation of a provision of this Division.

Effect of old instrument

(2) Subject to this Division, the old instrument has effect after the main commencement time in relation to an operation or activity (the ***relevant operation or activity***) conducted by an aircraft in accordance with the following table.

Effect of old instruments

Item	Column 1	Column 2	Column 3
	If the old instrument refers to an operation of the following kind …	**and the relevant operation or activity is an operation or activity of the following kind …**	**then, a reference in the old instrument to an operation of the kind mentioned in column 1 is taken instead to be a reference to …**
1	a regular public transport operation	a scheduled air transport operation	a scheduled air transport operation.
2	a charter operation	a non-scheduled air transport operation	a non-scheduled air transport operation.
3	a charter operation	a medical transport operation	a medical transport operation.
4	a charter operation	a balloon transport operation	a balloon transport operation.
5	an aerial work operation	an aerial work operation	an aerial work operation under an aerial work certificate.
6	an aerial work operation	an aerial application operation within the meaning of Part 137	an aerial application operation under an AOC that authorises the use of the aircraft in aerial application operations.
7	an aerial work operation	balloon flying training within the meaning of Part 5 of CAR	balloon flying training within the meaning of Part 5 of CAR.
8	an aerial work operation	Part 141 flight training within the meaning of Part 141	Part 141 flight training.

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Regulation 202.413

Effect of old instruments			
Item	**Column 1**	**Column 2**	**Column 3**
	If the old instrument refers to an operation of the following kind …	**and the relevant operation or activity is an operation or activity of the following kind …**	**then, a reference in the old instrument to an operation of the kind mentioned in column 1 is taken instead to be a reference to …**
9	an aerial work operation	a Part 142 activity within the meaning of Part 142	a Part 142 activity.
10	an aerial work operation	a specialised balloon operation within the meaning of Part 131	a specialised balloon operation that is conducted for hire or reward.
11	any of: (a) an aerial work (air ambulance) operation; or (b) an air ambulance operation; or (c) any other operation involving aerial ambulance functions (however described)	a medical transport operation	a medical transport operation.

(3) However, if:
  (a) as a result of the operation of subregulation (2), an aircraft used for conducting a medical transport operation is subject, after the main commencement time, to both of the following requirements:
    (i) a requirement that applies in relation to an air ambulance operation;
    (ii) a requirement that applies in relation to a charter operation; and
  (b) the requirements apply in relation to the same matter;

then the old instrument has effect after the main commencement time in relation to the aircraft as if the requirement mentioned in subparagraph (a)(i) does not apply.

Subdivision 202.EAA.1.9—AOCs

202.413 Old AOCs taken to authorise operations etc.

When this regulation applies

(1) This regulation applies in relation to an operator who is the holder of an AOC (the ***old AOC***) if:
  (a) the old AOC authorises the operator to conduct an operation or activity of the kind mentioned in column 1 of an item in the table in subregulation (2); and
  (b) the old AOC:

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(i) is in force immediately before the main commencement time and continues in force (including as a result of the operation of a provision of this Division) immediately after that time; or

(ii) is issued after the main commencement time as a result of the operation of a provision of this Division.

Old AOCs taken to authorise operations etc.

(2) The following table has effect.

Effect of old AOCs

Item	Column 1	Column 2
	If the old AOC authorises an operation of the following kind …	**then, from the later of:** **(a) the main commencement time; or** **(b) the time when the operator gives CASA the compliance material for the operator mentioned in column 2 of the table in subregulation 202.413A(1) …**
1	a regular public transport operation	the old AOC is taken to authorise: (a) a scheduled air transport operation; and (b) a non-scheduled air transport operation.
2	a charter operation, other than an a charter operation in: (a) a manned free balloon; or (b) a hot air airship	the old AOC is taken to authorise a non-scheduled air transport operation.
3	a charter operation in: (a) a manned free balloon; or (b) a hot air airship	the old AOC is taken to authorise a balloon transport operation.
4	an aerial work (air ambulance) operation	the old AOC is taken to authorise a medical transport operation.
5	an aerial work operation (the ***relevant aerial work operation***), other than: (a) an aerial application operation; or (b) an aerial work (air ambulance) operation; or (c) an aerial work operation in a manned free balloon or a hot air airship	an aerial work certificate is taken to have been issued to the operator under regulation 138.040 authorising the relevant aerial work operation.
6	an aerial work operation: (a) in a manned free balloon; or (b) in a hot air airship; other than commercial balloon flying training	an approval is taken to have been issued to the operator under regulation 131.035 to conduct a specialised balloon operation.

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Regulation 202.413

Terms and conditions of AOCs authorising new operations—scheduled and non-scheduled air transport operations

(3) If column 1 of item 1, 2, or 4 in the table applies in relation to an old AOC, then:
  (a) the holder of the old AOC is authorised to conduct the operation mentioned in column 2 of the item, subject to:
    (i) the conditions in regulation 119.080; and
    (ii) any conditions of the old AOC; and
  (b) regulations 119.070 (conditions for issue) and 119.075 (approval of exposition) do not apply in relation to the holder of the AOC.

Terms and conditions of AOCs authorising new operations—balloon transport operations

(4) If column 1 of item 3 in the table applies in relation to an old AOC, then:
  (a) the holder of the old AOC is authorised to conduct the operation mentioned in column 2 of the item, subject to:
    (i) the conditions in regulation 131.090; and
    (ii) any conditions of the old AOC; and
  (b) regulations 131.080 (conditions for issue) and 131.085 (approval of exposition) do not apply in relation to the holder of the AOC.

Terms and conditions of aerial work certificates

(5) If column 1 of item 5 in the table applies in relation to an old AOC, then:
  (a) the aerial work certificate mentioned in column 2 of the item is subject to:
    (i) the conditions in regulation 138.050; and
    (ii) any conditions of the old AOC; and
  (b) subregulation 138.040(1) (conditions for issue) and regulation 138.045 (approval of manuals) do not apply in relation to the holder of the aerial work certificate; and
  (c) the aerial work certificate ceases to be in force on the day the old AOC expires.

Terms and conditions of approvals—specialised balloon operations

(6) If column 1 of item 6 in the table applies in relation to an old AOC, then:
  (a) for the purposes of regulation 11.056, the approval mentioned in column 2 of the item is taken to have been granted on the condition that any terms or conditions of the old AOC are complied with; and
  (b) subregulation 11.056(2) does not apply in relation to the approval; and
  (c) the approval ceases to be in force on the day the old AOC expires.

Effect of suspension

(7) If an old AOC has been suspended and the suspension is in force immediately before the main commencement time, then:
  (a) disregard the suspension for the purposes of subparagraph (1)(b)(i); and

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(b) if, as a result of subregulation (2), the old AOC is taken to authorise an operation—the suspension continues in force in relation to the old AOC and applies in relation to that operation; and

(c) if, as a result of subregulation (2), an authorisation is taken to be issued, then:

(i) the authorisation is taken to be suspended; and

(ii) the period of suspension for the authorisation is the same as for the old AOC.

202.413A Operations manuals, expositions and training and checking manuals taken to be approved

(1) The following table has effect in relation to an operator.

Operations manuals and expositions taken to be approved			
Item	**Column 1**	**Column 2**	**Column 3**
	If …	**and the operator gives CASA the following documents and information (the *compliance material*) …**	**then, from the later of:** **(a) the main commencement time; or** **(b) the time when the compliance material is given to CASA;** **CASA is taken to have approved …**
1	either of the following apply: (a) both: (i) the operator is the holder of an AOC that authorises the holder to conduct charter operations, regular public transport operations or aerial work (air ambulance) operations; and (ii) the AOC is in force immediately before the main commencement time; (b) after the main commencement time, the operator is the holder of an AOC that is taken to authorise an Australian air transport operation as a result of the operation of a provision of this Division	both: (a) the operator's proposed exposition prepared for the purpose of compliance with the requirements of these Regulations; and (b) a compliance statement for the operator that meets the requirements mentioned in subregulation 202.406(2)	the operator's proposed exposition under regulation 119.075.
2	either of the following apply:	both:	the operator's proposed

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Regulation 202.413A

Operations manuals and expositions taken to be approved

Item	Column 1	Column 2	Column 3
	If …	**and the operator gives CASA the following documents and information (the *compliance material*) …**	**then, from the later of:** **(a) the main commencement time; or** **(b) the time when the compliance material is given to CASA;** **CASA is taken to have approved …**
	(a) both: (i) the operator is the holder of an AOC that authorises the holder to conduct aerial work operations (other than aerial work (air ambulance) operations) in an aeroplane or a rotorcraft; and (ii) the AOC is in force immediately before the main commencement time; (b) after the main commencement time, the operator is issued an aerial work certificate as a result of the operation of a provision of this Division	(a) the operator's proposed operations manual prepared for the purposes of compliance with the requirements of these Regulations; and (b) a compliance statement for the operator that meets the requirements mentioned in subregulation 202.406(2)	operations manual under regulation 138.045.
3	all of the following apply: (a) the operator had given CASA a training and checking manual in accordance with Civil Aviation Order 82.1; (b) as at the main commencement time, the training and checking manual is the most recent training and checking manual for the operator; (c) after the main commencement time, the operator is required under regulation 138.125 to have a training and checking system	the operator's proposed training and checking manual prepared for the purposes of compliance with the requirements of these Regulations	the operator's proposed training and checking manual under regulation 138.045.
4	either of the following apply: (a) both: (i) the operator is the holder of an AOC that	the operator's proposed exposition prepared for the purposes of compliance with the requirements of	the operator's proposed exposition under regulation 131.085.

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Operations manuals and expositions taken to be approved

Item	Column 1	Column 2	Column 3
	If …	**and the operator gives CASA the following documents and information (the *compliance material*) …**	**then, from the later of:** **(a) the main commencement time; or** **(b) the time when the compliance material is given to CASA;** **CASA is taken to have approved …**
	authorises the holder to conduct a charter operation in a manned free balloon or a hot air airship; and (ii) the AOC is in force immediately before the main commencement time; (b) after the main commencement time, the operator is the holder of an AOC that is taken to authorise a balloon transport operation as a result of the operation of a provision of this Division	these Regulations	

Effect of suspension

(2) In determining if an AOC is in force immediately before the main commencement time for the purposes of an item in the table in subregulation (1), disregard if the AOC is suspended at that time.

Subdivision 202.EAA.1.10—Applications for AOCs made after main commencement time

202.414 Applications for AOCs made after main commencement time

Subject to this Division, the new Regulations apply in relation to an application for an AOC made after the main commencement time.

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Subdivision 202.EAA.1.11—Applications for aerial work certificates made after main commencement time

202.415 Applications for aerial work certificates made after main commencement time

Subject to this Division, the new Regulations apply in relation to an application for an aerial work certificate made after the main commencement time.

Subdivision 202.EAA.1.12—Old instruments other than AOCs

202.416 Approvals taken to be granted

Approval taken to be granted

(1) If
  (a) a flight of an aircraft occurs after the main commencement time; and
  (b) an instrument (the ***old instrument***) mentioned in column 2 of an item in the following table applies in relation to the flight, or would have applied in relation to the flight if the amending Regulations had not been made; and
  (c) the old instrument is an eligible instrument; and
  (d) the old instrument:
    (i) is in force immediately before the main commencement time; or
    (ii) is made, or is taken to be made, after the main commencement time as a result of the operation of a provision of this Division;

then, for the purposes of the provision mentioned in column 3 of the item, after the main commencement time, an approval under regulation 91.045 for the activity or thing mentioned in column 4 of the item is taken to be granted to the person mentioned in column 5 of the item in relation to the flight.

Note: For the definition of ***eligible instrument***, see 202.405A.

Approved activities where old instrument applies

Item	Column 1	Column 2	Column 3	Column 4	Column 5
	Subject	**Old instrument**	**Provision of new Regulations**	**Approved activity or thing**	**Approved person**
1	VFR flights in class A airspace	An approval under subregulation 99AA(3) of the old CAR to conduct a flight as a VFR flight in class A airspace	Paragraph 91.285(1)(b)	To conduct the flight as a VFR flight in class A airspace	The pilot in command of the aircraft
2	Towing of things by aircraft	Permission or an approval under regulation 149 of	Paragraph 91.210(2)(a)	To tow the thing during the flight	The pilot in command of the aircraft

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Approved activities where old instrument applies

Item	Column 1	Column 2	Column 3	Column 4	Column 5
	Subject	**Old instrument**	**Provision of new Regulations**	**Approved activity or thing**	**Approved person**
		the old CAR to tow a thing by an aircraft			
3	Aerobatic manoeuvres over populous area	Permission under paragraph 155(4)(b) of the old CAR to conduct an aerobatic manoeuvre over a populous area	Subparagraph 91.185 (2)(b)(i)	To conduct the aerobatic manoeuvre during the flight over the populous area	The pilot in command of the aircraft
4	Aerobatic manoeuvres at air display	Permission under paragraph 155(4)(b) of the old CAR to conduct an aerobatic manoeuvre at a public gathering	Subparagraph 91.185 (2)(b)(ii)	To conduct the aerobatic manoeuvre during the flight at an air display performed before the public gathering	The pilot in command of the aircraft
5	Formation flying at night	An approval under subparagraph 163AA(1)(c)(ii) of the old CAR to fly an aircraft in formation flight at night	Paragraph 91.205(2)(b)	To fly in formation at night during the flight	The pilot in command of the aircraft
6	Formation flying in IMC	An approval under subparagraph 163AA(1)(c)(ii) of the old CAR to fly an aircraft in formation flight in IMC	Paragraph 91.205(3)(b)	To fly in formation in IMC during the flight	The pilot in command of the aircraft
7	Carriage on wings, undercarriage etc. for non-aerial work operations	Permission under subregulation 250(2) of the old CAR for the carriage of a person on or in a part of an aircraft during a flight not involving an aerial work operation	Paragraph 91.200(1)(b)	To carry a person on or in: (a) a part of the aircraft that is not designed to carry crew members	Both: (a) the operator of the aircraft; and (b) the pilot in command of the

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Regulation 202.416

Approved activities where old instrument applies

Item	Column 1	Column 2	Column 3	Column 4	Column 5
	Subject	**Old instrument**	**Provision of new Regulations**	**Approved activity or thing**	**Approved person**
				or passengers ; or (b) a thing attached to the aircraft; during the flight	aircraft
8	Aerodrome meteorological minima for landing or taking-off	An exemption under regulation 11.160 from compliance with subregulation 257(3) or (4) of the old CAR	Subparagraphs 91.315(1)(b)(i) and (ii)	To conduct a low-visibility operation at an aerodrome during the flight	Both: (a) the operator of the aircraft; and (b) the pilot in command of the aircraft
9	Carriage of people in provisionally certificated aircraft	An authorisation for a person to be carried in an aircraft for the purposes of paragraph 262AO(11)(a) of the old CAR	Subparagraph 91.865 (2)(b)(ii)	For the carriage of the person covered by the authorisation mentioned in column 2	The holder of the provisional certificate of airworthiness for the aircraft
10	Experimental aircraft	An authorisation for an aircraft to be operated over the built up area of a city or town for the purposes of subregulation 262AP(5) of the old CAR	Paragraph 91.875(2)(f)	To conduct the flight over a populous area	The holder of the experimental certificate for the aircraft
11	Experimental aircraft	An approval under paragraph 262AP(6)(b) of the old CAR for the operation of an experimental aircraft other than	Subparagraph 91.875 (2)(e)(ii)	To conduct the flight other than by day and under the VFR	The holder of the experimental certificate for the aircraft

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Approved activities where old instrument applies

Item	Column 1	Column 2	Column 3	Column 4	Column 5
	Subject	**Old instrument**	**Provision of new Regulations**	**Approved activity or thing**	**Approved person**
		under the VFR by day			
12	Experimental aircraft	An approval under paragraph 262AP(8)(a) of the old CAR for an experimental aircraft to carry a specified number of passengers that is more than 6	Paragraph 91.885(a)	To carry on board the aircraft up to the number of passengers specified in the approval mentioned in column 2	The holder of the experimental certificate for the aircraft

Terms of approval

(2) For the purposes of regulation 11.056, the approval is taken to have been granted on the condition that any terms or conditions of the old instrument are complied with.

(3) The approval ceases at the earliest of the following:
  (a) the day (if any) specified in the old instrument as the day on which the old instrument ceases to be in force;
  (b) the second anniversary of the day the old instrument was made that occurs after the main commencement time;
  (c) if the operator of the aircraft is the holder of an AOC and the old instrument applies in relation to the operations authorised by the AOC—the day the operator's AOC expires;
  (d) if the operator of the aircraft is the holder of an aerial work certificate and the old instrument applies in relation to the operations authorised by the aerial work certificate—the day the operator's aerial work certificate expires;
  (e) if the operator of the aircraft is the holder of a Part 141 certificate and the old instrument applies in relation to the operations authorised by the Part 141 certificate—the day the operator's Part 141 certificate expires.

(4) Subregulation 11.056(2) (conditions to be set out) does not apply in relation to the approval.

Effect of suspension

(5) If the old instrument has been suspended and the suspension is in force immediately before the main commencement time, then:
  (a) disregard the suspension for the purposes of subparagraph (1)(d)(i); and

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(b) the approval taken to be granted under subregulation (1) is taken to be suspended; and

(c) the period of suspension for the approval is the same as for the old instrument.

202.416A Exemptions taken to be granted

When this regulation applies

(1) This regulation applies in relation to a flight of an aircraft that occurs after the main commencement time if:

(a) an instrument (the ***old instrument***) mentioned in column 2 of an item in the following table applies in relation to the flight, or would have applied in relation to the flight if the amending Regulations had not been made; and

(b) the old instrument is an eligible instrument; and

(c) the old instrument:

(i) is in force immediately before the main commencement time; or

(ii) is made, or taken to be made, after the main commencement time as a result of the operation of a provision of this Division; and

(d) after the main commencement time, a requirement (the ***new requirement***) mentioned in column 3 of the item applies in relation to the flight.

Note: For the definition of ***eligible instrument***, see 202.405A.

Exemption from new requirement where old instrument applies

Item	Column 1	Column 2	Column 3
	Subject	**Old instrument**	**New requirement**
1	Radio-communication systems	An approval of a radiocommunication system under subregulation 82(1) of the old CAR in relation to an aircraft	A requirement under any of the following provisions relating to the fitment or carriage of a radiocommunication system: (a) a provision of the Part 91 Manual of Standards prescribed for the purposes of subregulation 91.810(1); (b) a provision of the Part 103 Manual of Standards prescribed for the purposes of subregulation 103.090(1); (c) a provision of the Part 121 Manual of Standards prescribed for the purposes of subregulation 121.460(1); (d) a provision of the Part 131 Manual of Standards prescribed for the purposes of subregulation 131.460(1); (e) a provision of the Part 133 Manual of Standards prescribed for the purposes of subregulation 133.360(1); (f) a provision of the Part 135 Manual of Standards prescribed for the purposes of subregulation 135.370(1);

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Exemption from new requirement where old instrument applies

Item	Column 1 Subject	Column 2 Old instrument	Column 3 New requirement
			(g) a provision of the Part 138 Manual of Standards prescribed for the purposes of subregulation 138.465(2)
2	Radio-communication systems	An exemption under subregulation 82(3) of CAR (as in force before the commencement of the *Civil Aviation and Civil Aviation Safety Amendment Regulations 2011 (No. 2)*) in relation to an aircraft that continued to have effect because of regulation 202.011A of these Regulations (as in force before the main commencement time)	A requirement under any of the following provisions relating to the fitment or carriage of a radiocommunication system: (a) a provision of the Part 91 Manual of Standards prescribed for the purposes of subregulation 91.810(1); (b) a provision of the Part 103 Manual of Standards prescribed for the purposes of subregulation 103.090(1); (c) a provision of the Part 121 Manual of Standards prescribed for the purposes of subregulation 121.460(1); (d) a provision of the Part 131 Manual of Standards prescribed for the purposes of subregulation 131.460(1); (e) a provision of the Part 133 Manual of Standards prescribed for the purposes of subregulation 133.360(1); (f) a provision of the Part 135 Manual of Standards prescribed for the purposes of subregulation 135.370(1); (g) a provision of the Part 138 Manual of Standards prescribed for the purposes of subregulation 138.465(2)
3	Documents to be carried in aircraft	An approval under paragraph 139(1)(c) or (d) of the old CAR in relation to a document that must be carried on an aircraft when flying	A requirement under any of the following provisions to carry the document on an aircraft when a flight begins: (a) paragraph 91.105(2)(a) or subregulation 91.110(3); (b) a provision of the Part 121 Manual of Standards prescribed for the purposes of paragraph 121.085(1)(a); (c) a provision of the Part 131 Manual of Standards prescribed for the purposes of subregulation 131.275(1); (d) a provision of the Part 133 Manual of Standards prescribed for the purposes of paragraph 133.055(1)(a); (e) a provision of the Part 135 Manual of Standards prescribed for the purposes of paragraph 135.065(1)(a)
4	Picking up of	Authority under	A requirement in relation to the pick up or set

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Regulation 202.416A

Exemption from new requirement where old instrument applies

Item	Column 1	Column 2	Column 3
	Subject	**Old instrument**	**New requirement**
	persons or objects during aerial work operations	subregulation 151(3) of the old CAR for a person to be picked up by an aircraft during a flight involving an aerial work operation	down of a person during a flight under a provision prescribed by the Part 138 Manual of Standards for the purposes of subregulation 138.410(2)
5	Picking up of persons or objects during medical transport operations	Authority under subregulation 151(3) of the old CAR for a person to be picked up by an aircraft during a flight involving an aerial work (air ambulance) operation	A requirement under a provision prescribed by the Part 133 Manual of Standards for the purposes of paragraph 133.295(1)(b) in relation to an external load operation involving winching a person during a flight
6	Low flying during aerial work operations	A permit under paragraph 157(4)(b) of the old CAR for a flight during an aerial work operation to be made at a lower height	A requirement under a provision prescribed by the Part 138 Manual of Standards for the purposes of regulation 138.275 in relation to the circumstances of the flight
7	Instruments and equipment for VFR flights	Permission under subregulation 174A(3) of the old CAR for an aircraft to be flown under the VFR	A requirement under any of the following provisions relating to the fitment or carriage of equipment on the aircraft for a flight under the VFR: (a) a provision of the Part 91 Manual of Standards prescribed for the purposes of subregulation 91.273(1); (b) a provision of the Part 91 Manual of Standards prescribed for the purposes of subregulation 91.810(1); (c) a provision of the Part 103 Manual of Standards prescribed for the purposes of subregulation 103.090(1); (d) a provision of the Part 131 Manual of Standards prescribed for the purposes of subregulation 131.367(1); (e) a provision of the Part 131 Manual of Standards prescribed for the purposes of subregulation 131.460(1); (f) a provision of the Part 133 Manual of Standards prescribed for the purposes of subregulation 133.360(1); (g) a provision of the Part 135 Manual of Standards prescribed for the purposes of subregulation 135.370(1);

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Exemption from new requirement where old instrument applies

Item	Column 1 Subject	Column 2 Old instrument	Column 3 New requirement
			(h) a provision of the Part 138 Manual of Standards prescribed for the purposes of subregulation 138.465(2)
8	Instruments and equipment for VFR flights by night	Permission under subregulation 174A(4) of the old CAR for an aircraft to be flown under the VFR at night	A requirement under any of the following provisions relating to the fitment or carriage of equipment on the aircraft for a VFR flight by night: (a) a provision of the Part 91 Manual of Standards prescribed for the purposes of subregulation 91.273(1); (b) a provision of the Part 91 Manual of Standards prescribed for the purposes of subregulation 91.810(1); (c) a provision of the Part 131 Manual of Standards prescribed for the purposes of subregulation 131.367(1); (d) a provision of the Part 131 Manual of Standards prescribed for the purposes of subregulation 131.460(1); (e) a provision of the Part 133 Manual of Standards prescribed for the purposes of subregulation 133.360(1); (f) a provision of the Part 135 Manual of Standards prescribed for the purposes of subregulation 135.370(1); (g) a provision of the Part 138 Manual of Standards prescribed for the purposes of subregulation 138.465(2)
9	VFR flights at night by single engine turbine powered aircraft	Both: (a) an approval under subparagraph 174B(2)(d)(i) of the old CAR for an operator to conduct charter operations that involve the carrying of passengers for hire or reward; and (b) an approval under subparagraph 174B(2)(d)(ii) of the old CAR for the operation mentioned in paragraph (a) to be conducted in a	A requirement under subregulation 135.240(2) in relation to a VFR flight at night

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Regulation 202.416A

Exemption from new requirement where old instrument applies

Item	Column 1 Subject	Column 2 Old instrument	Column 3 New requirement
		single engine turbine powered aeroplane	
10	VFR flights at night below 1,000 feet	Permission under subregulation 174B(4) of the old CAR for an aircraft to be flown under the VFR at night at a height of less than 1,000 feet above the highest obstacle located within 10 miles of the aircraft	A requirement under regulation 91.277 in relation to a VFR flight at night
11	Navigation equipment for VFR flights	Permission under subregulation 174D(4) of the old CAR in relation to the requirements for equipping an aircraft for flight under the VFR for navigation or to obtain positive position fixes	A requirement under any of the following provisions relating to requirements for equipping an aircraft for a VFR flight for navigation or to obtain positive position fixes: (a) a provision of the Part 91 Manual of Standards prescribed for the purposes of subregulation 91.273(1); (b) a provision of the Part 91 Manual of Standards prescribed for the purposes of subregulation 91.810(1); (c) a provision of the Part 103 Manual of Standards prescribed for the purposes of subregulation 103.090(1); (d) a provision of the Part 131 Manual of Standards prescribed for the purposes of subregulation 131.367(1); (e) a provision of the Part 131 Manual of Standards prescribed for the purposes of subregulation 131.460(1); (f) a provision of the Part 133 Manual of Standards prescribed for the purposes of subregulation 133.360(1); (g) a provision of the Part 135 Manual of Standards prescribed for the purposes of subregulation 135.370(1); (h) a provision of the Part 138 Manual of Standards prescribed for the purposes of subregulation 138.465(2)
12	IFR flights by single engine turbine powered aircraft	Both: (a) an approval under subparagraph 175A(1)(d)(i) of the old CAR for an	A requirement under subregulation 135.240(2) in relation to an IFR flight

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Exemption from new requirement where old instrument applies

Item	Column 1 Subject	Column 2 Old instrument	Column 3 New requirement
		operator to conduct charter or regular public transport operations that involve the carrying of passengers for hire or reward; and (b) an approval under subparagraph 175A(1)(d)(ii) of the old CAR for the operation mentioned in paragraph (a) to be conducted in a single engine turbine powered aeroplane	
13	Instruments and equipment for IFR flights	Permission under subregulation 177(3) of the old CAR for an aircraft to be flown under the IFR	A requirement under any of the following provisions relating to the fitment or carriage of equipment on an aircraft for an IFR flight: (a) a provision of the Part 91 Manual of Standards prescribed for the purposes of subregulation 91.287(1); (b) a provision of the Part 91 Manual of Standards prescribed for the purposes of subregulation 91.810(1); (c) a provision of the Part 121 Manual of Standards prescribed for the purposes of subregulation 121.460(1); (d) a provision of the Part 133 Manual of Standards prescribed for the purposes of subregulation 133.360(1); (e) a provision of the Part 135 Manual of Standards prescribed for the purposes of subregulation 135.370(1); (f) a provision of the Part 138 Manual of Standards prescribed for the purposes of subregulation 138.465(2)
14	Instruments and equipment for IFR flights at night	Permission under subregulation 177(4) of the old CAR for an aircraft to be flown under the IFR at night	A requirement under any of the following provisions relating to the fitment or carriage of equipment on an aircraft for an IFR flight by night: (a) a provision of the Part 91 Manual of Standards prescribed for the purposes of subregulation 91.287(1); (b) a provision of the Part 91 Manual of

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Regulation 202.416A

Exemption from new requirement where old instrument applies

Item	Column 1 Subject	Column 2 Old instrument	Column 3 New requirement
			Standards prescribed for the purposes of subregulation 91.810(1); (c) a provision of the Part 121 Manual of Standards prescribed for the purposes of subregulation 121.460(1); (d) a provision of the Part 133 Manual of Standards prescribed for the purposes of subregulation 133.360(1); (e) a provision of the Part 135 Manual of Standards prescribed for the purposes of subregulation 135.370(1); (f) a provision of the Part 138 Manual of Standards prescribed for the purposes of subregulation 138.465(2)
15	Navigation equipment for IFR flights	Permission under subregulation 179A(4) of the old CAR in relation to the requirements for equipping an aircraft for flight under the IFR for navigation or to obtain positive position fixes	A requirement under any of the following provisions relating to requirements for equipping an aircraft for an IFR flight for navigation or to obtain positive position fixes: (a) a provision of the Part 91 Manual of Standards prescribed for the purposes of subregulation 91.287(1); (b) a provision of the Part 91 Manual of Standards prescribed for the purposes of subregulation 91.810(1); (c) a provision of the Part 121 Manual of Standards prescribed for the purposes of subregulation 121.460(1); (d) a provision of the Part 133 Manual of Standards prescribed for the purposes of subregulation 133.360(1); (e) a provision of the Part 135 Manual of Standards prescribed for the purposes of subregulation 135.370(1); (f) a provision of the Part 138 Manual of Standards prescribed for the purposes of subregulation 138.465(2)
16	Navigation lights	A direction under subregulation 196(1) of the old CAR in relation to the display of navigation lights for a flight or operation of an aeroplane	A requirement under any of the following provisions to fit or display navigation lights: (a) a provision of the Part 91 Manual of Standards prescribed for the purposes of subregulation 91.810(1); (b) a provision of the Part 121 Manual of Standards prescribed for the purposes of subregulation 121.460(1); (c) a provision of the Part 135 Manual of

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Exemption from new requirement where old instrument applies

Item	Column 1 Subject	Column 2 Old instrument	Column 3 New requirement
			Standards prescribed for the purposes of subregulation 135.370(1); (d) a provision of the Part 138 Manual of Standards prescribed for the purposes of subregulation 138.465(2)
17	Anti-collision lights	A direction under subregulation 196(3) of the old CAR in relation to the display of anti-collision lights for a flight or operation of an aeroplane	A requirement under any of the following provisions to fit or display anti-collision lights: (a) a provision of the Part 91 Manual of Standards prescribed for the purposes of subregulation 91.810(1); (b) a provision of the Part 121 Manual of Standards prescribed for the purposes of subregulation 121.460(1); (c) a provision of the Part 135 Manual of Standards prescribed for the purposes of subregulation 135.370(1); (d) a provision of the Part 138 Manual of Standards prescribed for the purposes of subregulation 138.465(2)
18	Airship lights	A direction under subregulation 203(1) of the old CAR in relation to the display of lights for a flight or operation of an airship	A requirement under a provision of the Part 131 Manual of Standards prescribed for the purposes of subregulation 131.460(1) to fit or display lights
19	Aircraft instruments and equipment	An approval under subregulation 207(2) of the old CAR in relation to the fitting of an instrument, or the carriage of equipment, for an aircraft	Both: (a) a requirement to fit an instrument of the type covered by the approval mentioned in column 2, or to carry equipment of the type covered by the approval mentioned in column 2, for an aircraft; and (b) a requirement relating to an instrument of the type covered by the approval mentioned in column 2, or equipment of the type covered by the approval mentioned in column 2, that is fitted to, or carried on, an aircraft; under any of the following provisions: (c) a provision of the Part 91 Manual of Standards prescribed for the purposes of subregulation 91.810(1); (d) a provision of the Part 103 Manual of Standards prescribed for the purposes of subregulation 103.090(1); (e) a provision of the Part 121 Manual of

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Regulation 202.416A

Exemption from new requirement where old instrument applies			
Item	**Column 1**	**Column 2**	**Column 3**
	Subject	**Old instrument**	**New requirement**
			Standards prescribed for the purposes of subregulation 121.460(1); (f) a provision of the Part 131 Manual of Standards prescribed for the purposes of subregulation 131.460(1); (g) a provision of the Part 133 Manual of Standards prescribed for the purposes of subregulation 133.360(1); (h) a provision of the Part 135 Manual of Standards prescribed for the purposes of subregulation 135.370(1); (i) a provision of the Part 138 Manual of Standards prescribed for the purposes of subregulation 138.465(2)
20	Flight check systems	An approval under subregulation 232(2) of the old CAR of a flight check system for an aircraft	A requirement under paragraph 91.095(2)(a) or subregulation 121.055(1), 131.255(1), 133.030(1), 135.040(1) or 138.210(2) to comply with the flight check requirements set out in the aircraft flight manual instructions for an aircraft
21	Carriage on wings, undercarriage etc. for aerial work operations	Permission under subregulation 250(2) of the old CAR for the carriage of a person during a flight involving an aerial work operation	A requirement under a provision of the Part 138 Manual of Standards prescribed for the purposes of subregulation 138.410(2)
22	Carriage of animals	A permission under subregulation 256A(1) of the old CAR to carry a live animal on an aircraft	A requirement under a provision of the Part 91 Manual of Standards prescribed for the purposes of subregulation 91.620(5) relating to the carriage of animals on an aircraft

Exemption taken to be granted

(2) A person who would (apart from this subregulation) contravene an offence provision of these Regulations if the new requirement is not met in relation to the flight is taken, after the main commencement time, to have been granted an exemption (the ***new exemption***) under Division 11.F.1 from the new requirement for the flight.

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Terms of exemption

(3) For the purposes of regulation 11.205, the new exemption is taken to have been granted on the condition that any terms or conditions of the old instrument are complied with.

(4) The new exemption ceases at the earliest of the following:
  (a) the day (if any) specified in the old instrument as the day on which the old instrument ceases to be in force;
  (b) the second anniversary of the day the old instrument was made, granted, given or issued (as the case requires) that occurs after the main commencement time;
  (c) if the operator of the aircraft is the holder of an AOC and the old instrument applies in relation to the operations authorised by the AOC—the day the operator's AOC expires;
  (d) if the operator of the aircraft is the holder of an aerial work certificate and the old instrument applies in relation to the operations authorised by the aerial work certificate—the day the operator's aerial work certificate expires;
  (e) if the operator of the aircraft is the holder of a Part 141 certificate and the old instrument applies in relation to the operations authorised by the Part 141 certificate—the day the operator's Part 141 certificate expires.

(5) Subregulation 11.056(2) (conditions to be set out) and regulations 11.225 (publication of exemption) and 11.230 (when exemptions cease) do not apply in relation to the new exemption.

Effect of suspension

(6) If the old instrument has been suspended and the suspension is in force immediately before the main commencement time, then:
  (a) disregard the suspension for the purposes of subparagraph (1)(c)(i); and
  (b) the exemption taken to be granted under subregulation (2) is taken to be suspended; and
  (c) the period of suspension for the exemption is the same as for the old instrument.

202.416B Directions taken to be issued

When this regulation applies

(1) This regulation applies if:
  (a) CASA issued a direction under one of the following provisions of the old CAR:
    (i) subregulation 92(2) (use of aerodromes);
    (ii) paragraph 174A(1A)(a) or (2)(e) (instruments and equipment for VFR flights);
    (iii) subregulation 177(1) (instruments and equipment for IFR flights);

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(iv) subregulation 207(2) or (3) (aircraft instruments and equipment);
(v) subregulation 209(1) (private operations);
(vi) subregulation 221(1) (facilities and safety devices);
(vii) subregulation 235(2) or (7) (weights for take-off and landing of aircraft);
(viii) subregulation 244(2) (safety precautions before take-off);
(ix) subregulation 245(1) (tests before take-off);
(x) subregulation 251(3) or (6) (seat belts and safety harnesses);
(xi) subregulation 252(1) (emergency systems and equipment); and

(b) the direction is an eligible instrument; and

(c) the direction:
(i) is in force immediately before the main commencement time; or
(ii) is made, or is taken to be made, after the main commencement time as a result of the operation of a provision of this Division.

Note: For the definition of ***eligible instrument***, see 202.405A.

Effect of direction

(2) The direction has effect, after the main commencement time, as if the direction were issued by CASA under subregulation 11.245(1).

(3) The direction ceases to be in force at the earlier of the following:
(a) the day (if any) specified in the direction as the day on which the direction ceases to be in force;
(b) the second anniversary of the day the direction was issued that occurs after the main commencement time.

(4) Subregulation 11.245(2) is taken to be satisfied in relation to the direction.

(5) Regulation 11.250 (period of effect of direction) does not apply in relation to the direction.

202.416C Effect of old exemptions

When this regulation applies

(1) This regulation applies in relation to a person if:
(a) either:
(i) CASA granted the person an exemption (the ***old exemption***) under regulation 11.160 from compliance with a provision (the ***old provision***) under the old Regulations; or
(ii) the person is subject to an exemption (the ***old exemption***) from compliance with a provision (the ***old provision***) of the old Regulations that continued to have effect under regulation 202.011, 202.011B or 202.011F of the old Regulations; and

(b) the old exemption is an eligible instrument; and

(c) the old exemption:

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(i) is in force immediately before the main commencement time; or
(ii) is granted after the main commencement time as a result of the operation of a provision of this Division; and

(d) the old provision is repealed by the amending Regulations; and
(e) after the main commencement time, there is a corresponding new provision in relation to the old provision.

Note 1: For the definition of ***eligible instrument***, see 202.405A.

Note 2: For the definition of ***corresponding new provision***, see 202.405.

Exemption taken to be granted

(2) The person is taken, after the main commencement time, to have been granted an exemption (the ***new exemption***) under Division 11.F.1 from compliance with the corresponding new provision.

Terms of exemption

(3) For the purposes of regulation 11.205, the new exemption is taken to have been granted on the condition that any terms or conditions of the old exemption are complied with.

(4) The new exemption ceases at the earliest of the following:
(a) the day (if any) specified in the old exemption as the day on which the old exemption ceases to be in force;
(b) the second anniversary of the day the old exemption was granted that occurs after the main commencement time;
(c) if the person is the holder of an AOC and the old exemption applies in relation to the operations authorised by the AOC—the day the person's AOC expires;
(d) if the person is the holder of an aerial work certificate and the old exemption applies in relation to the operations authorised by the aerial work certificate—the day the person's aerial work certificate expires;
(e) if the person is the holder of a Part 141 certificate and the old exemption applies in relation to the operations authorised by the Part 141 certificate—the day the person's Part 141 certificate expires.

(5) Subregulation 11.056(2) (conditions to be set out) and regulations 11.225 (publication of exemption) and 11.230 (when exemptions cease) do not apply in relation to the new exemption.

Effect of suspension

(6) If the old exemption has been suspended and the suspension is in force immediately before the main commencement time, then:
(a) disregard the suspension for the purposes of subparagraph (1)(c)(i); and
(b) the new exemption taken to be granted under subregulation (2) is taken to be suspended; and

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(c) the period of suspension for the new exemption is the same as for the old exemption.

Subdivision 202.EAA.1.13—Applications for instruments other than AOCs and aerial work certificates

202.417 Applications for instruments (other than AOCs and aerial work certificates) made after main commencement time

Subject to this Division, the new Regulations apply in relation to an application for an instrument (other than an AOC or an aerial work certificate) that is made after the main commencement time.

Subdivision 202.EAA.1.14—Other general transitional matters

202.418 Flight training and checking

When this regulation applies

(1) This regulation applies in relation to a flight by an aircraft if:
  (a) after the main commencement time, a requirement (the ***new requirement***) under a provision of these Regulations or an instrument made under, or for the purposes of, these Regulations, applies in relation to the flight; and
  (b) the new requirement is in relation to a training or checking event (the ***new event***) that is:
    (i) specified in a determination made for the purposes of subregulation (3); and
    (ii) in relation to a person; and
  (c) a training or checking event (the ***old event***) that is specified in the determination in relation to the new event happened in relation to the person before the main commencement time; and
  (d) the flight occurs:
    (i) after the main commencement time; and
    (ii) before the time (if any) specified in the determination in relation to the new event.

New event taken to have happened

(2) After the main commencement time, for the purposes of these Regulations or an instrument made under, or for the purposes of, these Regulations, the new event is taken to have happened in relation to the person.

Determination

(3) CASA may make a written determination for the purposes of this regulation.

Note: A determination made under this subregulation is a legislative instrument: see subsection 98(5AA) of the Act.

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Training or checking events

(4) In this regulation, a ***training or checking event*** includes any of the following:
- (a) satisfactory completion of training or education (however described);
- (b) successful completion of a check, a test, a flight review or an assessment of competency (however described);
- (c) obtaining a qualification or certificate;
- (d) completing experience;
- (e) completing a flight or series of flights;
- (f) successfully participating in a training and checking system (however described).

202.418A Flights in progress

If a flight of an aircraft begins before the main commencement time but has not ended by that time, then, despite the amending Regulations, the old Regulations continue to apply in relation to the flight.

202.418B Manuals of Standards may deal with other transitional matters

For the avoidance of doubt, a Manual of Standards made for a Part under these Regulations may provide for matters of a transitional nature (including prescribing any saving or application provisions) relating to a provision of the Manual of Standards.

Note: If there is an inconsistency between a MOS and a provision of the Act or these Regulations, the provision of the Act or these Regulations prevails to the extent of the inconsistency: see regulation 1.008.

Subdivision 202.EAA.1.15—Miscellaneous transitional provisions

202.419 Statistical returns

When this regulation applies

(1) This regulation applies if:
- (a) before the main commencement time, a person was directed to give information under subregulation 132(1) of the old CAR in relation to an aircraft; and
- (b) the direction is an eligible instrument; and
- (c) the direction is in force immediately before the main commencement time; and
- (d) as at the main commencement time, the direction has not been complied with.

Note: For the definition of ***eligible instrument***, see 202.405A.

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Direction continues to have effect

(2) The direction continues to have effect, after the main commencement time, as if the direction had been given by CASA under regulation 117.020 in relation to the aircraft.

(3) For the purposes of subregulation 117.020(4), the person must comply with the direction within 60 days after the main commencement time.

202.419A Reports

(1) If:
  (a) before the main commencement time, a person was required (the ***old requirement***) to give a traffic report under subregulation 132(2) of the old CAR; and
  (b) as at the main commencement time, the old requirement has not been complied with;

then, after the main commencement time, the person is taken to have been given a direction under regulation 117.025 to prepare and provide a traffic report.

(2) For the purposes of subregulation 117.025(4), the person must comply with the direction within 60 days after the main commencement time.

202.419B Protection of information

Regulation 117.030 applies in relation to disclosures of information in accordance with regulations 117.020 and 117.025 (including those provisions as applied by regulations 202.419 and 202.419A) that happen after the main commencement time (whether the information was obtained or disclosed before or after the main commencement time).

202.419C Special flight permits

When this regulation applies

(1) This regulation applies if:
  (a) before the main commencement time, CASA or an authorised person has:
    (i) issued a special flight permit for an aircraft under regulation 21.197; and
    (ii) directed that all or any of paragraphs 133(1)(a), (c) and (d) and regulation 139 of the old CAR do not apply to the aircraft; and
  (b) the permit and the direction are in force immediately before the main commencement time.

Effect of regulations

(2) These Regulations have effect, after the main commencement time, as if:
  (a) a reference in the direction to paragraph 133(1)(a) of the old CAR were instead a reference to paragraph 91.145(2)(c); and

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(b) a reference in the direction to paragraph 133(1)(c) of the old CAR were instead a reference to paragraph 91.145(2)(d); and

(c) a reference in the direction to regulation 139 of the old CAR were instead a reference to Division 91.C.3.

202.419D Special flight authorisations

(1) If:

(a) before the main commencement time, a special flight authorisation (the ***old authorisation***) for the operation of an aircraft had been issued under regulation 135A of the old CAR; and

(b) the old authorisation is in force immediately before the main commencement time;

then, after the main commencement time, a special flight authorisation (the ***new authorisation***) is taken to be in force in relation to the aircraft under regulation 91.970 for flight of the aircraft in Australian territory.

(2) For the purposes of paragraph 91.970(3)(c), the new authorisation is taken to have been granted on the condition that any terms or conditions of the old authorisation are complied with.

(3) The new authorisation ceases:

(a) if the old authorisation specifies a day on which the old authorisation ceases to be in force—on that day; or

(b) otherwise—the second anniversary of the day the old authorisation was given that occurs after the main commencement time.

202.419E Foreign state aircraft

When this regulation applies

(1) This regulation applies in relation to a flight in Australian territory by a state aircraft of a foreign country that occurs after the main commencement time if:

(a) before the main commencement time, CASA had given permission or an invitation (the ***old permission***) for the flight under regulation 136 of the old CAR; and

(b) the old permission is an eligible instrument; and

(c) the old permission is in force immediately before the main commencement time.

Note: For the definition of ***eligible instrument***, see 202.405A.

Approval taken to be granted

(2) For the purposes of subregulation 91.975(1), after the main commencement time, the operator of the aircraft is taken to have been granted an approval under regulation 91.045 for the flight.

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(3) For the purposes of regulation 11.056, the approval is taken to have been granted on the condition that any terms or conditions of the old permission are complied with.

(4) Subregulation 11.056(2) does not apply in relation to the approval.

(5) The approval ceases:
  (a) if the old permission specifies a day on which the old permission ceases to be in force—on that day; or
  (b) otherwise—the second anniversary of the day the old permission was given that occurs after the main commencement time.

202.419F Discharge of firearms in aircraft

When this regulation applies

(1) This regulation applies in relation to a flight of an aircraft involved in an aerial work operation that occurs after the main commencement time if:
  (a) before the main commencement time, CASA had given permission (the ***old permission***) under subregulation 144(3) of the old CAR for a person to discharge a firearm while on an aircraft involved in an aerial work operation; and
  (b) the old permission is an eligible instrument; and
  (c) the old permission is in force immediately before the main commencement time.

Note: For the definition of ***eligible instrument***, see 202.405A.

Person taken to be authorised to discharge firearm

(2) For the purposes of subregulation 91.165(2), after the main commencement time, the person is taken to have been granted an authorisation (the ***new authorisation***) to discharge the firearm while on the aircraft.

Terms of authorisation

(3) For the purposes of regulation 11.056, the new authorisation is taken to have been granted on the condition that any terms or conditions of the old permission are complied with.

(4) Subregulation 11.056(2) (conditions to be set out) does not apply in relation to the new authorisation.

(5) The new authorisation ceases at the earlier of the following:
  (a) the day (if any) specified in the old permission as the day on which the old permission ceases to be in force;
  (b) the second anniversary of the day the old permission was given that occurs after the main commencement time.

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Exemption for operator and pilot taken to be granted

(6) Subregulations (7) to (10) apply if the operator and the pilot in command of the aircraft for the flight are subject to a requirement (the ***new requirement***) under a provision prescribed by the Part 138 Manual of Standards for the purposes of paragraph 138.432(2)(b) in relation to the discharge of a firearm while on the aircraft.

(7) For the purposes of regulation 138.432, after the main commencement time, the operator and the pilot in command of the aircraft for the flight are each taken to have been granted an exemption (the ***new exemption***) under Division 11.F.1 from the new requirement in relation to the flight.

Terms of exemption

(8) For the purposes of regulation 11.205, the new exemption is taken to have been granted on the condition that any terms or conditions of the old permission are complied with.

(9) The new exemption ceases at the earliest of the following:
  (a) the day (if any) specified in the old permission as the day on which the old permission ceases to be in force;
  (b) the second anniversary of the day the old permission was given that occurs after the main commencement time;
  (c) if the operator of the aircraft is the holder of an aerial work certificate and the old permission applies in relation to the operations authorised by the aerial work certificate—the day the operator's aerial work certificate expires.

(10) Subregulation 11.205(2) (conditions to be set out) and regulations 11.225 (publication of exemption) and 11.230 (when exemptions cease) do not apply in relation to the new exemption.

202.419G Instrument approach and departure procedure

When this regulation applies

(1) This regulation applies if:
  (a) before the main commencement time, CASA had issued a determination (the ***old determination***):
    (i) under paragraph 178(6)(b) of the old CAR in relation to an instrument approach procedure; or
    (ii) under paragraph 178(6)(c) of the old CAR in relation to an instrument departure procedure; and
  (b) the old determination is an eligible instrument; and
  (c) the old determination is in force immediately before the main commencement time.

Note: For the definition of ***eligible instrument***, see 202.405A.

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Determination continues to have effect

(2) The old determination continues to have effect, after the main commencement time, as if the determination were an instrument (the ***new instrument***):
  (a) if subparagraph (1)(a)(i) applies—issued under regulation 201.025 for the purposes of subparagraph (a)(ii) of the definition of ***authorised instrument approach procedure*** in Part 1 of the Dictionary; or
  (b) if subparagraph (1)(a)(ii) applies—issued under regulation 201.025 for the purposes of subparagraph (a)(ii) of the definition of ***authorised instrument departure procedure*** in Part 1 of the Dictionary.

(3) The new instrument ceases to be in force at the earlier of the following:
  (a) the day (if any) specified in the old determination as the day on which the old determination ceases to be in force;
  (b) the second anniversary of the day the old determination was issued that occurs after the main commencement time.

202.419H Existing RVSM approvals

When this regulation applies

(1) This regulation applies in relation to an operator of an aircraft if:
  (a) the operator held an RVSM operational approval (the ***old operational approval***) under regulation 181M of the old CAR; and
  (b) the old operational approval covers the aircraft; and
  (c) the old operational approval is in force immediately before the main commencement time; and
  (d) an RVSM airworthiness approval (the ***old airworthiness approval***) under regulation 181G of the old CAR is in force for the aircraft immediately before the main commencement time.

Approval taken to be granted

(2) For the purposes of regulation 91.655, the operator of the aircraft is taken, after the main commencement time, to hold an approval (the ***new approval***) under regulation 91.045 for the aircraft to be flown in RVSM airspace.

(3) The new approval ceases to have effect at the earliest of the following:
  (a) the day (if any) specified in the old operational approval as the day on which the old operational approval ceases to be in force;
  (b) the day (if any) specified in the old airworthiness approval as the day on which the old airworthiness approval ceases to be in force;
  (c) the second anniversary of the day the old operational approval was given that occurs after the main commencement time;
  (d) the second anniversary of the day the old airworthiness approval was given that occurs after the main commencement time;
  (e) if the operator is the holder of an AOC—the day the operator's AOC expires;

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(f) if the operator is the holder of an aerial work certificate—the day the operator's aerial work certificate expires.

202.419J Applications for RVSM operational approval

When this regulation applies

(1) This regulation applies in relation to an operator of an aircraft if:
  (a) before the main commencement time, the operator applied for a RVSM operational approval under regulation 181L of the old CAR; and
  (b) as at the main commencement time, the application has not been finally determined; and
  (c) the requirements in paragraphs 181M(1)(a) to (c) of the old CAR would have been satisfied in relation to the aircraft (assuming that regulation 181M had not been repealed by the amending Regulations).

Application taken to be made

(2) At the main commencement time, the application is taken to have been made under regulation 91.045 for the aircraft to be flown in RVSM airspace for the purposes of subparagraph 91.655(2)(a)(i).

202.419K Operations manuals

When this regulation applies

(1) This regulation applies if:
  (a) before the main commencement time, CASA had given a direction under subregulation 215(3) of the old CAR in relation to an operator's operations manual; and
  (b) the direction is an eligible instrument; and
  (c) the direction is in force immediately before the main commencement time.

Note: For the definition of ***eligible instrument***, see 202.405A.

Direction continues to have effect

(2) The direction continues to have effect, after the main commencement time:
  (a) in relation to an operator that is an Australian air transport operator—as if the direction had been given by CASA under subregulation 119.105(1) in relation to the operator's exposition; and
  (b) in relation to an operator that is an aerial work operator—as if the direction had been given by CASA under subregulation 138.068(1) in relation to the operator's operations manual; and
  (c) in relation to an operator that is a balloon transport operator—as if the direction had been given by CASA under subregulation 131.115(1) in relation to the operator's exposition.

(3) The direction ceases to be in force:

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(a) in relation to an operator that is an Australian air transport operator—on the day the operator's AOC expires; and
(b) in relation to an operator that is an aerial work operator—on the day the operator's aerial work certificate expires; and
(c) in relation to an operator that is balloon transport operator—on the day the operator's AOC expires.

202.419L Fuel records

When this regulation applies

(1) This regulation applies in relation to a record that was required to be maintained under regulation 220 of the old CAR immediately before the main commencement time.

Old CAR continues to apply

(2) Despite the repeal of regulation 220 of the old CAR by the amending Regulations, that regulation as in force immediately before the main commencement time continues to apply in relation to the record for a period of 6 months beginning immediately after the main commencement time.

202.419M Light sport aircraft

When this regulation applies

(1) This regulation applies if:
(a) before the main commencement time, for the purposes of subregulation 262APA(7) of the old CAR, a person was appointed by CASA to perform the functions of the manufacturer in relation to the continuing airworthiness of an aircraft; and
(b) the appointment is in force immediately before the main commencement time.

Person taken to be authorised person

(2) For the purposes of subregulation 91.900(4), after the main commencement time the person is taken to be an authorised person.

202.419N Operating requirements for light sport aircraft

When this regulation applies

(1) This regulation applies if:
(a) before the main commencement time, CASA had determined (the ***old determination***) one or more additional operating limitations in relation to an aircraft under subregulation 262APA(4) of the old CAR; and
(b) the old determination is an eligible instrument; and

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(c) the old determination is in force immediately before the main commencement time.

Note: For the definition of ***eligible instrument***, see 202.405A.

Effect of determination

(2) The old determination has effect, after the main commencement time, as if it had been issued as a direction by CASA under subregulation 11.245(1) in relation to the aircraft.

(3) The direction ceases to be in force at the earlier of the following:
(a) the day (if any) specified in the old determination as the day on which the old determination ceases to be in force;
(b) the second anniversary of the day the old determination was issued that occurs after the main commencement time.

(4) Subregulation 11.245(2) is taken to be satisfied in relation to the direction.

(5) Regulation 11.250 (period of effect of direction) does not apply in relation to the direction.

202.419P Reviewable decisions

Despite the amendments of regulation 297A of the old CAR made by the amending Regulations, that regulation, as in force immediately before the main commencement time, continues to apply after the main commencement time in relation to a decision made before the main commencement time.

202.419Q Authorised persons and identity cards

When this regulation applies

(1) This regulation applies if:
(a) before the main commencement time, a person was appointed (the ***old appointment***) under paragraph 6(1)(a) or (b) of the old CAR to be an authorised person in relation to a provision of CAR; and
(b) the old appointment is in force immediately before the main commencement time.

Person taken to be authorised person

(2) For the purposes of these Regulations, after the main commencement time, the person is taken be an authorised person under regulation 201.001 in relation to:
(a) if the relevant provision of CAR is in force immediately after the main commencement time—that provision of CAR; or
(b) if the relevant provision of CAR is repealed by the amending Regulations—the corresponding new provision (if any).

Note: For the definition of ***corresponding new provision***, see 202.405.

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(3) For the purposes of subregulation 201.001(4), a person taken to be an authorised person under subregulation (2) of this regulation is appointed on the conditions of the person's old appointment.

(4) To avoid doubt, subregulations 201.001(2) and (3) do not apply in relation to a person taken to be an authorised person under subregulation (2) of this regulation.

Identity cards

(5) If:
  (a) before the main commencement time, an identity card had been issued under subregulation 6A(1) of the old CAR to an authorised person in relation to one or more provisions (the ***old provision***) of CAR; and
  (b) the identity card was in the possession of the authorised person immediately before the main commencement time;

then, for the purposes of these Regulations, after the main commencement time, the identity card is taken:
  (c) to have been issued to the authorised person under regulation 201.002; and
  (d) to specify whichever of the following is applicable:
    (i) if paragraph (2)(a) of this regulation applies—the relevant provision of CAR;
    (ii) if paragraph (2)(b) of this regulation applies—the relevant corresponding new provision.

Note: For the definition of ***corresponding new provision***, see 202.405.

202.419R Applications for certificates of airworthiness

(1) Despite the amendment of regulation 21.173 by Schedule 1 to the amending Regulations, the owner of an aircraft that is registered with one of the following bodies is eligible, under that regulation, to apply for a certificate of airworthiness for the aircraft:
  (a) Australian Sport Rotorcraft Association Incorporated;
  (b) The Gliding Federation of Australia Incorporated;
  (c) Sports Aviation Federation of Australia Limited;
  (d) Recreational Aviation Australia Limited.

(2) This regulation is repealed at the end of 2 December 2024.

202.419S Applications for experimental certificates

(1) Despite the amendment of regulation 21.192 by Schedule 1 to the amending Regulations, the owner of an aircraft that is registered with one of the following bodies is eligible, under that regulation, to apply for an experimental certificate for one or more of the purposes mentioned in regulation 21.191:
  (a) Australian Sport Rotorcraft Association Incorporated;
  (b) The Gliding Federation of Australia Incorporated;

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(c) Sports Aviation Federation of Australia Limited;
(d) Recreational Aviation Australia Limited.

(2) This regulation is repealed at the end of 2 December 2024.

202.419T Application of Part 61 in relation to pilot certificates

(1) This regulation applies if, immediately before the commencement of Schedule 1 to the amending Regulations, a person held a pilot certificate granted by:
(a) Recreational Aviation Australia Limited; or
(b) Australian Sport Rotorcraft Association Incorporated; or
(c) The Gliding Federation of Australia Incorporated.

(2) Despite the amendment of Part 61 made by Schedule 1 to the amending Regulations, that Part continues to apply in relation to the person and the pilot certificate as if those amendments had not been made.

(3) This regulation is repealed at the end of 1 December 2023.

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Subpart 202.EB—Transitional provisions for Part 91 (General operating and flight rules)

Note 1: This Subpart heading is reserved for future use.

Note 2: Regulation numbers 202.420 to 202.439 are reserved for use in this Subpart.

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Subpart 202.EC—Transitional provisions for Part 92 (Consignment and carriage of dangerous goods by air)

202.440 Approval of certain training courses and instructors

(1) Subregulations (2) and (3) have effect if the Governor-General has made regulations that will amend CASR to require the approval of:
  (a) courses of training in relation to dangerous goods; and
  (b) instructors to give such courses;
and those regulations have been registered but have not come into force.

(2) CASA may approve such a course of training, or such an instructor, for the purposes of CASR as so to be amended.

(3) Such an approval may be expressed to be for the purposes of a provision of CASR as so to be amended.

(4) Such an approval given before the amending regulations come into force is not, after those regulations come into force, ineffective only because it was given before those regulations came into force.

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Subpart 202.FA—Transitional provisions for Part 101 (Unmanned aircraft and rockets)

Division 202.FA.1—Amendments made by the Civil Aviation Legislation Amendment (Part 101) Regulation 2016

202.455 Definition of *commencement date* for Division 202.FA.1

In this Division:

commencement date means the day on which the *Civil Aviation Legislation Amendment (Part 101) Regulation 2016* commences.

202.460 Transitional—approved areas for UAVs

Applications for approved areas for UAVs—if made but not finally determined before commencement date

(1) Subregulation (2) applies if, before the commencement date:
  (a) a person applied for the approval of an area as an area for the operation of UAVs under regulation 101.030; and
  (b) the application had not been finally determined by CASA.

(2) The application is taken, on and after the commencement date, to be an application for the approval of an area for the operation of RPA under regulation 101.030.

Approved areas for UAVs immediately before the commencement date

(3) An approval of an area as an area for the operation of UAVs under regulation 101.030 that was in force immediately before the commencement date is taken, on and after that date, to be an approval of the area as an area for the operation of RPA under regulation 101.030 subject to the same terms and conditions.

202.461 Transitional—UAV controllers

Applications for certification as UAV controller—if made but not finally determined before commencement date

(1) Subregulation (2) applies if, before the commencement date:
  (a) a person applied for certification as a UAV controller under regulation 101.290; and
  (b) the application had not been finally determined by CASA.

(2) The application is taken, on and after the commencement date, to be an application for a remote pilot licence under regulation 101.290.

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Certified UAV controllers

(3) If, immediately before the commencement date, a person was certified as a UAV controller under regulation 101.295, the certification has effect on and after that date as if it were a remote pilot licence granted under regulation 101.295.

(4) Any condition to which the certification was subject immediately before the commencement date continues in force as a condition of the licence.

Non-finalised action to vary, suspend or cancel certification of UAV controller

(5) Action to vary, suspend or cancel the certification of a person as a UAV controller that, immediately before the commencement date, had not been finally determined, is taken to be action to vary, suspend or cancel the person's remote pilot licence.

202.462 Transitional—UAV operators

Applications for certification as UAV operator—if made but not finally determined before commencement date

(1) Subregulation (2) applies if, before the commencement date:
  (a) a person applied for certification as a UAV operator under regulation 101.330; and
  (b) the application had not been finally determined by CASA.

(2) The application is taken, on and after the commencement date, to be an application for certification as an RPA operator under regulation 101.330.

Certification of UAV operators immediately before commencement date

(3) The certification of a person as a UAV operator under regulation 101.335 that was in force immediately before the commencement date is taken, on and after that date, to be a certification of the person as an RPA operator under regulation 101.335 subject to the same terms and conditions.

Non-finalised action to vary, suspend or cancel certification of UAV operator

(4) Action to vary, suspend or cancel the certification of a person as a UAV operator that, immediately before the commencement date, had not been finally determined is taken to be the same action in relation to the certification of the person as an RPA operator.

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Division 202.FA.2—Amendments made by Schedule 2 to the Civil Aviation Safety Amendment (Remotely Piloted Aircraft and Model Aircraft—Registration and Accreditation) Regulations 2019

202.463 Definitions for Division 202.FA.2

In this Division:

amending Regulations means the *Civil Aviation Safety Amendment (Remotely Piloted Aircraft and Model Aircraft—Registration and Accreditation) Regulations 2019*.

model aircraft stage 1 application day: see regulation 202.229.

Note: The model aircraft stage 1 application day is 1 July 2023 (or a later day).

model aircraft stage 2 application day: see regulation 202.229.

Note: The model aircraft stage 2 application day is 26 September 2023 (or a later day).

subsequent amending regulations means the *Civil Aviation Safety Amendment (Parts 47 and 101 No. 2) Regulations 2022*.

202.464 Delayed application—show cause notices

The amendments of the following provisions by Schedule 2 to the amending Regulations apply in relation to a show cause notice given by CASA on or after the commencement of that Schedule:

(a) regulation 101.315 (notice to holder of remote pilot licence to show cause);
(b) regulation 101.320 (cancellation of remote pilot licence);
(c) regulation 101.360 (notice to certified RPA operator to show cause);
(d) regulation 101.365 (cancellation of RPA operator's certification).

Note: Schedule 2 to the amending Regulations commences on 1 April 2020 (or a later day): see section 2 of the amending Regulations.

202.466 Delayed application—model aircraft

New definition of ***model aircraft***

(1) Regulation 101.023, as inserted by Schedule 2 to the amending Regulations, and the definition of ***model aircraft*** in Part 1 of the Dictionary, as substituted by Schedule 2 to the amending Regulations, apply on and after the day the subsequent amending regulations commence.

Note: Regulation 101.023 provides for a new definition of ***model aircraft***.

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Accreditation requirements

(2) On and after the day the subsequent amending regulations commence, the following provisions, as inserted or amended by Schedule 2 to the amending Regulations, apply in relation to a model aircraft:

(a) subregulations 101.047(1) and (2) (performance of duties during flight time—balloons, kites and model aircraft);

(b) Division 101.FA.1 (which applies Subpart 101.FA to the operation of model aircraft other than gliders, as well as to excluded RPA and micro RPA);

(c) Division 101.FA.3 (accreditation to operate excluded RPA, micro RPA and model aircraft).

(2A) On and after the model aircraft stage 1 application day, subregulation 101.047(3), as inserted or amended by Schedule 2 to the amending Regulations, applies in relation to a model aircraft.

Note: The model aircraft stage 1 application day is 1 July 2023 (or a later day): see regulation 202.229.

Rules for operating model aircraft

(3) Subpart 101.G (model aircraft), as in force immediately before the commencement of Schedule 2 to the amending Regulations, continues to apply until immediately before the day the subsequent amending regulations commence.

Note: Schedule 2 to the amending Regulations commences on 1 April 2020 (or a later day): see section 2 of the amending Regulations.

Approval of areas for the operation of aircraft

(4) If, immediately before the commencement of Schedule 2 to the amending Regulations, an application under regulation 101.030 for the approval of an area had been made, but not determined, the amendments of that regulation by Schedule 2 to the amending Regulations apply in relation to an approval given to that application after that commencement.

Enforcement of rules relating to model aircraft accreditation

(5) On and after the model aircraft stage 2 application day, Division 101.FA.2 (accreditation requirements), as inserted by Schedule 2 to the amending Regulations, applies in relation to the operation of a model aircraft.

Note: The model aircraft stage 2 application day is 26 September 2023 (or a later day): see regulation 202.229.

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Subpart 202.FC—Transitional provisions for Part 103 (Sport and recreational aviation operations)

Note 1: This Subpart heading is reserved for future use.

Note 2: Regulation numbers 202.480 to 202.499 are reserved for use in this Subpart.

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Subpart 202.FE—Transitional provisions for Part 105 (Parachuting from aircraft)

Division 202.FE.1—Amendments made by the Civil Aviation Legislation Amendment (Parts 103, 105 and 131) Regulations 2019

202.500 Definitions for Division 202.FE.1

In this Division:

amending regulations means the *Civil Aviation Legislation Amendment (Parts 103, 105 and 131) Regulations 2019*.

202.501 Application of Part 105 to parachuting activities

Part 105, as inserted by Schedule 2 to the amending regulations, applies in relation to parachuting activities undertaken on or after 2 December 2021.

202.502 Transitional—parachute descents authorised by CASA

(1) Despite regulation 202.501, Part 105 does not apply in relation to a parachute descent if the descent is authorised by, and conducted in accordance with:
  (a) instrument CASA 263/02 or instrument CASA 36/19 (as either is in force from time to time); and
  (b) if the descent is being undertaken by a trainee parachutist or tandem parachutist—instrument CASA 11/17 or instrument CASA 84/18 (as either is in force from time to time); and
  (c) subsection 15 of Civil Aviation Order 20.16.3 (as in force immediately before 2 December 2021).

(2) If Part 105 does not apply to a parachute descent because of the operation of subregulation (1), Part 105 also does not apply to any other parachuting activity undertaken for the purposes of the descent.

(3) Despite the repeal of regulation 152 of CAR by Schedule 2 to the amending regulations, instruments CASA 263/02 and CASA 36/19 (as in force immediately before the commencement of Schedule 2 to the amending regulations) continue in force (and may be dealt with) after that commencement as if that repeal had not happened.

(4) This regulation is repealed at the end of 1 December 2023.

202.503 Transitional—manned free balloons

(1) Despite regulation 202.501, a pilot in command of a manned free balloon that is being operated to facilitate a parachute descent is taken to satisfy

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Regulation 202.503

subparagraph 105.155(2)(b)(i) if the pilot meets the requirements specified in Civil Aviation Order 95.54.

(2) This regulation is repealed at the end of 1 December 2023.

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Subpart 202.FJ—Transitional provisions for Part 115 (Operations using sport aviation aircraft for non-recreational activities)

Note 1: This Subpart heading is reserved for future use.

Note 2: Regulation numbers 202.520 to 202.539 are reserved for use in this Subpart.

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Subpart 202.FL—Transitional provisions for Part 119 (Air operator certification—air transport)

Note 1: This Subpart heading is reserved for future use.

Note 2: Regulation numbers 202.540 to 202.559 are reserved for use in this Subpart.

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Subpart 202.FN—Transitional provisions for Part 121A (Air transport operations—large aeroplanes)

Note 1: This Subpart heading is reserved for future use.

Note 2: Regulation numbers 202.560 to 202.579 are reserved for use in this Subpart.

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Subpart 202.FO—Transitional provisions for Part 121B (Air transport operations—small aeroplanes)

Note 1: This Subpart heading is reserved for future use.

Note 2: Regulation numbers 202.580 to 202.599 are reserved for use in this Subpart.

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Subpart 202.FR—Transitional provisions for Part 129 (Foreign air transport operators—certification and operating requirements)

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Subpart 202.FS—Transitional provisions for Part 132 (Limited category aircraft)

Division 202.FS.1—Amendments made by the Civil Aviation Legislation Amendment (Part 132) Regulation 2016

202.609 Definitions for Division 202.FS.1

In this Division:

commencement time means the commencement of the *Civil Aviation Legislation Amendment (Part 132) Regulation 2016*.

202.610 Warning placards

(1) This regulation applies to an aircraft for which a limited category certificate was in force immediately before the commencement time.

(2) A placard that:
  (a) was fitted to the aircraft before the commencement time; and
  (b) bears the warning set out in subregulation 262AM(6) of CAR (as in force immediately before the commencement time);

is taken, on and after the commencement time, to comply with the Part 132 Manual of Standards.

202.611 Permit indexes assigned by CASA or Australian Warbirds Association Limited

(1) This regulation applies if, immediately before the commencement time:
  (a) a limited category certificate for an aircraft was in force or under suspension; and
  (b) a permit index assigned to the aircraft under regulation 262AM of CAR by CASA or the Australian Warbirds Association Limited was in force.

(2) The permit index is taken to be the permit index number for the aircraft.

(3) The permit index number is taken to have been assigned to the aircraft under subregulation 21.176(5).

202.612 Limited category aircraft without permit index

Aircraft with limited category certificates in force

(1) Subregulation (2) applies if, immediately before the commencement time:
  (a) a limited category certificate for an aircraft was in force; and
  (b) there was no permit index in force for the aircraft under regulation 262AM of CAR.

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(2) The administering authority for the aircraft must assign a permit index number to the aircraft in accordance with regulation 132.195.

Aircraft with limited category certificates under suspension

(3) Subregulation (4) applies if, immediately before the commencement time:
  (a) a limited category certificate for an aircraft was under suspension; and
  (b) there was no permit index in force for the aircraft under regulation 262AM of CAR.

(4) If the suspension is lifted, the administering authority for the aircraft must assign a permit index number to the aircraft in accordance with regulation 132.195.

Note: The administering authority must also reissue the limited category certificate for the aircraft, or an attachment to the certificate, so that the certificate or attachment includes the permit index number: see regulation 132.215.

202.613 Approval of major modifications and repairs

(1) This regulation applies to an aircraft if, immediately before the commencement time:
  (a) a limited category certificate was in force for the aircraft; and
  (b) the certificate included operating historic or ex-military aircraft in adventure style operations as a special purpose operation for the aircraft; and
  (c) the aircraft has a major modification or repair.

(2) On and after the commencement time, the major modification or repair is taken to have been approved for the purposes of regulation 132.030.

202.614 Approval to carry more than 6 passengers

(1) This regulation applies to an aircraft if, immediately before the commencement time, an approval under paragraph 262AM(4)(a) of CAR to carry a greater number of passengers than 6 was in force for the aircraft.

(2) On and after the commencement time, the approval has effect as if it were an approval granted under regulation 132.035 for the purposes of paragraph 132.050(2)(d).

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Subpart 202.FT—Transitional provisions for Part 133 (Air transport and aerial work operations—rotorcraft)

Note 1: This Subpart heading is reserved for future use.

Note 2: Regulation numbers 202.620 to 202.639 are reserved for use in this Subpart.

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Subpart 202.FV—Transitional provisions for Part 136 (Aerial work operations—other than those covered by Parts 133, 137, 138, 141 and 142)

Note 1: This Subpart heading is reserved for future use.

Note 2: Regulation numbers 202.640 to 202.659 are reserved for use in this Subpart.

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Subpart 202.FW—Transitional provisions for Part 137 (Aerial agriculture operations—other than rotorcraft)

Note 1: This Subpart heading is reserved for future use.

Note 2: Regulation numbers 202.660 to 202.679 are reserved for use in this Subpart.

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Subpart 202.FX—Transitional provisions for Part 138 (Search and rescue operations)

Note 1: This Subpart heading is reserved for future use.

Note 2: Regulation numbers 202.680 to 202.699 are reserved for use in this Subpart.

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Subpart 202.FY—Transitional provisions for Part 139 (Aerodromes)

Division 202.FY.1—Amendments made by the Civil Aviation Safety Amendment (Part 139) Regulations 2019

202.700 Definitions for this Division

In this Division:

certificate transition period: see subregulation 202.702(10).

commencement time means the time the *Civil Aviation Safety Amendment (Part 139) Regulations 2019* commence.

Note: The *Civil Aviation Safety Amendment (Part 139) Regulations 2019* commence on 13 August 2020.

end time, for a transitional instrument: see subregulation 202.704(3).

new manual: see subregulation 202.702(5).

new manual day: see subregulation 202.702(6).

new Part 139 Manual of Standards means the Part 139 Manual of Standards.

Note: For the ***Part 139 Manual of Standards***, see the Dictionary.

new Part 139 Regulations means these Regulations as amended by the *Civil Aviation Safety Amendment (Part 139) Regulations 2019*.

Note: The *Civil Aviation Safety Amendment (Part 139) Regulations 2019* amended these Regulations to repeal Subparts 139.A to 139.F of Part 139 and substitute new Subparts 139.A to 139.E.

old Part 139 Manual of Standards means the *Manual of Standards Part 139—Aerodromes*, as in force immediately before the commencement time.

old Part 139 Regulations means these Regulations as in force immediately before the commencement time.

Note: These Regulations as so in force included Part 139 as in force immediately before the commencement time.

transitional aerodrome certificate: see subregulation 202.701(1).

transitional instrument: see subregulation 202.704(1).

202.701 Transitional aerodrome certificates

*What is a **transitional aerodrome certificate**?*

(1) Each of the following is a ***transitional aerodrome certificate***:

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(a) an aerodrome certificate continued in force under subregulation (2);
(b) an aerodrome certificate granted as mentioned in paragraph (3)(b);
(c) an aerodrome certificate taken to have been granted as mentioned in subregulation (4);
(d) an aerodrome certificate granted under paragraph (5)(b).

Certified aerodromes

(2) If, immediately before the commencement time, the operator of an aerodrome was the holder of an aerodrome certificate for the aerodrome, the certificate continues in force as if it had been granted to the operator under regulation 139.030 of the new Part 139 Regulations, subject to regulation 202.702.

(3) If, before the commencement time, a person had made an application in accordance with regulation 139.045 of the old Part 139 Regulations for an aerodrome certificate, but CASA had not made a decision on the application immediately before that time:
(a) Subpart 139.B of the old Part 139 Regulations, and the old Part 139 Manual of Standards, continue to apply in relation to the application and CASA's decision on the application; and
(b) CASA may grant an aerodrome certificate for the aerodrome to the person accordingly under regulation 139.050 of the old Part 139 Regulations; and
(c) an aerodrome certificate granted to the person as mentioned in paragraph (b) has effect as if it had been granted under regulation 139.030 of the new Part 139 Regulations, subject to regulation 202.702.

Registered aerodromes

(4) If, immediately before the commencement time, a registration under regulation 139.265 of the old Part 139 Regulations was in force for an aerodrome, an aerodrome certificate for the aerodrome is taken to have been granted to the operator of the aerodrome under regulation 139.030 of the new Part 139 Regulations, subject to regulation 202.702.

(5) If, before the commencement time, a person had made an application in accordance with regulation 139.260 of the old Part 139 Regulations for the registration of an aerodrome, but CASA had not made a decision on the application immediately before that time:
(a) Subpart 139.C of the old Part 139 Regulations, and the old Part 139 Manual of Standards, continue to apply in relation to CASA's consideration of the application; and
(b) if CASA is satisfied that the application is in accordance with the old Part 139 Regulations, CASA must grant an aerodrome certificate for the aerodrome to the applicant; and
(c) an aerodrome certificate granted under paragraph (b) has effect as if it had been granted under regulation 139.030 of the new Part 139 Regulations, subject to regulation 202.702.

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Regulation 202.702

202.702 Transitional aerodrome certificates—effect

Scope

(1) This regulation applies in relation to an aerodrome while a transitional aerodrome certificate is in force for the aerodrome (see regulation 202.701).

Application of the Regulations

(2) During the certificate transition period for the aerodrome:
  (a) the transitional aerodrome certificate has effect for the aerodrome, unless it is sooner suspended or cancelled, and subject otherwise to the new Part 139 Regulations; and
  (b) the new Part 139 Regulations apply in relation to the aerodrome as if the certificate had been granted to the operator of the aerodrome under regulation 139.030 of the new Part 139 Regulations (subject to subregulations (3) and (4) of this regulation); and
  (c) in the case of a transitional aerodrome certificate mentioned in paragraph 202.701(1)(a)—any conditions applying to the certificate immediately before the commencement time continue to apply in relation to the certificate, subject to the new Part 139 Regulations.

(3) In the case of a transitional aerodrome certificate mentioned in paragraph 202.701(1)(a) or (b), during the certificate transition period:
  (a) Division 139.B.2 of the old Part 139 Regulations applies to the operator of the aerodrome; and
  (b) Division 139.C.1 of the new Part 139 Regulations does not apply to the operator of the aerodrome; and
  (c) a reference in the new Part 139 Regulations to a provision of Division 139.C.1 (which includes regulations 139.045 to 139.060) is taken to be a reference to the corresponding provision of Division 139.B.2 of the old Part 139 Regulations.

Note: Those Divisions deal with requirements in relation to aerodrome manuals for certified aerodromes.

(4) In the case of a transitional aerodrome certificate mentioned in paragraph 202.701(1)(c) or (d), during the certificate transition period the following provisions of the new Part 139 Regulations do not apply to the operator of the aerodrome:
  (a) paragraph 139.035(1)(b);
  (b) Division 139.C.1.

New aerodrome certificate—requirement for new manual

(5) The operator of the aerodrome may give CASA a proposed new aerodrome manual (a ***new manual***) for the aerodrome prepared for the purpose of compliance with the requirements mentioned in regulation 139.045 of the new Part 139 Regulations before the new manual day for the aerodrome.

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(6) The ***new manual day***, for the aerodrome, is:
  (a) in the case of an aerodrome for which a transitional aerodrome certificate mentioned in paragraph 202.701(1)(a) or (b) is in force—13 May 2021; or
  (b) in the case of an aerodrome for which a transitional aerodrome certificate mentioned in paragraph 202.701(1)(c) or (d) is in force—13 May 2022.

(7) If the operator of the aerodrome gives CASA a new manual under subregulation (5), CASA must:
  (a) if the new manual complies with the requirements mentioned in regulation 139.045 of the new Part 139 Regulations—grant a new aerodrome certificate to the operator; or
  (b) in any other case—refuse to grant a new aerodrome certificate to the operator.

Note: Under regulation 201.004, an application may be made to the Administrative Appeals Tribunal for review of:
  (a) a decision refusing to grant a new aerodrome certificate; or
  (b) a decision imposing a condition on a new aerodrome certificate.

(8) Without limiting the application of any other provisions of Part 11, the following provisions of Part 11 apply (or do not apply) as follows in relation to the decision under subregulation (7) to grant, or to refuse to grant, a new aerodrome certificate to the operator of an aerodrome:
  (a) Subpart 11.B (applications for authorisations) does not apply;
  (b) regulation 11.055 (grant of authorisation) does not apply;
  (c) regulation 11.056 (authorisation may be granted subject to conditions) applies;
  (d) regulation 11.060 (notice of decision) applies as if the operator, by giving the new manual to CASA, had made an application for an aerodrome certificate under the new Part 139 Regulations;
  (e) regulation 11.065 (when authorisation comes into effect) applies;
  (f) regulations 11.067 to 11.077 (provisions relating to conditions) apply;
  (g) regulation 11.080 (authorisations not transferable) applies.

(9) A decision to refuse to grant a new aerodrome certificate to a person under paragraph (7)(b) comes into effect when the time for making an application for review by the Administrative Appeals Tribunal of the decision has elapsed, subject to any order of the Tribunal or of a court staying the effect of the decision.

Note: An application for review of a decision by the Administrative Appeals Tribunal must generally be made within 28 days after the applicant is notified of the decision (see section 29 of the *Administrative Appeals Tribunal Act 1975*). For stay orders by the Tribunal, see section 41 of that Act.

Certificate transition period

(10) The ***certificate transition period***, in relation to a transitional aerodrome certificate, is the period starting at the commencement time or when it was granted or taken to have been granted (whichever is later), and ending:

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(a) if the operator of the aerodrome fails to give CASA a new manual before the end of the new manual day—at the end of the new manual day; or
(b) if CASA grants a new aerodrome certificate to the operator under paragraph (7)(a)—when the certificate comes into effect (see regulation 11.065); or
(c) if CASA makes a decision, under paragraph (7)(b), to refuse to grant a new aerodrome certificate to the operator—when the decision comes into effect (see subregulation (9)); or
(d) if CASA cancels the certificate before the occurrence of any of the events mentioned in paragraphs (a) to (c)—when the cancellation comes into effect.

202.703 Certified air/ground radio services and operators

Air/ground radio services

(1) If, immediately before the commencement time, a certification of an air/ground radio service was in force for an aerodrome for the purposes of Division 139.F.3 of the old Part 139 Regulations then, at and after that time:
  (a) the operator of the aerodrome is taken to hold an approval granted for the purposes of regulation 139.155 of the new Part 139 Regulations for that service:
    (i) subject to any conditions in force for the certification immediately before the commencement time; and
    (ii) for the period (if any) during which the certification would otherwise have remained in force, unless the approval taken to be held is sooner suspended or cancelled; and
    (iii) subject otherwise to the new Part 139 Regulations; and
  (b) the new Part 139 Regulations otherwise apply in relation to the service.

(2) If, before the commencement time, a person had made a request to CASA in accordance with regulation 139.410 of the old Part 139 Regulations for the certification of an air/ground radio service, but CASA had not made a decision on the request immediately before that time:
  (a) Division 139.F.3 of the old Part 139 Regulations, and the old Part 139 Manual of Standards, continue to apply in relation to the request and CASA's decision on the request; and
  (b) CASA may certify the service accordingly under regulation 139.410 of the old Part 139 Regulations; and
  (c) such a certification has effect as if it were an approval granted for the purposes of regulation 139.155 of the new Part 139 Regulations; and
  (d) the new Part 139 Regulations otherwise apply in relation to the service.

Operators of air/ground radio services

(3) If, immediately before the commencement time, a certification of a person as the operator of an air/ground radio service was in force for an aerodrome for the

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purposes of Division 139.F.3 of the old Part 139 Regulations then, at and after that time:

(a) the operator of the service is taken to hold an approval granted for the purposes of regulation 139.160 of the new Part 139 Regulations to operate the service:

(i) subject to any conditions in force for the certification immediately before the commencement time; and

(ii) for the period (if any) during which the certification would otherwise have remained in force, unless the approval taken to be held is sooner suspended or cancelled; and

(iii) subject otherwise to the new Part 139 Regulations; and

(b) the new Part 139 Regulations otherwise apply in relation to the approval.

(4) If, before the commencement time, a person had made an application to CASA in accordance with regulation 139.430 of the old Part 139 Regulations for certification as the operator of an air/ground radio service for an aerodrome, but CASA had not made a decision on the application immediately before that time:

(a) CASA must (subject to regulation 11.055) grant an approval to the applicant under regulation 139.010 of the new Part 139 Regulations for the purposes of regulation 139.160 of the new Part 139 Regulations, if CASA is satisfied that the person meets the requirements for operating a certified air/ground radio service prescribed by the new Part 139 Manual of Standards as in force immediately after the commencement time; and

(b) subregulation 11.055(1B) applies to the granting of the approval.

(5) At and after the commencement time, a person who holds, or who is, under this regulation, taken to hold, an approval granted for the purposes of regulation 139.160 of the new Part 139 Regulations to operate an air/ground radio service for an aerodrome is taken also to be approved for the purposes of paragraph 120(1)(b) of CAR (weather reports not to be used if not made with authority).

202.704 Transitional authorisations

Scope

(1) This regulation applies if:

(a) an instrument (the ***transitional instrument***) was made under these Regulations for the purposes of Part 139 or the old Part 139 Manual of Standards, or under the old Part 139 Manual of Standards, before the commencement time; and

(b) the transitional instrument was in force immediately before the commencement time, or is expressed to commence at a later time; and

(c) the transitional instrument would (apart from the amendments made by Schedule 1 to the *Civil Aviation Safety Amendment (Part 139) Regulations 2019*, and the repeal of the old Part 139 Manual of Standards) have had the effect, on or after the commencement time, of authorising or allowing a person, in particular circumstances, to do a thing in relation to

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an aerodrome that the person would not otherwise have been authorised or allowed to do because of Part 139 of the old Part 139 Regulations or the old Part 139 Manual of Standards.

Example: *CASA EX128/19—Approved VASIS (Charter Operations—Relevant Runway Ends for Certified Aerodromes) Exemption 2019*. This transitional instrument was made under regulation 11.160, and exempted the aerodrome operators of certified aerodromes from compliance with subregulation 139.190(1) of the old Part 139 Regulations in relation to runway ends in particular specified circumstances. Immediately before the commencement time, the instrument had the effect that such operators were allowed not to provide an approved visual approach slope indicator system (VASIS) for runway ends in those circumstances.

Authorisation

(2) On and after the commencement time, or the time the transitional instrument is expressed to commence, whichever is later, until the end time for the transitional instrument, the person is authorised or allowed to do that thing in those circumstances:
  (a) despite any provision to the contrary in the new Part 139 Regulations or the new Part 139 Manual of Standards; but
  (b) subject to any conditions provided in the transitional instrument.

(3) The ***end time*** for a transitional instrument is the earliest of the following times:
  (a) if the instrument is, by its own terms, expressed to be repealed, or to cease to have effect, at a particular time—that time;
  (b) if paragraph (a) does not apply—the end of 31 December 2021;
  (c) in any case:
    (i) if the instrument is repealed—the time the repeal takes effect; or
    (ii) if the instrument cannot be repealed because it lapsed at the commencement time—a time determined for the instrument by a determination under subregulation (4).

(4) CASA may, by legislative instrument, determine a time for an instrument for the purposes of subparagraph (3)(c)(ii).

(5) This regulation does not apply to an instrument that is:
  (a) an aerodrome certificate; or
  (b) a certification of an air/ground radio service; or
  (c) a certification of a person as the operator of an air/ground radio service.

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Subpart 202.FYH—Transitional provisions for Subpart 139.H (Aerodrome rescue and fire fighting services)

202.710 Manual of Standards for Subpart 139.H

(1) A document called 'Manual of Standards (MOS) – Subpart 139.H' published by CASA before 1 May 2003 is taken to be a Manual of Standards issued under regulation 139.712.

(2) The procedures in regulations 139.712A, 139.712B and 139.712C (as in force on 1 May 2003) are taken to have been complied with in relation to the issue of the Manual of Standards.

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Subpart 202.GA—Transitional provisions for Part 141 (Recreational, private and commercial pilot flight training, other than certain integrated training courses)

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Subpart 202.GB—Transitional provisions for Part 142 (Integrated and multi-crew pilot flight training, contracted training and contracted checking)

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Subpart 202.GC—Transitional provisions for Part 143 (Air traffic services training providers)

202.760 Manual of Standards for Part 143

(1) A document called 'Manual of Standards (MOS) – Part 143' published by CASA before 1 May 2003 is taken to be a Manual of Standards issued under regulation 143.017.

(2) The procedures in regulations 143.017A, 143.017B and 143.017C (as in force on 1 May 2003) are taken to have been complied with in relation to the issue of the Manual of Standards.

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Subpart 202.GD—Transitional provisions for Part 144 (Product distribution organisations)

Note 1: This Subpart heading is reserved for future use.

Note 2: Regulation numbers 202.780 to 202.799 are reserved for use in this Subpart.

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Subpart 202.GE—Transitional provisions for Part 145 (Continuing airworthiness—Part 145 approved maintenance organisations)

Division 202.GE.1—Amendments made by the Civil Aviation and Civil Aviation Safety Amendment Regulations 2010 (No. 1)

202.800 CASA may direct making of applications under regulation 145.025

(1) CASA may direct the holder of a certificate of approval that covers maintenance of an aircraft or aeronautical product to which Part 42 applies to make an application under regulation 145.025 for approval as a Part 145 organisation.

(2) A direction under this regulation must:
  (a) be in writing; and
  (b) specify the time within which the direction must be complied with.

(3) The holder of the certificate must comply with the direction within the time specified in the direction.

Note: CASA intends to give directions under this regulation to assist it in managing the implementation of Part 145.

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Division 202.GE.2—Amendments made by the Civil Aviation Legislation Amendment (Maintenance and Other Matters) Regulation 2013

Subdivision 202.GE.2.1—Part 145 organisations undertaking CAR maintenance activities—general

202.801 Interpretation for Division 202.GE.2—Part 145 references to maintenance services taken to include references to CAR maintenance activities

For this Division:

(a) the references in paragraphs (b) and (c) of the definition of ***accountable manager*** in subregulation 145.010(1) to providing maintenance services are taken to include references to undertaking CAR maintenance activities; and

(b) the reference in paragraph 145.010(2)(d) to the maintenance services provided by an organisation is taken to include a reference to the CAR maintenance activities undertaken by the organisation; and

(c) the reference in paragraph 145.010(2)(f) to the maintenance services that an organisation is approved to provide is taken to include a reference to the CAR maintenance activities that the organisation is approved to undertake.

202.802 Interpretation for Division 202.GE.2—Part 145 definition of *approval rating*

For this Division, the definition of ***approval rating*** in subregulation 145.010(1) is taken to include a rating for a kind of aircraft, aircraft component or aircraft material specified in the Part 145 Manual of Standards in relation to CAR maintenance activities.

202.803 Interpretation for Division 202.GE.2—Part 145 definition of *significant change*

For this Division, the definition of ***significant change*** in subregulation 145.010(2) is taken to include the following:

(a) a change to the CAR maintenance activities undertaken by the organisation, if the change would require a change to the approval ratings mentioned in the organisation's approval certificate;

(b) a change to the organisation's facilities, equipment, tools, materials, procedures or employees that could adversely affect the organisation's ability to undertake the CAR maintenance activities that it is approved to undertake;

(c) a change to the organisation's system of certification of completion of maintenance.

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202.804 Part 145 Manual of Standards—additional matters for CAR maintenance activities

A Manual of Standards issued under regulation 145.015 may specify the following matters in relation to CAR maintenance activities:

(a) ratings for kinds of aircraft, aircraft components and aircraft materials;
(b) requirements for a Part 145 organisation's exposition;
(c) the privileges that apply to an approval rating;
(d) requirements for undertaking CAR maintenance activities, including requirements in relation to the following:
  (i) a system of certification of completion of maintenance;
  (ii) aircraft, aircraft components and aircraft materials;
  (iii) defects;
  (iv) writing procedures for meeting the requirements of Parts 4, 4A and 4B of CAR.

Subdivision 202.GE.2.2—Part 145 organisations undertaking CAR maintenance activities—approval of organisations

202.805 Applying for approval

(1) An application under regulation 145.025 may cover the undertaking of CAR maintenance activities.

(2) If the application covers the undertaking of CAR maintenance activities, the application must include the approval rating sought by the applicant for each kind of aircraft, aircraft component or aircraft material for which the applicant proposes to undertake CAR maintenance activities.

202.806 Issuing approval

(1) If the application covers the undertaking of CAR maintenance activities, CASA must approve the applicant as a Part 145 organisation only if CASA is satisfied that:
  (a) the applicant has an exposition that complies with the requirements specified in the Part 145 Manual of Standards relating to CAR maintenance activities; and
  (b) the applicant has facilities, equipment, materials, approved maintenance data and tools that are suitable for undertaking CAR maintenance activities for the kinds of aircraft, aircraft components and aircraft materials for which the applicant proposes to undertake CAR maintenance activities; and
  (c) the facilities, equipment, materials, approved maintenance data and tools mentioned in paragraph (b) comply with the requirements specified in the Part 145 Manual of Standards.

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(2) If CASA decides to approve the applicant as a Part 145 organisation, CASA must determine:
  (a) the approval rating for each kind of aircraft, aircraft component or aircraft material for which the applicant is approved to undertake CAR maintenance activities; and
  (b) any limitations applying to an approval rating mentioned in paragraph (a).

202.807 Approval certificate

If CASA approves the applicant as a Part 145 organisation, the certificate issued under regulation 145.035 must include the approval rating for each kind of aircraft, aircraft component or aircraft material for which the applicant is approved to undertake CAR maintenance activities.

202.808 Privileges for Part 145 organisations

A Part 145 organisation may undertake the CAR maintenance activities that it is approved to undertake.

202.809 Approval subject to conditions

It is a condition of approval of a Part 145 organisation that is approved to undertake CAR maintenance activities that:
  (a) the organisation must, at all times, comply with the requirements of the following in relation to CAR maintenance activities it undertakes:
    (i) its exposition;
    (ii) the approval rating for each kind of aircraft, aircraft component or aircraft material for which the organisation is approved to undertake CAR maintenance activities;
    (iii) any limitations applying to an approval rating mentioned in subparagraph (ii);
    (iv) Parts 4, 4A and 4B of CAR; and
  (b) the organisation must ensure that, at all times, its employees comply with the requirements mentioned in paragraph (a) in relation to CAR maintenance activities the organisation undertakes.

Subdivision 202.GE.2.3—Part 145 organisations undertaking CAR maintenance activities—offence

202.810 Undertaking CAR maintenance activities

(1) A Part 145 organisation commits an offence if it undertakes CAR maintenance activities in contravention of any of the following:
  (a) its exposition;

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(b) the approval rating for each kind of aircraft, aircraft component or aircraft material for which the organisation is approved to undertake CAR maintenance activities;

(c) any limitations applying to an approval rating mentioned in paragraph (b);

(d) the privileges that apply to the approval rating under the Part 145 Manual of Standards.

Penalty: 50 penalty units.

(2) An offence against this regulation is an offence of strict liability.

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Subpart 202.GG—Transitional provisions for Part 147 (Continuing airworthiness—maintenance training organisations)

202.840 Recognised organisations taken to be maintenance training organisations

(1) This regulation applies to an organisation that, immediately before 27 June 2011, is a recognised organisation within the meaning given by Schedule 1 to the *Civil Aviation Order 100.66 Instrument 2007*.

(2) On 27 June 2011, the organisation is taken to have applied for, and to meet the requirements mentioned in regulation 147.030 for the grant of, approval as a maintenance training organisation.

202.841 Applications for approval as a recognised organisation made but not finally determined before 27 June 2011

(1) This regulation applies to a person if:
  (a) before 27 June 2011, the person made an application for approval as a recognised organisation; and
  (b) the application was not finally determined by CASA before 27 June 2011.

(2) On 27 June 2011, the person is taken to have made an application under regulation 147.025 for approval as a maintenance training organisation.

202.842 CASA may direct the making of applications under regulation 147.025

(1) CASA may direct the holder of a certificate of approval that covers:
  (a) the training of candidates for examinations mentioned in paragraph 31(4)(e) of CAR, as in force before 27 June 2011; or
  (b) the conducting of examinations mentioned in paragraph 31(4)(e) of CAR, as in force before 27 June 2011;

  to make an application under regulation 147.025 for approval as a maintenance training organisation.

(2) A direction under this regulation must:
  (a) be in writing; and
  (b) specify the time within which the direction must be complied with.

(3) The holder of the certificate must comply with the direction within the time mentioned in the direction.

Note: CASA intends to give directions under this regulation to assist it in managing the implementation of Part 147.

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Subpart 202.GI—Transitional provisions for Part 149 (Approved self-administering aviation organisations)

Division 202.GI.1—Amendments made by the Civil Aviation Legislation Amendment (Part 149) Regulations 2018

202.860 Definition of *commencement day* for Division 202.GI.1

In this Division:

commencement day means the day on which the *Civil Aviation Legislation Amendment (Part 149) Regulations 2018* commence.

202.861 Transitional—aviation administration functions performed by certain sport aviation bodies

(1) Regulation 149.015 does not apply to the following persons:
  (a) a person who was, immediately before the commencement day, a sport aviation body;
  (b) the Australian Skydiving Association Incorporated.

(2) This regulation is repealed at the end of 1 December 2023.

202.862 Transitional—holders of authorisations from bodies that become ASAOs

(1) This regulation applies if:
  (a) a body covered by subregulation (4) is issued with an ASAO certificate on a particular day (the ***transition day***) that authorises the body to administer an activity; and
  (b) immediately before the transition day, a person was the holder of an authorisation (however described) (an ***old authorisation***) from the body that authorised the person to undertake the activity.

(2) The person is taken to be the holder of an authorisation (a ***Part 149 authorisation***) in relation to the activity for the purposes of Part 149 during the period:
  (a) starting on the day the ASAO certificate for the body enters into force; and
  (b) ending at the earlier of:
    (i) if the Part 149 authorisation is cancelled—the day the cancellation takes effect; and
    (ii) the day that is 12 months after the ASAO certificate for the body enters into force.

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(3) The Part 149 authorisation is subject to the same terms and conditions that applied to the old authorisation.

(4) Each of the following bodies is covered by this subregulation:
   (a) a sport aviation body (within the meaning of CASR before the commencement day);
   (b) the Australian Skydiving Association Incorporated.

(5) This regulation does not, by implication, prevent the Part 149 authorisation from being varied, suspended or revoked after the transition day.

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Subpart 202.HA—Transitional provisions for Part 171 (Aeronautical telecommunication service and radionavigation service providers)

202.880 Manual of Standards for Part 171

(1) A document called 'Manual of Standards (MOS) – Part 171' published by CASA before 1 May 2003 is taken to be a Manual of Standards issued under regulation 171.017.

(2) The procedures in regulations 171.017A, 171.017B and 171.017C (as in force on 1 May 2003) are taken to have been complied with in relation to the issue of the Manual of Standards.

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Subpart 202.HB—Transitional provisions for Part 172 (Air traffic service providers)

202.900 Manual of Standards for Part 172

(1) A document called 'Manual of Standards (MOS) – Part 172' published by CASA before 1 May 2003 is taken to be a Manual of Standards issued under regulation 172.022.

(2) The procedures in regulations 172.022A, 172.022B and 172.022C (as in force on 1 May 2003) are taken to have been complied with in relation to the issue of the Manual of Standards.

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Subpart 202.HC—Transitional provisions for Part 173 (Instrument flight procedure design)

Note 1: This Subpart heading is reserved for future use.

Note 2: Regulation numbers 202.920 to 202.939 are reserved for use in this Subpart.

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Subpart 202.HD—Transitional provisions for Part 174 (Aviation meteorological services)

Note 1: This Subpart heading is reserved for future use.

Note 2: Regulation numbers 202.940 to 202.959 are reserved for use in this Subpart.

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Subpart 202.HE—Transitional provisions for Part 175 (Aeronautical information management)

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Subpart 202.HL—Transitional provisions for Part 200 (Exemptions)

Note 1: This Subpart heading is reserved for future use.

Note 2: Regulation numbers 202.980 to 202.989 are reserved for use in this Subpart.

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Subpart 202.HM—Transitional provisions for Part 201 (Miscellaneous)

Note 1: This Subpart heading is reserved for future use.

Note 2: Regulation numbers 202.990 to 202.999 are reserved for use in this Subpart.

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Dictionary

(regulation 1.4)

Part 1—Definitions

2D instrument approach operation means an instrument approach operation using lateral navigation guidance only.

3D instrument approach operation means an instrument approach operation using lateral and vertical navigation guidance.

ABN (Australian Business Number) has the same meaning as in the *A New Tax System (Australian Business Number) Act 1999*.

accountable manager, of an ASAO, means the individual appointed by the ASAO who is responsible for:

(a) ensuring that the ASAO and the ASAO's organisation comply with the ASAO's exposition and the civil aviation legislation; and

(b) ensuring that the ASAO is able to finance, and has adequate resources to perform, the ASAO's approved functions.

accreditation means an accreditation under Division 101.FA.3 of either of the following kinds:

(a) an accreditation authorising the holder to operate excluded RPA, micro RPA and model aircraft;

(b) an accreditation authorising the holder to operate model aircraft.

accreditation holder: see regulation 101.374H.

ACN has the same meaning as in the *Corporations Act 2001*.

Act means the *Civil Aviation Act 1988*.

adequate aerodrome, in relation to a flight of an aeroplane, means an aerodrome that complies with the following:

(a) an authorised weather forecast for the aerodrome must be available for the aeroplane's estimated time of use of the aerodrome;

(b) the aerodrome's services and facilities must be operational for at least the estimated time of use;

(c) the landing distance available for the aeroplane must be at least the landing distance required under these Regulations for the aeroplane's landing at the aerodrome;

(d) for an IFR flight—at least one authorised instrument approach procedure that is suitable for use by the aeroplane must be operational for at least the estimated time of use.

administering authority, for a limited category aircraft: see regulation 132.010.

adult means a person who has turned 13.

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adventure flight, for a limited category aircraft: see regulation 132.015.

adventure flight procedures, for a limited category aircraft: see regulation 132.010.

aerial work certificate means a certificate issued under regulation 138.040.

aerial work operation: see regulation 138.010.

aerial work operator means the holder of an aerial work certificate.

aerial work passenger means a person in a class of persons prescribed by the Part 138 Manual of Standards for the purposes of this definition.

aerobatic manoeuvres, for an aircraft, means manoeuvres of the aircraft that involve:

(a) bank angles that are greater than 60°; or
(b) pitch angles that are greater than 45°, or are otherwise abnormal to the aircraft type; or
(c) abrupt changes of speed, direction, angle of bank or angle of pitch.

aerodrome certificate means a certificate granted under regulation 139.030.

aerodrome control service has the same meaning as in Annex 11 to the Chicago Convention.

aerodrome facilities and equipment means facilities and equipment, inside or outside the boundaries of an aerodrome, that are installed or maintained for use by aircraft operating at the aerodrome.

aerodrome manual, for a certified aerodrome, means the aerodrome manual for the aerodrome required by regulation 139.045.

aerodrome operator means:

(a) for a certified aerodrome—the person who holds the aerodrome certificate for the aerodrome; or
(b) otherwise—the person who is responsible for the operation and maintenance of the aerodrome.

aerodrome reference point, in relation to an aerodrome, means the geographical location of the aerodrome:

(a) determined in accordance with the Part 139 Manual of Standards; or
(b) specified by a Part 141 operator in its operations manual, or a Part 142 operator in its exposition.

aerodrome traffic has the same meaning as in Annex 11 to the Chicago Convention.

aerodrome works means any construction or maintenance work on or near the movement area of an aerodrome that may create an obstacle or hazard, or restrict the normal take-off and landing of aircraft, at the aerodrome.

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aeronautical data has the same meaning as in Annex 15 to the Chicago Convention.

aeronautical data originator means a person who has been given a data product specification under regulation 175.160 that is in force.

aeronautical data processing standards means:
(a) EUROCAE ED-76; or
(b) RTCA/DO-200A.

aeronautical fixed service has the same meaning as in Annex 11 to the Chicago Convention.

aeronautical information has the same meaning as in Annex 15 to the Chicago Convention.

Aeronautical Information Publication or ***AIP*** has the same meaning as in the *Air Services Regulations 2019*.

aeronautical radio operator certificate: see regulation 64.010.

aeroplane means a power-driven heavier-than-air aircraft deriving its lift in flight chiefly from aerodynamic reactions on surfaces remaining fixed under given conditions of flight, but does not include a power-assisted sailplane.

AGL means above ground or water level.

AIP: see ***Aeronautical Information Publication***.

AIP Amendment has the same meaning as in Annex 15 to the Chicago Convention.

AIP responsible person, for an aeronautical data originator, means a person appointed by the originator as an AIP responsible person under regulation 175.445.

AIP Supplement has the same meaning as in Annex 15 to the Chicago Convention.

AIRAC effective date means an AIRAC effective date published in ICAO Document 8126.

airborne collision avoidance system means a system fitted to an aircraft to provide information to its pilot for avoiding collisions with other aircraft.

aircraft engineer licence means any of the following licences granted under regulation 66.025 or 66.026:
(a) subcategory A1;
(b) subcategory A2;
(c) subcategory A3;
(d) subcategory A4;
(e) subcategory B1.1;

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(f) subcategory B1.2;
(g) subcategory B1.3;
(h) subcategory B1.4;
(i) category B2;
(j) category C.

aircraft flight manual instructions, for an aircraft, means the following documents and information provided by the aircraft's manufacturer or issued in accordance with a Part 21 approval:
(a) the aircraft's flight manual;
(b) checklists of normal, abnormal and emergency procedures for the aircraft;
(c) any operating limitation, instructions, markings and placards relating to the aircraft.

aircraft registration identification plate: see regulation 45.010.

aircraft type rating, in relation to flight crew, means a type rating prescribed by a legislative instrument issued under regulation 61.055 or 61.060.

air crew member means a crew member for a flight of an aircraft (other than a flight crew member) who carries out a function during the flight relating to the safety of the operation of the aircraft, or the safety of the use of the aircraft.

air display means organised flying performed before a public gathering, including the following:
(a) a contest;
(b) an exhibition of aerobatic manoeuvres;
(c) flying in formation;
(d) other aircraft operations associated with the air display.

air/ground radio service means a radio service at an aerodrome that provides information relating to the aerodrome (including relevant air traffic) to aircraft operating in the vicinity of the aerodrome.

air security officer means:
(a) a protective service officer or special protective service officer of the Australian Federal Police who is directed by the Commissioner to carry out the duties of a position of air security officer; or
(b) a person who is:
    (i) employed and trained by a foreign government to travel on aircraft to provide security for aircraft and their passengers and crew (other than a person who is employed to provide exclusive personal protection for 1 or more individuals travelling on an aircraft); and
    (ii) operating in accordance with an arrangement between the foreign government and the Australian Government.

airship means a powered, lighter-than-air aircraft.

air traffic has the same meaning as in Annex 11 to the Chicago Convention.

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air traffic control means Air Traffic Services in its capacity as a provider of air traffic control services.

air traffic control clearance means an authorisation given by a person performing duties in air traffic control for an aircraft to proceed under conditions specified in the authorisation.

air traffic control function means a function described in a paragraph of subregulation 65.075(2).

air traffic control instructions means directions given by a person performing duties in air traffic control for an aircraft to conduct its flight in the manner specified in the directions.

air traffic control service has the same meaning as in Annex 11 to the Chicago Convention.

air traffic service means a service of a kind mentioned in Annex 11, *Air Traffic Services*, to the Chicago Convention, other than a certified air/ground radio service (within the meaning of regulation 139.390) at an aerodrome.

Air Traffic Services:

(a) in relation to an air traffic service provided in Australian-administered airspace—means:
  (i) an ATS provider; or
  (ii) the Defence Force in its capacity as a provider of air traffic services; and

(b) in relation to an air traffic service provided in airspace that is not Australian-administered airspace—an air traffic service provider authorised by the national aviation authority of the relevant foreign country to provide the air traffic service.

air transport operation: see clause 3 of Part 2 of this Dictionary.

airworthiness directive: see regulation 39.001A.

AIS has the meaning given in Annex 15 to the Chicago Convention.

AIS provider means a person who holds a certificate under regulation 175.055.

alternate aerodrome has the same meaning as in Annex 2 to the Chicago Convention.

altitude has the same meaning as in Annex 2 to the Chicago Convention.

amateur-built aircraft means an aircraft described in paragraph 21.191(g).

Amateur Built Aircraft Acceptance, or ***ABAA***, means a document given by CASA or an authorised person as a type approval for an amateur-built aircraft.

amphibian means an aeroplane that is designed to take off from, and land on, either land or water.

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AOC: see subsection 3(1) of the Act.

APMA means Australian Parts Manufacturer Approval.

appliance means any instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communication equipment, that is used or intended to be used in operating or controlling an aircraft in flight, is installed in or attached to the aircraft, and is not part of an airframe, engine or propeller.

Source FARs section 1.1.

application material: see regulation 137.010.

apply, in relation to application material, has the meaning given by regulation 137.010.

approach control service has the same meaning as in Annex 11 to the Chicago Convention.

approved means approved by CASA.

approved airframe life, for a limited category aircraft: see regulation 132.010.

approved design organisation means a person who holds an approval under regulation 21.243 that is in force.

approved flight simulator has the meaning given by regulation 61.010.

approved form means:

(a) for an application—the form approved by CASA under subregulation 11.030(3) for the application (if any); and

(b) for a document other than an application—the form approved by CASA under regulation 11.018 for the document (if any).

approved function, of an ASAO, means an aviation administration function mentioned in the ASAO certificate of the ASAO.

approved maintenance data: see regulation 2A of CAR.

approved maintenance organisation means a Subpart 42.F organisation or a Part 145 organisation.

apron has the same meaning as in Annex 11 to the Chicago Convention.

area control service has the same meaning as in Annex 11 to the Chicago Convention.

ARFFS provider has the meaning given by subregulation 139.705(1).

ARN or ***Aviation Reference Number*** means the unique identifier assigned to a person by CASA for the purposes of CASA's records.

article manufacturer: see paragraph 21.601(2)(e).

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ASAO (short for approved self-administering aviation organisation) means a person who holds an ASAO certificate that is in force.

ASAO certificate means a certificate issued by CASA under regulation 149.075.

ASAO enforcement power means the power to vary, suspend or cancel an authorisation issued by an ASAO other than at the request of the authorisation holder.

AS/NZS: a reference to ***AS/NZS*** followed by a number and a year is a reference to the Australian/New Zealand Standard of that number, published jointly in that year by, or on behalf of, Standards Australia and Standards New Zealand.

ATC licence means an air traffic controller licence granted under Part 65.

ATSO: see paragraph 21.601(2)(a).

ATSO authorisation: see paragraph 21.601(2)(b).

ATS provider has the meaning given by regulation 172.015.

ATS routes has the same meaning as in Annex 4 to the Chicago Convention.

ATS training provider has the meaning given by regulation 143.015.

Australian-administered airspace has the same meaning as in the *Air Services Act 1995*.

Australian air transport AOC has the meaning given by subregulation 119.015(1).

Australian air transport operation has the meaning given by regulation 119.010.

Australian air transport operator has the meaning given by subregulation 119.015(2).

Australian Civil Aircraft Register means the register established and maintained under regulation 47.025.

Australian nationality mark: see regulation 45.010.

Australian operator means an operator whose principal place of business, or whose place of permanent residence, is in Australian territory.

Australian Parts Manufacturer Approval or ***APMA*** means an Australian Parts Manufacturer Approval issued under subregulation 21.303(9) or subregulation 21.305A(2).

authorised aeronautical information, for a flight of an aircraft, means the aeronautical maps, charts and other aeronautical information relevant to the route of the flight, and any probable diversionary route, that are published:

(a) if paragraph (b) does not apply:
  (i) in the AIP; or
  (ii) by a data service provider; or

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(iii) in NOTAMs; or

(b) for a flight in a foreign country:

(i) in the document that in that country is equivalent to the AIP; or

(ii) by an organisation approved to publish aeronautical information by the national aviation authority of that country.

authorised data service activity, for a data service provider, means a data service activity mentioned in the data service provider's certificate issued under regulation 175.295.

authorised instrument approach procedure means:

(a) for an aerodrome other than an aerodrome in a foreign country—an instrument approach procedure that is:

(i) designed by a certified designer or authorised designer, and published in the AIP or given to CASA under Part 173; or

(ii) prescribed by an instrument issued under regulation 201.025 for this paragraph; or

(b) for an aerodrome in a foreign country—an instrument approach procedure that is authorised by the national aviation authority of the country.

authorised instrument departure procedure means:

(a) for an aerodrome other than an aerodrome in a foreign country—an instrument departure procedure that is:

(i) designed by a certified designer or authorised designer, and published in the AIP or given to CASA under Part 173; or

(ii) prescribed by an instrument issued under regulation 201.025 for this paragraph; or

(b) for an aerodrome in a foreign country—an instrument departure procedure that is authorised by the national aviation authority of the country.

authorised Part 141 flight training: see regulation 141.015.

authorised Part 142 activity: see regulation 142.015.

authorised person means a person who is appointed under regulation 201.001 to be an authorised person in relation to one or more of the following:

(a) CASR;

(b) a particular provision of CASR;

(c) CAR;

(d) a particular provision of CAR.

authorised release certificate has the meaning given by clause 18 of Part 2 of this Dictionary.

authorised weather forecast means:

(a) other than in a foreign country—a weather forecast made by the Bureau of Meteorology for aviation purposes; or

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(b) in a foreign country—a weather forecast made by a person or body that holds an authorisation (however described), granted by an authority of the country, to provide weather forecasts for aviation purposes.

authorised weather report means:

(a) other than in a foreign country—a weather report made by:
  (i) the Bureau of Meteorology for aviation purposes; or
  (ii) an individual who holds a certificate from the Bureau of Meteorology to give weather reports for aviation purposes; or
  (iii) an automatic weather station at an aerodrome that is approved by the Bureau of Meteorology as an automatic weather station for the aerodrome; or
  (iv) an automatic broadcast service published in the AIP; or
  (v) an individual who holds a pilot licence; or
  (vi) a person appointed by an aerodrome operator to make runway visibility assessments under the Part 139 Manual of Standards; or
  (vii) a person included in a class of persons specified in the AIP for this subparagraph; or

(b) in a foreign country—a weather report made by a person or body that holds an authorisation (however described), granted by an authority of the country, to provide weather reports for aviation purposes.

aviation administration and enforcement rules means the rules required by regulation 149.290.

aviation administration function means:

(a) exercising ASAO enforcement powers; or
(b) a function prescribed by the Part 149 Manual of Standards.

aviation distress signal means any of the signals described in section 1.1, *Distress signals*, of Appendix 1 to Annex 2, *Rules of the Air*, to the Chicago Convention.

aviation English language proficiency assessment: see regulation 61.010.

aviation safety radio frequency means a radio frequency that is published in the AIP or NOTAMs and covered by any of the subparagraphs of paragraph 91.625(1)(a).

balloon means an unpowered, lighter-than-air aircraft.

balloon flight notification requirements: see subregulation 131.345(1).

balloon flight preparation (weather assessments) requirements: see subregulation 131.340(1).

balloon transport AOC: see subregulation 131.015(1).

balloon transport operation: see regulation 131.010.

balloon transport operator: see subregulation 131.015(2).

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cabin crew member means a crew member who performs, in the interests of the safety of an aircraft's passengers, duties assigned by the operator or the pilot in command of the aircraft, but is not a flight crew member.

CAR means the *Civil Aviation Regulations 1988*.

CAR certificate of validation means a certificate issued under regulation 5.27 of CAR.

cargo means things other than persons carried, or to be carried, on an aircraft.

cargo transport operation:

(a) means an operation of an aircraft that involves the carriage of cargo and crew only; but

(b) does not include the following:

(i) an operation conducted for the carriage of the possessions of the operator or the pilot in command for the purpose of business or trade;

(ii) a medical transport operation.

carry-on baggage means baggage or personal effects taken into, or to be taken into, the cabin of an aircraft, for carriage on the aircraft, by:

(a) a person (including a crew member of the aircraft) travelling on the aircraft; or

(b) a member of the personnel of the operator of the aircraft on behalf of a person mentioned in paragraph (a).

CASR means the *Civil Aviation Safety Regulations 1998*.

category, in relation to the type certification of aircraft, means a grouping of aircraft based upon intended use and operating limitations (for example, transport, normal, utility, acrobatic, limited, restricted and provisional).

Source FARs section 1.1 modified.

certificate of airworthiness means a standard certificate of airworthiness or a special certificate of airworthiness.

certificate of registration means:

(a) in relation to an aircraft registered under Division 47.C.1—a certificate issued under regulation 47.090; or

(b) in relation to an aircraft registered under Division 47.C.2—a certificate issued under paragraph 47.098(2)(b).

certificate of release to service means:

(a) for an aircraft—a document that complies with subregulation 42.760(1); and

(b) for an aeronautical product—a document that complies with subregulation 42.810(1) or (2).

certificate of validation: see regulation 61.010.

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certificate of validation has the meaning given by regulation 61.010.

certification basis means:

(a) for an aircraft, aircraft engine or propeller for which there is a type certificate—the type certification basis for the aircraft, aircraft engine or propeller; and

(b) for an aircraft, aircraft engine or propeller for which there is a foreign type certificate—the foreign type certification basis for the aircraft, aircraft engine or propeller.

certified aerodrome means an aerodrome in respect of which an aerodrome certificate is in force.

certified air/ground radio service: see subregulation 139.155(4).

certified true copy, of a document, means a copy of the document that one of the following persons has certified in writing to be a true copy of the document:

(a) a person mentioned in Schedule 2 to the *Statutory Declarations Regulations 1993*;

(b) a justice of the peace in a foreign country;

(c) a notary public in a foreign country;

(d) an employee of a national aviation authority;

(e) a person to whom a national aviation authority has delegated a power or function.

charged with an offence: see clause 25 of Part 2 of this Dictionary.

checked baggage means baggage or personal effects checked in by a passenger with an operator, or with another person providing a check-in service for an operator, as baggage or personal effects intended for carriage on the aircraft on which the passenger is travelling.

checking means the assessment of proficiency of the personnel of an aircraft operator or the operator of a flight simulation training device that is conducted to ensure that the personnel are competent to carry out their responsibilities.

child means a person who has turned 2 but has not turned 13.

Civil Air Regulations means the Civil Air Regulations issued by the Administrator of the Federal Aviation Agency of the United States of America, as in force immediately before the commencement of the FARs.

class:

(a) of aircraft, has the meaning given by regulation 61.020; and

(b) of aeroplane for Part 64 (Ground operations personnel licensing), has the meaning given by regulation 64.010; and

(c) in relation to medical certificates—means a class of medical certificate mentioned in regulation 67.145.

Class I product: see paragraph 21.321(2)(a).

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Class I provisional certificate of airworthiness means a Class I provisional certificate of airworthiness issued under regulation 21.216.

Class I provisional type certificate means a Class I provisional type certificate issued under regulation 21.076.

Class II product: see paragraph 21.321(2)(b).

Class II provisional certificate of airworthiness means a Class II provisional certificate of airworthiness issued under regulation 21.216.

Class II provisional type certificate means a Class II provisional type certificate issued under regulation 21.076.

Class III product: see paragraph 21.321(2)(c).

Class D external load has the meaning given by the Part 138 Manual of Standards.

class of airspace:

(a) means a class of airspace designated by Australia or a foreign country in accordance with Annex 11 to the Chicago Convention; and

(b) in relation to Australian-administered airspace—includes a volume of airspace determined to be a class of airspace under paragraph 5(1)(d) of the *Airspace Regulations 2007*.

cloud ceiling has the same meaning as ***ceiling*** in Annex 2 to the Chicago Convention.

combination recorder means an item of equipment that combines the functions of a flight data recorder and a cockpit voice recorder.

commercial pilot (balloon) licence means a commercial pilot (balloon) licence issued under Part 5 of CAR.

compartment, of an aircraft, includes the space inside a non-compartmentalised fuselage.

configuration deviation list, for an aircraft, means a document that:

(a) is prepared by the aircraft's type certificate holder or foreign type certificate holder; and

(b) is approved by CASA or the national aviation authority that issued the foreign type certificate for the aircraft; and

(c) lists each external part of the aircraft that is permitted to be missing from the aircraft, under conditions specified in the document, when a flight of the aircraft begins.

constable has the same meaning as in subsection 3(1) of the *Crimes Act 1914*.

contaminated: a runway is ***contaminated*** if more than 25% of the surface area required for a take-off or landing is covered by any of the following:

(a) water or slush more than 3 mm deep;

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(b) loose snow more than 20 mm deep;
(c) compacted snow or ice.

continuing airworthiness management organisation means a person who holds an approval under regulation 42.590 that is in force.

continuing airworthiness management service has the meaning given by subregulation 42.575(1).

Contracting State: see section 3 of the Act.

control area:
(a) has the same meaning as in Annex 11 to the Chicago Convention; and
(b) in relation to Australian-administered airspace—includes a volume of airspace determined to be a control area under paragraph 5(1)(c) of the *Airspace Regulations 2007*.

controlled aerodrome: an aerodrome is a ***controlled aerodrome*** at a particular time if, at that time, an air traffic control service is provided to aerodrome traffic.

controlled airspace means airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification.

Note: The airspace classification is the classification of airspace as a class of airspace (for example, class A airspace).

control zone:
(a) has the same meaning as in Annex 11 to the Chicago Convention; and
(b) in relation to Australian-administered airspace—includes a volume of airspace determined to be a control zone under paragraph 5(1)(b) of the *Airspace Regulations 2007*.

convicted of an offence: see clause 35 of Part 2 of this Dictionary.

co-pilot, in relation to an aircraft, means a pilot on board the aircraft in a piloting capacity other than:
(a) the pilot in command; or
(b) a pilot who is on board the aircraft for the sole purpose of receiving flight training.

corporation, in Parts 119, 131 and 149, has the meaning given by regulation 11.015.

cost-sharing: a flight is a ***cost-sharing*** flight if:
(a) the flight is conducted using an aircraft with a maximum seat configuration of not more than 6, including the pilot's seat; and
(b) the pilot in command is not remunerated for the flight; and
(c) the pilot in command pays an amount of the direct costs of the flight that is at least equal to the amount that would be paid by each person if the direct costs were evenly divided between all persons on board; and
(d) the flight is not advertised to the general public.

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Example 1: For paragraph (c), if the direct costs of a flight are $3,000 and the flight has 5 persons on board, including the pilot, the pilot must pay at least $600 towards the direct costs.

Example 2: For paragraph (d):

(a) an advertisement in a daily national newspaper is an advertisement to the general public; and

(b) an advertisement in a flying club newsletter is not an advertisement to the general public.

crew member: a person is a ***crew member*** of an aircraft if the person is carried on the aircraft and is:

(a) a person:

(i) who is authorised by the operator of the aircraft to carry out a specified function during flight time relating to the operation, maintenance, use or safety of the aircraft, the safety of the aircraft's passengers or the care or security of any cargo which may affect the safety of the aircraft or its occupants; and

(ii) who has been trained to carry out that function; or

(b) a person who is on board the aircraft for the purpose of:

(i) giving or receiving instruction in a function mentioned in subparagraph (a)(i); or

(ii) being tested for a qualification associated with a function mentioned in subparagraph (a)(i); or

(c) a person authorised by CASA under these Regulations, or by the operator, to carry out an audit, check, examination, inspection or test of a person mentioned in paragraph (a) or (b).

crew station, for a crew member of an aircraft, means a position on the aircraft that is designed and equipped to enable the crew member to carry out the crew member's assigned duties on the aircraft.

critical fuelling point, for fuelling an aircraft, means any of the following:

(a) a fuel tank filling point on the aircraft;

(b) a fuel tank vent outlet on the aircraft;

(c) the ground fuelling equipment that is used to fuel the aircraft.

critical part, for an aircraft, means a part that must be inspected, overhauled, or removed or retired from the aircraft within a period specified:

(a) in the Airworthiness Limitations section of the Manufacturer's Maintenance Manual (as published from time to time by the aircraft's manufacturer) for the aircraft; or

(b) in the Manufacturer's Instructions for Continued Airworthiness (as published by the manufacturer from time to time) for the aircraft.

cross-country flight has the meaning given by regulation 61.010.

cruise relief type rating means:

(a) a cruise relief co-pilot type rating; or

(b) a cruise relief flight engineer type rating.

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cruising level has the same meaning as in Annex 2 to the Chicago Convention.

current, for an aviation English language proficiency assessment: see regulation 61.260.

DAME means designated aviation medical examiner.

danger area:
(a) has the same meaning as in Annex 11 to the Chicago Convention; and
(b) in relation to Australian territory—includes an area designated as a danger area by a declaration made under subregulation 6(1) of the *Airspace Regulations 2007*.

DAO means designated aviation ophthalmologist.

data product specification has the same meaning as in Annex 15 to the Chicago Convention.

data service activity means any of the following:
(a) publishing aeronautical data;
(b) publishing aeronautical information;
(c) publishing an aeronautical chart;
(d) supplying aeronautical data in a database for use in navigation equipment or systems.

data service provider means a person who holds a certificate under regulation 175.295.

data set has the same meaning as in Annex 15 to the Chicago Convention.

dealer's mark means a mark assigned to an aircraft manufacturer, distributor or dealer under regulation 47.175.

defined point after take-off, for a rotorcraft flying in performance class 2 or performance class 2 with exposure, means the point in the take-off and initial climb stage of the flight before which:
(a) the rotorcraft may not be able to continue the flight safely with one engine inoperative; and
(b) a forced landing may be required.

demonstration, for the emergency evacuation of an aircraft, means the emergency evacuation demonstration conducted by the aircraft's manufacturer for the purpose of the type certification of the aircraft.

demonstration additional number, of cabin crew members for an aircraft, means the number by which the number of cabin crew members used in the demonstration for the emergency evacuation of the aircraft is more than the greater of the following:
(a) if the aircraft has a maximum operational passenger seat configuration of more than 19—one cabin crew member for each 50, or part of 50, passenger seats fitted for the demonstration;

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(b) one cabin crew member for each passenger compartment.

designated aviation medical examiner means:

(a) a person appointed as a designated aviation medical examiner under Part 67; or

(b) a person who holds, or is performing the duties of, a position specified in a declaration under subregulation 67.055(1); or

(c) a person specified in a declaration under subregulation 67.055(2); or

(d) a person appointed as a designated aviation medical examiner under Part 6 of CAR as in force at any time before 3 September 2003.

designated aviation ophthalmologist means:

(a) a person appointed as a designated aviation ophthalmologist under Part 67; or

(b) a person who holds, or is performing the duties of, a position specified in a declaration under subregulation 67.075(1); or

(c) a person specified in a declaration under subregulation 67.075(2).

Dictionary means this Dictionary.

differences training: see regulation 61.010.

direct costs: the ***direct costs*** of a flight are the costs actually and necessarily incurred in connection with the flight without a view to making a profit.

Example 1: If the aircraft is hired for the flight, the ***direct costs*** of the flight include the following:

(a) the cost of hiring the aircraft;

(b) if they are not included in the cost of hiring the aircraft—the cost of the fuel and oil consumed by the aircraft for the flight and the airway and aerodrome fees (if any) for the flight.

Example 2: If the aircraft is not hired for the flight, the ***direct costs*** of the flight include the cost of the following:

(a) the fuel and oil consumed by the aircraft for the flight;

(b) the airway and aerodrome fees (if any) for the flight.

Note: The amount of the direct costs of a flight that is paid by the pilot in command is relevant to whether the flight is a cost-sharing flight.

dispensing operation: see subregulation 138.010(3).

dry: a runway is ***dry*** if the surface area required for a take-off or landing:

(a) has no visible moisture; and

(b) is not contaminated.

EASA: see ***European Aviation Safety Agency***.

EDTO has the meaning given by the Part 121 Manual of Standards.

elevation has the same meaning as in Annex 4 to the Chicago Convention.

emergency evacuation procedures, for an aircraft, means procedures for the evacuation of the aircraft's passengers and crew from the aircraft in an emergency, and includes pre-evacuation, and post-evacuation, procedures.

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emergency parachute: see regulation 105.010.

emergency service operation means an operation involving an aircraft to which all of the following apply:

(a) the operation is conducted by, or at the request of, an authority of the Commonwealth, a State or a Territory;

(b) the authority is prescribed by the Part 138 Manual of Standards for the purposes of this paragraph;

(c) the operation is for:

(i) law enforcement purposes; or

(ii) the purpose of saving or protecting persons, property or the environment.

employed in private operations: an aircraft is ***employed in private operations*** if the aircraft is used to conduct an operation that is a private operation.

empty weight, for a hang glider, powered hang glider, paraglider or powered paraglider, means the weight of the hang glider, powered hang glider, paraglider or powered paraglider in its airborne configuration, including all fittings and equipment but excluding recovery or personnel parachutes.

engage in conduct means:

(a) do an act; or

(b) omit to perform an act.

ETSO: see paragraph 21.601(2)(aa).

EUROCAE ED-76 means the latest version of EUROCAE ED-76, Standards for Processing Aeronautical Data, issued by the European Organisation for Civil Aviation Equipment, as in force from time to time.

Note: EUROCAE ED-76 could in 2014 be viewed on the EUROCAE website (http://www.eurocae.net).

European Aviation Safety Agency or ***EASA*** means the European Aviation Safety Agency established by regulation (EC) No 1592/2002 of the European Parliament and the Council of the European Union.

examination means an examination by way of a test of theoretical knowledge or a practical test of knowledge and skill.

examiner has the meaning given by regulation 61.010.

ex-armed forces aircraft: see regulation 132.010.

excluded RPA: see regulation 101.237.

exhibition: see regulation 45.010.

experimental aircraft means an aircraft for which a special certificate of airworthiness is in force under regulation 21.195A.

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experimental certificate means an experimental certificate issued under regulation 21.195A.

expiation notice, in relation to a psychoactive substance offence, means a notice requiring or permitting payment of a penalty as an alternative to prosecution.

export airworthiness approval means:

(a) for a Class I product—an export certificate of airworthiness or an authorised release certificate; and

(b) for a Class II or Class III product—an authorised release certificate.

export certificate of airworthiness, for a Class I product, means a certificate to the effect that the product meets the requirements mentioned in regulation 21.329.

exposition:

(a) for an Australian air transport operator, means:

(i) the set of documents approved by CASA under regulation 119.075 in relation to the operator; and

(ii) if the set of documents is changed under regulation 119.085, 119.095 or 119.105, or in accordance with the process mentioned in regulation 119.100—the set of documents as changed; or

(b) for an ASAO, means:

(i) the set of documents approved by CASA under regulation 149.080 in relation to the ASAO; or

(ii) if the set of documents is changed under regulation 149.115 or 149.120, or in accordance with the process mentioned in paragraph 149.340(i)—the set of documents as changed; or

(c) for a balloon transport operator:

(i) the set of documents approved by CASA under regulation 131.085; or

(ii) if the set of documents is changed under regulation 131.095, 131.105 or 131.115—the set of documents as changed.

external load operation: see subregulation 138.010(2).

FAA means the Federal Aviation Administration of the United States of America.

FAA letter of TSO design approval: see paragraph 21.601(2)(ca).

FARs means the Federal Aviation Regulations in Chapter 1 (Federal Aviation Administration, Department of Transportation) of Title 14 of the Code of Federal Regulations as published by the Office of the Federal Register National Archives and Records Administration of the United States of America.

final approach and take-off area, for the operation of a rotorcraft at an aerodrome, means the area of the aerodrome:

(a) from which a take-off is commenced; or

(b) over which the final phase of approach to hover is completed.

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fireproof, in connection with a manufacturer's data plate: see regulation 21.810.

flight base number, of cabin crew members for a flight of an aircraft, means the greater of the following:

(a) if the aircraft has a maximum operational passenger seat configuration of more than 19—one cabin crew member for each 50, or part of 50, passenger seats fitted for the flight;

(b) one cabin crew member for each passenger compartment.

flight crew endorsement:

(a) means a flight crew endorsement within the meaning of Part 61; and

(b) includes a certificate of validation of an overseas endorsement.

flight crew licence:

(a) means a flight crew licence within the meaning of Part 61; and

(b) includes a certificate of validation of an overseas flight crew licence.

flight crew member means a crew member who is a pilot or flight engineer assigned to carry out duties essential to the operation of an aircraft during flight time.

flight crew rating:

(a) means a flight crew rating within the meaning of Part 61; and

(b) includes a certificate of validation of an overseas rating.

flight dispatcher, for an Australian air transport operator, means a person designated by the operator to control and supervise flight operations, including supporting, briefing and assisting pilots in command in the safe conduct of flights.

Note: A flight dispatcher is also known as a flight operations officer.

flight engineer means the holder of a flight engineer licence.

flight examiner: see regulation 61.010.

flight information area means a volume of airspace determined to be a flight information area under subparagraph 5(1)(a)(i) of the *Airspace Regulations 2007*.

flight information service has the same meaning as in Annex 11 to the Chicago Convention.

flight instructor has the meaning given by regulation 61.010.

flight level: a reference to a ***flight level*** followed by a number, in relation to the flight of an aircraft, is a reference to the altitude at which the aircraft's altimeter, if it were adjusted to a reading on the subscale of 1013.2 hectopascals, would show an altitude in feet of 100 times that number.

Example: Flight level 250 is an altitude of 25 000 ft.

flight manual, for an aircraft: see clause 37 of Part 2 of this Dictionary.

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flight notification requirements: see subregulation 91.240(1).

flight plan has the same meaning as in Annex 2 to the Chicago Convention.

flight preparation (alternate aerodromes) requirements: see subregulation 91.235(1).

flight preparation (Part 121 alternate aerodromes) requirements: see subregulation 121.170(1).

flight preparation (weather assessments) requirements: see subregulation 91.230(1).

flight radiotelephone operator licence means a flight radiotelephone operator licence issued under Part 5 of CAR.

flight review: see regulation 61.010.

flight service function means the function described in subregulation 65.130(2).

flight service licence means a licence by that name granted under Part 65.

flight simulation training device: see regulation 61.010.

flight simulator, for a specific type (or a specific make, model and series) of aircraft:

(a) means a simulator that simulates the aircraft in ground and flight operations and comprises:
  (i) a full size replica of the flight deck of the aircraft; and
  (ii) a visual system providing an out of the flight deck view; and
  (iii) a force cueing motion system; and
(b) includes the necessary software and equipment, and the way that the equipment is interconnected.

flight technical log, for an aircraft, means the log required under regulation 42.220 for the aircraft.

flight test: see regulation 61.010.

flight time has the meaning given by regulation 61.010.

flight training: see regulation 61.010.

flight training area, for an aerodrome, means an area that is mentioned in a Part 141 operator's operations manual, or a Part 142 operator's exposition, as a flight training area for the aerodrome.

flight training device, for a specific type (or a specific make, model and series) of aircraft:

(a) means a device that:
  (i) simulates the aircraft in ground and flight operations to the extent of the systems installed in the device; and

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(ii) comprises a full size replica of the instruments, equipment, panels and controls in an open flight deck area, or an enclosed flight deck, of the aircraft; and

(iii) does not, in every respect, simulate the aircraft in ground and flight operations; and

(b) includes the necessary software and equipment, and the way that the equipment is interconnected.

flight visibility has the same meaning as in Annex 2 to the Chicago Convention.

flying in formation: 2 or more aircraft are:

(a) ***flying in formation*** if they:

(i) are operating as a single unit with regard to navigation, position reporting and control; and

(ii) are so close to each other that any change in height, heading or airspeed of any aircraft used for station-keeping results in a need for one or more of the other aircraft to manoeuvre to maintain station or avoid a collision; and

(b) taken to be ***flying in formation***:

(i) when the aircraft are changing station; and

(ii) during join-up or breakaway.

flying training means any training given during flight time in an aircraft for the purpose of increasing a person's skill in flying the aircraft.

foreign aircraft has the same meaning as foreign registered aircraft.

Note: However, a reference to ***foreign aircraft*** or ***foreign registered aircraft*** does not include a state aircraft of a foreign country: see subregulation 3(5) of CAR.

foreign air transport AOC means an AOC that authorises the operation of an aircraft for a foreign air transport operation.

foreign air transport operation:

(a) means an air transport operation that is conducted by a foreign operator using any aircraft for:

(i) a flight into or out of Australian territory; or

(ii) a flight wholly within Australia that is undertaken as part of a flight into or out of Australian territory; but

(b) does not include the following:

(i) the operation of an aeroplane or rotorcraft under a permission under section 25 (Non-scheduled flights by foreign registered aircraft) or section 27A (Permission for operation of foreign registered aircraft without AOC) of the Act;

(ii) an air transport operation authorised by a New Zealand AOC with ANZA privileges that is in force for Australia.

foreign air transport operator means a person who holds a foreign air transport AOC.

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foreign certificate, for a foreign operator, means an air operator certificate issued by the national aviation authority of the foreign country in which the foreign operator has its principal place of business or place of permanent residence.

foreign operator means an operator that is not an Australian operator.

foreign supplemental type certificate: see regulation 21.114.

foreign type certificate: see regulation 21.041.

foreign type certification basis, for an aircraft, aircraft engine or propeller, means the airworthiness standards and any special conditions or other conditions with which the aircraft, aircraft engine or propeller must comply for the issue of a foreign type certificate.

free balloon:
(a) in Part 101—means a balloon that is not tethered; and
(b) otherwise—means a balloon that is intended for flight without being permanently tethered.

frequency confirmation system, for an aerodrome, means a ground radio system for the aerodrome that, on receipt of a transmission from an aircraft on the radio frequency for the aerodrome, sends a signal or message to the aircraft confirming that the transmission has been received.

fuelling includes refuelling and defuelling.

gas balloon means a balloon that sustains flight with lighter-than-air gas.

giant model aircraft: see regulation 101.024.

glider means an unpowered, heavier-than-air aircraft that derives its lift in flight chiefly from aerodynamic reactions on surfaces remaining fixed under given conditions of flight.

graded runway strip includes an area delineated by gable or cone markers.

grant, in relation to a civil aviation authorisation, includes grant by renewal.

gyroglider means a non-power-driven heavier-than-air aircraft supported in flight by the reaction of the air on 1 or more rotors that rotate freely on substantially vertical axes.

gyroplane means a power-driven, heavier than air aircraft supported in flight by the reaction of the air on 1 or more rotors which rotate freely on substantially vertical axes.

hang glider means a glider with some rigid structure:
(a) that has an empty weight of 70 kg or less; and
(b) the free flight of which does not depend on an engine.

heading has the same meaning as in Annex 2 to the Chicago Convention.

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heavier-than-air aircraft is the generic term for aircraft that derive their lift in flight chiefly from aerodynamic forces.

heavy balloon: see regulation 101.145.

heavy package: see regulation 101.145.

height has the same meaning as in Annex 2 to the Chicago Convention.

helicopter means a heavier-than-air aircraft supported in flight by the reaction of the air on one or more normally power-driven rotors on substantially vertical axes.

helideck means an area intended for use wholly or partly for the arrival or departure of rotorcraft, on:

(a) a ship; or
(b) a floating or fixed structure on water.

highly volatile fuel means:

(a) aviation gasoline; or
(b) a hydrocarbon mixture that spans the gasoline and kerosene boiling ranges; or
(c) a mixture of aviation gasoline and a hydrocarbon mixture mentioned in paragraph (b).

high power rocket: see regulation 101.425.

historic aircraft: see regulation 132.010.

holder, of an authorisation (within the meaning given by Part 11), means:

(a) if the authorisation has not been transferred—the person to whom it was granted; or
(b) if the authorisation has been transferred—the person to whom it was transferred or, if it has been transferred more than once, the person to whom it was most recently transferred.

hot air airship means a power driven lighter-than-air aircraft where the engine does not create any portion of lift.

hot fuelling, of an aircraft, means the fuelling of the aircraft with an engine running.

human factors principles means principles concerned with the minimisation of human error and its consequences by optimising the relationships within systems between people, activities and equipment.

ICAO Document 8126 means Document 8126-AN/872 (*Aeronautical Information Services Manual*) approved and published by decision of the Council of the International Civil Aviation Organization, as in force from time to time.

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ICAO Document 8697 means Document 8697-AN/889 (*Aeronautical Chart Manual*) approved and published by decision of the Council of the International Civil Aviation Organization, as in force from time to time.

identification number of a production certificate or type certificate means the number, or group of characters, described in the certificate as being its number.

IFR (short for instrument flight rules) means the rules and procedures set out in Subdivision 91.D.4.3.

IFR flight means a flight conducted under the IFR.

IFR operation means an operation conducted under the IFR.

IMC (short for instrument meteorological conditions) means meteorological conditions other than VMC.

immediately reportable matter has the meaning given by subsection 3(1) of the *Transport Safety Investigation Act 2003*.

in an area, used of the operation of an aircraft: see clause 40 of Part 2 of this Dictionary.

incidental provisions, of an instrument, or part of an instrument, mentioned in these Regulations, means the provisions of the instrument, or part, that are not airworthiness standards.

infant means a person who has not turned 2.

in-house maintenance, for an aeronautical product (the ***first aeronautical product)*** to be fitted to an aircraft or another aeronautical product (the ***second aeronautical product***), means maintenance carried out on the first aeronautical product by a Part 145 organisation that will fit the product to the aircraft or the second aeronautical product.

in-house release document, for an aeronautical product on which in-house maintenance has been carried out, means the document that:

(a) is issued by the Part 145 organisation that carried out the in-house maintenance; and
(b) includes a statement to the effect that, in respect of the in-house maintenance, the product is serviceable, within the meaning given by subregulation 42.015(1); and
(c) includes information enabling the identification of the record mentioned in regulation 42.820 for the product.

inoperative: an item for a flight of an aircraft is ***inoperative*** if, due to a defect, the item, or a function of the item, does not:

(a) accomplish its intended purpose; or
(b) consistently function within the operating limits or tolerances mentioned in the approved design for the item or the flight manual for the aircraft.

instructor has the meaning given by regulation 61.010.

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instrument approach operation means an approach and landing:
(a) conducted using instruments for navigation guidance; and
(b) based on an authorised instrument approach procedure.

instrument approach procedure means a series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix or, where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply.

instrument departure procedure, for an aircraft, means a series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from take-off until the aircraft reaches:
(a) the en-route lowest safe altitude; or
(b) the minimum altitude at which the aircraft, on a minimum climb gradient of 3%, can intercept the planned flight route; or
(c) in a case where the aircraft has taken off from an aerodrome for which there is a radar control service in operation—the minimum radar vector altitude.

instrument flight procedures means the visual and instrument procedures for use by aircraft operating under the IFR.

Integrated Aeronautical Information Package means a package, in hardcopy or electronic form, consisting of the following:
(a) the AIP;
(b) AIP Amendments;
(c) AIP Supplements;
(d) NOTAMS and pre-flight information bulletins;
(e) aeronautical information circulars.

integrated training means an intensive course of training:
(a) that is designed to ensure that a course participant receives ground theory training integrated with practical flight training; and
(b) for which:
    (i) the ground theory training and practical flight training are conducted by the same operator; or
    (ii) the operator that conducts the practical flight training engages another person or organisation to conduct the ground theory training on behalf of the operator; and
(c) that is conducted according to a syllabus that satisfies the knowledge and flight standards specified in the Part 61 Manual of Standards for the grant of a private or commercial pilot licence; and
(d) that is designed to be completed within a condensed period of time.

intermediate category, for an aircraft, means the category of aircraft that satisfy the requirements for issue of a type certificate mentioned in regulation 21.026.

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internal review decision, of an ASAO: see subregulation 149.605(5).

international operating agency means an international operating agency referred to in Article 77 of the Chicago Convention.

international registration plan means a plan for the registration by an international organisation of aircraft operated, or to be operated, by an international operating agency, being a plan approved by the Council by a determination made in pursuance of Article 77 of the Chicago Convention.

International Regulations means the *International Regulations for Preventing Collisions at Sea, 1972*, in the *Convention on the International Regulations for Preventing Collisions at Sea*, done at London on 20 October 1972, as amended and in force for Australia from time to time.

Note: The Convention is in Australian Treaty Series 1980 No. 5 ([1980] ATS 5) and could in 2019 be viewed in the Australian Treaties Library on the AustLII website (http://www.austlii.edu.au).

in the vicinity of a non-controlled aerodrome: see regulation 91.360.

joint registration plan means a plan for joint registration by Contracting States constituting an international operating agency of aircraft operated, or to be operated, by the agency, being a plan approved by the Council by a determination made in pursuance of Article 77 of the Chicago Convention.

journey log:

(a) for a Part 121 operation—means the journey log required for the flight by regulation 121.105; or

(b) for a Part 133 operation—means the journey log required for the flight by regulation 133.075; or

(c) for a Part 135 operation—means the journey log required for the flight by regulation 135.085.

key personnel:

(a) for an Australian air transport operator—means the people (however described) that hold, or carry out the responsibilities of, the following positions in the operator's organisation:

  (i) the positions mentioned in paragraphs (a), (b) and (d) of the definition of ***key personnel*** in subsection 28(3) of the Act;

  (ii) the safety manager; or

(b) for an aerial work operator—means the people (however described) that hold, or carry out the responsibilities of, the following positions in the operator's organisation:

  (i) chief executive officer;

  (ii) head of operations;

  (iii) if the operator is required by regulation 138.125 to have a training and checking system—head of training and checking;

  (iv) if the operator is required by regulation 138.140 to have a safety management system—safety manager; or

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(c) for an ASAO—means the people (however described) who hold, or carry out the responsibilities of, the following positions in the ASAO's organisation:
  (i) accountable manager;
  (ii) safety manager;
  (iii) if the ASAO's approved functions include administering aircraft—the manager of the function;
  (iv) any other position with the responsibilities prescribed by the Part 149 Manual of Standards; or
(d) for a balloon transport operator—means the people (however described) that hold, or carry out the responsibilities of, the positions mentioned in paragraphs (a) and (b) of the definition of ***key personnel*** in subsection 28(3) of the Act.

kind, of an aircraft, means:
(a) for an aircraft that is covered by an aircraft type rating—the aircraft type rating; and
(b) for an aircraft that is not covered by an aircraft type rating—the type of aircraft.

kit-built aircraft means an aircraft described in paragraph 21.191(h).

land and hold short operation means an operation in which the pilot in command of an aircraft:
(a) lands the aircraft on a runway; and
(b) stops the aircraft before an intersection with another runway; and
(c) does not proceed further until instructed to do so by air traffic control.

landing area has the same meaning as in Annex 2 to the Chicago Convention.

landing minima means the minimum values of the following that are used for the purpose of determining whether an aerodrome may be used for landing aircraft:
(a) visibility, including runway visibility and runway visual range;
(b) cloud ceiling height.

landing minima requirements for an aerodrome: see regulation 91.307.

landing weight, for a flight of an aircraft, means the total weight of the aircraft, including its load, at landing.

large RPA: see regulation 101.022.

letter of ATSO design approval: see paragraph 21.601(2)(c).

level, in relation to a flight of an aircraft, has the same meaning as in Annex 2 to the Chicago Convention.

licensed means licensed under CASR or CAR.

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licensed aircraft maintenance engineer means an individual who holds an aircraft engineer licence that is in force.

life limit, for an aeronautical product that is fitted, or is to be fitted, to a limited category aircraft, has the meaning given by the Part 132 Manual of Standards.

light balloon: see regulation 101.145.

lighter-than-air aircraft is the generic term for aircraft that are supported chiefly by their buoyancy in the air.

light sport aircraft means an aircraft that:

(a) has:
  (i) if the aircraft is not intended for operation on water—a maximum take-off weight of 600 kilograms or less; or
  (ii) if the aircraft is intended for operation on water—a maximum take-off weight of 650 kilograms or less; or
  (iii) if the aircraft is a lighter-than-air aircraft—a maximum gross weight of 560 kilograms or less; and

(b) if the aircraft is a powered aircraft that is not a glider—has a single, non-turbine engine fitted with a propeller; and

(c) has a maximum stall speed in the landing configuration (V_{so}) of 45 knots calibrated air speed; and

(d) if the aircraft is a glider—has a maximum never-exceed speed (V_{ne}) of 135 knots calibrated air speed; and

(e) if the aircraft has a cabin—has an un-pressurised cabin; and

(f) if the aircraft is designed to be equipped with seating—has a maximum seating capacity of 2 persons, including the pilot; and

(g) if the aircraft is a manned free balloon that is not designed to be equipped with seating—can carry no more than 2 persons; and

(h) has:
  (i) in the case of an amphibian—repositionable landing gear; or
  (ii) in the case of a glider—fixed landing gear or retractable landing gear; or
  (iii) in any other case—fixed landing gear.

limited category, for an aircraft, means the category of aircraft that satisfy the requirements for issue of a special certificate of airworthiness mentioned in regulation 21.189.

limited category aircraft: see regulation 132.010.

limited category certificate: see regulation 132.010.

limited category organisation: see regulation 132.010.

lowest safe altitude, for a route or route segment of a flight of an aircraft, means the lowest altitude that will provide safe terrain clearance for the aircraft for the route or route segment calculated in accordance with a method specified in the

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Part 173 Manual of Standards, the operator's exposition or the operator's operations manual.

Note: The methods specified in the Part 173 Manual of Standards are also published in the AIP.

low-risk electronic device means:

(a) a digital mobile telephone; or

(b) a hand-held personal digital assistant; or

(c) an electronic device:

(i) to which the *IEEE Standard for Information technology—Telecommunications and information exchange between systems—Local and metropolitan area network—Specific requirements Part 11: Wireless LAN Medium Access Control (MAC) and Physical Layer (PHY) Specifications* (as in force from time to time) applies; and

(ii) that transmits only in a way that meets that standard.

low-visibility approach means an approach using minima for a runway that are below the category I precision approach minima for the runway published in the AIP.

low-visibility operation means:

(a) a low-visibility take-off; or

(b) a low-visibility approach.

low-visibility take-off means a take-off with a runway visual range of less than 550 m.

major, for a modification or repair to a limited category aircraft: see regulation 132.020.

major change, for a type design: see regulation 21.093.

major defect means:

(a) in relation to an aeronautical product that is not fitted to an aircraft—a defect of such a kind that the aeronautical product, if fitted to an aircraft, may affect the safety of the aircraft or cause the aircraft to become a danger to persons or property; and

(b) in relation to an aircraft—a defect of such a kind that it may affect the safety of the aircraft or cause the aircraft to become a danger to persons or property; and

(c) for an emergency parachute—see regulation 105.010; and

(d) for a reserve parachute—see regulation 105.010.

manned free balloon means a free balloon that:

(a) is equipped to carry one or more persons; and

(b) is equipped with controls that enable the altitude of the balloon to be controlled.

markings, for an aircraft: see regulation 45.015.

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master minimum equipment list: see regulation 91.925.

Materials Review Board means:

(a) for a manufacturer manufacturing an aircraft, aircraft engine or propeller under a type certificate only—the Materials Review Board established under paragraph 21.125(1)(a); and

(b) for a manufacturer manufacturing an aircraft, aircraft engine or propeller under a production certificate—the Materials Review Board established under regulation 21.145.

maximum certificated passenger seating capacity, for an aircraft, means the maximum passenger seating capacity permitted under the aircraft's type certificate, foreign type certificate, supplemental type certificate or foreign supplemental type certificate.

maximum landing weight, for an aircraft, means the maximum landing weight for the aircraft permitted by:

(a) for an aircraft that is type certificated—the flight manual for the aircraft; or

(b) for an aircraft that is not type certificated:

(i) if a document, published by the manufacturer of the aircraft setting out the operating limitations for the aircraft, specifies a weight—that document; or

(ii) if no weight is specified in the document mentioned in subparagraph (i), or if a different weight is specified in the certificate of airworthiness for the aircraft—the certificate of airworthiness for the aircraft.

maximum operational passenger seat configuration, for an aircraft, means the maximum passenger seat capacity of the aircraft, excluding crew stations:

(a) approved by CASA for the operator of the aircraft:

(i) for an operator that is not an Australian air transport operator—under regulation 201.030; or

(ii) for an Australian air transport operator—as part of the approval of the operator's exposition under Part 119; and

(b) specified in the operator's operations manual (if any).

maximum passenger seating capacity, for an aircraft, means the maximum number of seats for persons (excluding flight crew and cabin crew) in the aircraft that is:

(a) approved by CASA; and

(b) specified in the aircraft operator's operations manual.

maximum payload capacity, for an aircraft, means the maximum payload permitted under the aircraft's type certificate, foreign type certificate, supplemental type certificate or foreign supplemental type certificate.

maximum take-off weight, for an aircraft, means the maximum take-off weight for the aircraft permitted by:

(a) for an aircraft that is type certificated—the flight manual for the aircraft; or

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(b) for an aircraft that is not type certificated:
  (i) if a document, published by the manufacturer of the aircraft setting out the operating limitations for the aircraft, specifies a weight—that document; or
  (ii) if the certificate of airworthiness for the aircraft specifies a different weight to the weight specified in the document mentioned in subparagraph (i)—the certificate of airworthiness for the aircraft; or
  (iii) if no weight is specified in the document mentioned in subparagraph (i) or in the certificate of airworthiness for the aircraft and the aircraft is a Part 103 aircraft in relation to which a statement of acceptance for the aircraft has been issued by a Part 103 ASAO in accordance with regulation 103.030—the weight specified in the statement of acceptance.

medical certificate means:
(a) a medical certificate issued under Subpart 67.C; or
(b) for the holder of a certificate of validation of an overseas flight crew licence—the holder's overseas medical certificate.

medically significant condition has the meaning given by subregulation 67.010(1).

medical practitioner:
(a) for Part 61 has the meaning given by regulation 61.010; and
(b) for Part 67 has the meaning given by subregulation 67.010(1).

medical transport operating site, for a rotorcraft, has the meaning given by the Part 133 Manual of Standards.

medical transport operation: see clause 70 of Part 2 of this Dictionary.

medical transport specialist means:
(a) a crew member for a flight who carries out a specified function during the flight relating to a medical transport operation, and who is not:
  (i) a flight crew member for the flight; or
  (ii) an air crew member for the flight; or
(b) a crew member, for a flight, of a kind prescribed by the Part 119 Manual of Standards for the purposes of this paragraph.

medium balloon: see regulation 101.145.

medium RPA: see regulation 101.022.

meets the modified Austroads medical standards has the meaning given by regulation 67.262.

MEL: see regulation 91.925.

meteorological information means information:
(a) that is any of the following kinds:

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(i) meteorological reports;
(ii) meteorological analyses;
(iii) meteorological forecasts;
(iv) meteorological warnings;
(v) meteorological advices;
(vi) revisions or amendments of any of those kinds of information; and

(b) which may be required for aviation purposes.

micro RPA: see regulation 101.022.

military aerodrome means an aerodrome controlled by a part of the Defence Force.

military aircraft means an aircraft of any part of the Defence Force (including an aircraft that is being constructed for any part of the Defence Force), other than an aircraft that is an Australian aircraft that is registered.

minimum equipment list: see regulation 91.925.

minor change, for a type design: see regulation 21.093.

MMEL: see regulation 91.925.

model, for an aircraft, aircraft engine or propeller, means a particular version of a type of aircraft, aircraft engine or propeller that is distinguished from another version of the same type by a change of sufficient effect on the weight, balance, structural strength, operational characteristics as would require a separate entry on a type certificate, identifying and approving the particular version as distinct from the identification and approval of other versions.

model aircraft: see regulation 101.023.

model rocket: see regulation 101.425.

modification/repair design approval means an approval granted under regulation 21.435 or 21.437.

movement area has the same meaning as in Annex 11 to the Chicago Convention.

multi-crew operation: see regulation 61.010.

multi-flight journey means a journey to a destination that involves more than one flight, if all of the flights are conducted by the same operator using the same aircraft.

national aviation authority, for a foreign country:

(a) means the authority that is responsible for regulating civil aviation in the country; and

(b) includes:

(i) the national airworthiness authority for the country; and

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(ii) if EASA carries out functions on behalf of the country—EASA; and
(iii) for China, for matters relating to Hong Kong—the Civil Aviation Department of Hong Kong.

navigation specification has the meaning given by the Part 91 Manual of Standards.

navigation system, in relation to an aircraft, means a system by which the aircraft can be navigated.

night means the period between the end of evening civil twilight and the beginning of the following morning civil twilight.

non-command pilot's seat, of an aircraft, means the pilot seat not normally occupied by the pilot in command during a flight of the aircraft.

non-controlled aerodrome means an aerodrome at which an aerodrome control service is not operating.

non-precision approach runway has the same meaning as in Annex 14, Aerodromes, to the Chicago Convention.

non-scheduled air transport operation means an air transport operation that is not:
(a) a scheduled air transport operation; or
(b) a medical transport operation.

Note: A non-scheduled air transport operation includes an operation for the carriage, in accordance with fixed schedules to and from fixed terminals, of passengers or cargo, or passengers and cargo, in circumstances in which the accommodation in the aircraft is not available for use by persons generally.

non-technical skills means specific human competencies, including critical decision making, team communication, situational awareness and workload management, which may minimise human error in aviation.

normal cruising speed, for an aeroplane or rotorcraft, means the speed stated in the flight manual for the aeroplane or rotorcraft as a normal cruising speed in International Standard Atmosphere conditions with all engines operating.

NOTAM (short for Notice to Airmen) has the same meaning as in the *Air Services Regulations 2019*.

NOTAM authorised person, of an aeronautical data originator, means a person appointed by the originator as a NOTAM authorised person under regulation 175.445.

NOTAM Office means the office of AA responsible for the publication of NOTAMS.

NVIS flight means a flight conducted using a night vision imaging system.

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obstacle limitation surface, of an aerodrome, means a surface associated with the aerodrome that is ascertained in accordance with the requirements prescribed by the Part 139 Manual of Standards for the purposes of this definition.

officer, of a corporation, in Part 149, has the same meaning as in regulation 142.035.

off-shore installation means an installation that is erected on, or floating in the sea above, the continental shelf for the purpose of extracting, or exploring for, petroleum or natural gas.

one-engine-inoperative cruising speed, for an aeroplane, means any speed stated in the aeroplane's flight manual as a cruising speed with one engine inoperative.

operated within the visual line of sight: see subregulation 101.073(3).

operational control, for a flight of an aircraft, means control over the initiation, continuation, diversion or ending of the flight in the interests of the safety of the aircraft and the regularity and efficiency of the flight.

operational flight plan:

(a) for a Part 121 operation—means a plan that meets the requirements of regulation 121.175; or
(b) for a Part 133 operation—means a plan that meets the requirements of regulation 133.135; or
(c) for a Part 135 operation—means a plan that meets the requirements of regulation 135.145.

operational safety-critical personnel, for an Australian air transport operator, an aerial work operator or a balloon transport operator:

(a) means personnel carrying out, or responsible for, safety-related work, including:
    (i) personnel carrying out roles that have direct contact with the physical operation of aeroplanes, rotorcraft or Part 131 aircraft used in the operator's Australian air transport operations, aerial work operations or balloon transport operations; and
    (ii) personnel carrying out roles that have operational contact with personnel who operate aeroplanes, rotorcraft or Part 131 aircraft used in those operations; and
    (iii) personnel described as operational safety-critical personnel in the operator's exposition or operations manual; but
(b) does not include personnel who are employed or engaged by the operator (whether by contract or other arrangement) and are engaged in:
    (i) the provision of continuing airworthiness management services for aeroplanes, rotorcraft or Part 131 aircraft used in the operator's Australian air transport operations, aerial work operations or balloon transport operations; or

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(ii) carrying out maintenance on an aeroplane, rotorcraft, Part 131 aircraft or aeronautical product on behalf of an approved maintenance organisation.

operations manual means:

(a) for a limited category organisation—the manual mentioned in subregulation 262AN(2) of CAR for the organisation; or

(b) for an aerial work operator:

(i) the set of documents approved by CASA under regulation 138.045 in relation to the operator; or

(ii) if the set of documents is changed under regulation 138.060, 138.064 or 138.068, or the process mentioned in regulation 138.066—the set of documents as changed.

operations specifications has the same meaning as in Chapter 1 of Part 1 of Annex 6, *Operation of Aircraft*, to the Chicago Convention.

operator, of an aircraft, means:

(a) if the operation of the aircraft is authorised by an AOC, a Part 141 certificate or an aerial work certificate—the holder of the AOC or certificate; or

(b) otherwise—the person, organisation or enterprise engaged in aircraft operations involving the aircraft.

operator proficiency check: see regulation 61.010.

organisation, in relation to an ASAO, means the organisation established by the ASAO to perform the approved functions of the ASAO.

other AIS applicable ICAO documents means each of the following documents as approved and published by decision of the Council of the International Civil Aviation Organization, as in force from time to time:

(a) ICAO Document 4444-ATM/501 (*Procedures for Air Navigation Services—Air Traffic Management*), subject to the differences mentioned in Gen 1.7 of Part 1 of the AIP;

(b) ICAO Document 7030 (*Regional Supplementary Procedures*);

(c) ICAO Document 7910 (*Location Indicators*);

(d) ICAO Document 8168 (PANS-OPS), subject to the differences mentioned in Gen 1.7 of Part 1 of the AIP;

(e) ICAO Document 8400 (*ICAO Abbreviations and Codes*);

(f) ICAO Document 9432 (*Manual of Radiotelephony*);

(g) ICAO Document 9674 (*World Geodetic System*);

(h) ICAO Document 9905-AN/471 (*Required Navigation Performance Authorisation Required (RNP AR) Procedure Design Manual*).

overhauled: see paragraph 21.321(2)(d).

overseas endorsement has the meaning given by regulation 61.010.

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overseas flight crew licence has the meaning given by regulation 61.010.

overseas medical certificate has the meaning given by regulation 61.010.

overseas rating has the meaning given by regulation 61.010.

PANS-AIM means the Procedures for Air Navigation Services-Aeronautical Information Management approved and published by the Council of the International Civil Aviation Organization, as in force from time to time, subject to the differences mentioned in Gen 1.7 of Part 1 of the AIP.

parachute has a meaning affected by regulation 105.010.

parachute operator: see regulation 105.010.

parachuting activity: see regulation 105.010.

paraglider means a glider:
(a) with a wing that is inflated and maintains its profile in flight due to the ram-air pressure of the air through which it moves; and
(b) that has an empty weight of 70 kg or less; and
(c) the free flight of which does not depend on an engine.

parasail: see subregulation 200.005(2).

Part 21 Manual of Standards means the Manual of Standards issued by CASA under regulation 21.010D.

Part 42 Manual of Standards means the Manual of Standards issued by CASA under regulation 42.020.

Part 45 Manual of Standards means the Manual of Standards issued by CASA under regulation 45.025.

Part 47 Manual of Standards means the Manual of Standards issued by CASA under regulation 47.012.

Part 61 Manual of Standards means the Manual of Standards issued by CASA under regulation 61.035.

Part 91 Manual of Standards means the Manual of Standards issued by CASA under regulation 91.040.

Part 101 Manual of Standards means the Manual of Standards issued by CASA under regulation 101.028.

Part 103 activity: see regulation 103.010.

Part 103 aircraft: see subregulations 103.005(4), (5) and (6).

Part 103 ASAO: see regulation 103.010.

Part 103 Manual of Standards means the Manual of Standards issued by CASA under regulation 103.015.

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Part 105 ASAO: see regulation 105.010.

Part 105 Manual of Standards means the Manual of Standards issued by CASA under regulation 105.015.

Part 119 Manual of Standards means the Manual of Standards issued by CASA under regulation 119.045.

Part 121 Manual of Standards means the Manual of Standards issued by CASA under regulation 121.015.

Part 121 operation means an operation mentioned in subregulation 121.005(1).

Part 121 proficiency check means a proficiency check that complies with regulation 121.580.

Part 131 aircraft: see subregulation 131.005(2).

Part 131 ASAO means an ASAO whose approved functions include administering a Part 131 recreational activity.

Part 131 Manual of Standards means the Manual of Standards issued by CASA under regulation 131.055.

Part 131 pilot authorisation means:

(a) a commercial pilot (balloon) licence; or
(b) a CAR certificate of validation; or
(c) an authorisation from a Part 131 ASAO that authorises the holder to operate a Part 131 aircraft; or
(d) a flight radiotelephone operator licence.

Part 131 recreational activity: see subregulation 131.025(1).

Part 132 Manual of Standards means the Manual of Standards issued by CASA under regulation 132.040.

Part 133 Manual of Standards means the Manual of Standards issued by CASA under regulation 133.020.

Part 133 operation means an operation mentioned in regulation 133.005.

Part 135 Manual of Standards means the Manual of Standards issued by CASA under regulation 135.025.

Part 135 operation means an operation mentioned in regulation 135.005.

Part 138 Manual of Standards means the Manual of Standards issued by CASA under regulation 138.020.

Part 139 Manual of Standards means the Manual of Standards issued by CASA under regulation 139.005.

Part 141 certificate: see regulation 141.015.

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Part 141 operator: see subregulation 141.015(3).

Part 142 operator: see subregulation 142.015(4).

Part 145 organisation means a person who holds an approval under regulation 145.030 that is in force.

Part 149 Manual of Standards means the Manual of Standards issued by CASA under regulation 149.010.

Part 175 Manual of Standards means the Manual of Standards issued by CASA under regulation 175.025.

passenger, in relation to an aircraft, means a person:
(a) who:
(i) intends to travel on a particular flight on the aircraft; or
(ii) is on board the aircraft for a flight; or
(iii) has disembarked from the aircraft following a flight; and
(b) who is not a crew member of the aircraft for the flight.

passenger transport operation has the meaning given by clause 75 of Part 2 of the Dictionary.

passenger with reduced mobility means a person who is likely to require special conditions and assistance to find and use an exit on board an aircraft in an emergency because:
(a) the person's mobility is impaired; or
(b) the person has another impairment.

performance class means:
(a) performance class 1; or
(b) performance class 2; or
(c) performance class 2 with exposure; or
(d) performance class 3.

performance class 1, for a stage of flight of a rotorcraft, has the meaning given by the Part 133 Manual of Standards.

performance class 2, for a stage of flight of a rotorcraft, has the meaning given by the Part 133 Manual of Standards.

performance class 2 with exposure, for a stage of flight of a rotorcraft, has the meaning given by the Part 133 Manual of Standards.

performance class 3, for a stage of flight of a rotorcraft, has the meaning given by the Part 133 Manual of Standards.

permit index number, for an aircraft for which a limited category certificate has been issued: see regulation 132.010.

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personnel:

(a) for an Australian air transport operator, an aerial work operator or a balloon transport operator, includes any of the following persons who have duties or responsibilities that relate to the safe conduct of the operator's Australian air transport operations, aerial work operations or balloon transport operations:
  (i) an employee of the operator;
  (ii) a person engaged by the operator (whether by contract or other arrangement) to provide services to the operator;
  (iii) an employee of a person mentioned in subparagraph (ii); or

(b) for an ASAO, includes any of the following persons who have duties or responsibilities that relate to the safe performance of the ASAO's approved functions:
  (i) an employee of the ASAO;
  (ii) a person engaged by the ASAO (whether by contract or other arrangement) to provide services to the ASAO;
  (iii) an employee of a person mentioned in subparagraph (ii);
  (iv) a person appointed by the ASAO to perform an approved function on behalf of the ASAO.

pilot, used as a verb, has the meaning given by regulation 61.010.

pilot certificate means a certificate (however described) that:

(a) is granted by a sport aviation body; and
(b) authorises its holder to pilot an aircraft, other than a registered aircraft, in an aviation activity administered by the organisation.

pilot in command, in relation to a flight of an aircraft, means the pilot designated by the operator of the aircraft as being in command and charged with the safe conduct of the flight.

pilot in command under supervision has the meaning given by regulation 61.010.

pilot instructor: see regulation 61.010.

pilot licence: see regulation 61.010.

pilot-owner, of an aircraft, means an individual who:

(a) owns the aircraft; and
(b) is authorised, under Part 61, to fly the aircraft.

polar region means the area:

(a) north of 78°N; or
(b) south of 60°S.

populous area includes a city and a town.

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power-assisted sailplane means a powered sailplane that has insufficient performance with the engine operating to achieve the applicable take-off and climb performance criteria for powered sailplanes specified by the airworthiness standards prescribed by regulation 22.001 of CASR.

powered aircraft means an aircraft that is propelled by an engine or engines.

powered hang glider means a hang glider with an engine attached that has, when the engine is not being operated, the characteristics of a hang glider.

powered-lift aircraft means a power-driven heavier-than-air aircraft that derives its lift in flight:

(a) during vertical manoeuvring and low-speed flight—from:
  (i) the reaction of air on one or more normally power-driven rotors on substantially vertical axes; or
  (ii) engine thrust; and
(b) otherwise—chiefly from aerodynamic reactions on surfaces remaining fixed under given conditions of flight.

powered parachute means a single-seat or two-seat power-driven aircraft with a ram-air parachute wing, to which all of the following apply:

(a) the aircraft has a single non-turbine engine and a single propeller;
(b) the aircraft has a maximum take-off weight not exceeding 600 kilograms;
(c) the aircraft has, when the engine is not being operated, the characteristics of a parachute.

powered paraglider means a paraglider with an engine attached that has, when the engine is not being operated, the characteristics of a paraglider.

powered sailplane means a sailplane equipped with one or more engines that has, when the engine or engines are not being operated, the characteristics of a sailplane.

prescribed single-engine aeroplane: see regulation 135.240.

primary category, for an aircraft, means the category of aircraft that satisfy the requirements for issue of a type certificate mentioned in regulation 21.024.

private operation: an operation of an aircraft is a ***private operation*** if the operation is not one of the following:

(a) an operation that is required to be conducted under the authority of an AOC under Part 119, 129 or 131 or regulation 206 of CAR;
(b) an operation that is required to be conducted under the authority of an aerial work certificate under Part 138;
(c) Part 141 flight training (within the meaning of Part 141);
(d) a Part 142 activity (within the meaning of Part 142);
(e) an adventure flight for a limited category aircraft;
(f) a specialised balloon operation that is conducted for hire or reward;

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(g) an operation authorised by a New Zealand AOC with ANZA privileges that is in force for Australia;
(h) an operation under a permission under subsection 25(2) or (3) (non-scheduled flights by foreign registered aircraft) or section 27A (permission for operation of foreign registered aircraft without AOC) of the Act.

production certificate means a production certificate issued under subregulation 21.134(1).

prohibited area:
(a) has the same meaning as in Annex 11 to the Chicago Convention; and
(b) in relation to Australian territory—includes an area designated as a prohibited area by a declaration made under subregulation 6(1) of the *Airspace Regulations 2007*.

protective breathing equipment means equipment that is designed to prevent a person from having to breathe in, and to protect the person's eyes from, toxic gases and fumes.

provisional certificate of airworthiness means a Class I or Class II provisional certificate of airworthiness.

provisional type certificate means a Class I or Class II provisional type certificate.

psychoactive substance: see clause 60 of Part 2 of this Dictionary.

psychoactive substance offence means an offence:
(a) of which an element is the possession, use or excessive use of a psychoactive substance; or
(b) of which the substance is importing, or trafficking in, a psychoactive substance; or
(c) of which an element is being under the influence of a psychoactive substance; or
(d) of which an element is the presence, or the presence at a concentration higher than a particular concentration, in the blood, breath or urine of a psychoactive substance or a metabolite of such a substance; or
(e) the substance of which is refusal to provide a blood, breath or urine sample for analysis; or
(f) of attempting to commit, inciting the commission of or conspiring to commit an offence referred to in paragraph (a), (b), (c), (d) or (e).

Note: ***Psychoactive substance*** includes alcohol but does not include coffee, tea, cocoa, chocolate or any other non-alcoholic drink containing caffeine, or caffeine-containing confectionery—see Part 2 of this Dictionary.

public gathering means an assembly of people at a place on the basis of a general public invitation to attend at that place, whether or not a charge is made for attendance.

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published lowest safe altitude, for a route or route segment for a flight of an aircraft, means the lowest safe altitude for the route or route segment published in authorised aeronautical information.

qualified flight simulator means a flight simulator that is qualified under Part 60 of CASR.

qualified flight training device means a flight training device that is qualified under Part 60 of CASR.

radio navigation aid means a standard radio navigation aid of a kind mentioned in section 2.1.1 of Chapter 2 of Volume 1 of Annex 10 to the Chicago Convention.

radionavigation service means a radio navigation service within the meaning of Annex 10 to the Chicago Convention.

radio station licence means:

(a) for an Australian aircraft—an apparatus licence or class licence issued under the *Radiocommunications Act 1992* for the radiocommunications equipment on board the aircraft; or

(b) for a foreign registered aircraft—a document:

(i) that is equivalent to a document mentioned in paragraph (a); and

(ii) that is issued by the authority of the aircraft's State of registry that issues radio licences.

recognised country: see regulation 21.010B.

rectification interval: see regulation 91.925.

recurrent training means the training of the personnel of an aircraft operator or the operator of a flight simulation training device that is conducted to ensure that the personnel are competent to carry out their responsibilities.

Regional Air Navigation Agreement means a Regional Air Navigation Agreement approved by decision of the Council of the International Civil Aviation Organisation.

registered, in relation to an Australian aircraft, means:

(a) in the case of an aircraft to which Division 47.C.1 applies—registered under Division 47.C.1; or

(b) in the case of an aircraft to which Division 47.C.2 applies—registered under Division 47.C.2.

Note: For the definition of ***foreign registered aircraft***, see section 3 of the Act.

registered operator, of an aircraft, has the meaning given by regulation 47.100.

registered training organisation has the meaning given by section 3 of the *National Vocational Education and Training Regulator Act 2011*.

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registration holder, of an aircraft, means the person whose name is entered in the Australian Civil Aircraft Register as:

(a) in the case of an aircraft registered under Division 47.C.1—the aircraft's owner; and

(b) in the case of an aircraft that is an RPA or a model aircraft registered under Division 47.C.2—the person who applied for the registration of the aircraft.

registration mark, of an aircraft, means the registration mark assigned to the aircraft under Subpart 47.G.

relevant airworthiness standards means:

(a) for an aircraft that conforms to a type certificate issued, or taken to have been issued, under regulation 21.013A or 21.029—the airworthiness standards included in the type certification basis for the aircraft; or

(b) for an aircraft for which a type acceptance certificate has been issued, or is taken to have been issued, under regulation 21.029A—the airworthiness standards that the aircraft had to meet for the issue of the foreign type certificate that was the basis for issuing the type acceptance certificate.

relevant approved design organisation, in relation to a design activity, within the meaning given by regulation 21.233, and an aircraft or aeronautical product of a particular kind, means an approved design organisation that is approved under Subpart 21.J to carry out that design activity in relation to aircraft or aeronautical products of that kind.

remote pilot licence means a licence granted under Division 101.F.3.

required, in relation to a flight crew member for a flight: see subregulation 91.605(2).

required navigational performance, for an area of airspace, or a route, means the navigational performance specified in the AIP for that area of airspace or route.

reserve parachute: see regulation 105.010.

reserve parachute assembly: see regulation 105.010.

restricted area:

(a) has the same meaning as in Annex 11 to the Chicago Convention; and

(b) in relation to Australian territory—includes an area designated as a restricted area by a declaration made under subregulation 6(1) of the *Airspace Regulations 2007*.

restricted category, for an aircraft, means the category of aircraft that satisfy the requirements for issue of a type certificate mentioned in regulation 21.025.

restricted person means:

(a) a deportee (within the meaning of subsection 5(1) of the *Migration Act 1958*); or

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(b) a removee (within the meaning of subsection 5(1) of the *Migration Act 1958*); or
(c) a person in custody; or
(d) a passenger carried on an aircraft:
  (i) who is on the aircraft because the passenger has been refused entry to a country; or
  (ii) whose passport does not include a visa required for entry to the passenger's destination country.

rocket means a pilotless vehicle powered by reaction that carries all the components necessary to provide its jet.

rotorcraft means:
(a) a helicopter; or
(b) a gyroplane; or
(c) a powered-lift aircraft.

route segment means a portion of a route.

RPA: see regulation 101.021.

RPAS (short for remote pilot aircraft system) means a set of configurable elements consisting of a remotely piloted aircraft, its associated remote pilot station (or stations), the required command and control links and any other system elements as may be required at any point during the operation of the aircraft.

RPL training course means training in the operation of RPA for the grant of a remote pilot licence that is conducted:
(a) by a person who is certificated under regulation 101.335 and whose operations include conducting training; and
(b) in accordance with any standards or requirements prescribed by the Part 101 Manual of Standards.

RTCA/DO-200A means the latest version of RTCA/DO-200A, Standards for Processing Aeronautical Data, issued by RTCA, Inc, as in force from time to time.

Note: RTCA/DO-200A could in 2014 be viewed on the RTCA's website (http://www.rtca.org).

runway strip means a defined area at an aerodrome, including the runway and stopway (if any) to which it relates, that is intended to:
(a) reduce the risk of damage to aircraft running off the runway; and
(b) protect aircraft flying over the area during take-off, landing or a missed approach.

runway visual range means the range, measured using an electronic instrument, over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line.

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RVSM airspace means any of the following:

(a) the airspace, at or above flight level 290, identified in the AIP as airspace where a vertical separation minimum of 1,000 ft applies;

(b) the airspace, at or above flight level 290, designated, or otherwise recognised, by the appropriate authority of a foreign country to be airspace where a vertical separation minimum of 1, 000 ft applies;

(c) airspace, at or above flight level 290, where a vertical separation of 1,000 ft applies under the terms of a Regional Air Navigation Agreement.

safety-critical aeronautical product, for a limited category aircraft: see regulation 132.025.

safety management system, for an Australian air transport operator, means the safety management system set out in the operator's exposition.

safety manager, of an ASAO, means the individual, appointed by the ASAO, who is responsible for the safety management system required by regulation 149.270.

sailplane means a glider:

(a) that has an empty weight of more than 70 kg; and

(b) the free flight of which does not depend on an engine.

scheduled air transport operation means an air transport operation, other than a medical transport operation, that is conducted:

(a) in accordance with fixed schedules to and from fixed terminals over specific routes with or without intermediate stopping places between terminals; and

(b) in circumstances in which the accommodation in the aircraft is available for use by persons generally.

seaplane includes an aeroplane with a floating hull.

search and rescue body means any of the following:

(a) a State or Territory police service or the Australian Federal Police;

(b) the Australian Defence Force;

(c) the Australian Maritime Safety Authority.

significant change:

(a) for an Australian air transport operator: see regulation 119.020; or

(b) for a balloon transport operator: see regulation 131.030; or

(c) for an aerial work operator: see regulation 138.012.

single-pilot operation has the meaning given by regulation 61.010.

small balloon: see regulation 101.145.

small RPA: see regulation 101.022.

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solo, in relation to a flight of an aircraft, has the meaning given by regulation 61.010.

special certificate of airworthiness: see regulation 21.175.

special class, for aircraft: see subregulation 21.017(2).

special condition means a special condition imposed under subregulation 21.016(1).

special flight authorisation means an authorisation granted under regulation 91.970.

special flight permit means a special flight permit issued under regulation 21.200.

specialised balloon operation: see regulation 131.020.

specialised helicopter operation means a helicopter operation that involves the carriage of persons or cargo:

(a) between the coast of Australia and an off-shore installation; or
(b) between off-shore installations; or
(c) to or from the helipad of:
  (i) a hospital; or
  (ii) a State or Territory service (however described) established to provide assistance in emergencies.

special purpose operation, for an aircraft in the limited category, means an operation mentioned in subregulation 21.189(3).

special VFR means:

(a) for an aircraft other than a Part 131 aircraft—the visual flight rules prescribed by the Part 91 Manual of Standards; or
(b) for a Part 131 aircraft—the visual flight rules prescribed by the Part 131 Manual of Standards.

specified aircraft performance category, for an aircraft, means the aircraft performance category prescribed for an aircraft's V_{AT} (as worked out in accordance with the aircraft's flight manual) by the Part 91 Manual of Standards.

specified IFR cruising level, for a track, means a cruising level prescribed by the Part 91 Manual of Standards for an IFR flight on the track.

specified VFR cruising level, for a track, means a cruising level prescribed by the Part 91 Manual of Standards for a VFR flight on the track.

sport aviation body means:

(a) Australian Ballooning Federation Incorporated; or
(b) Australian Parachute Federation Limited; or
(c) Australian Sport Rotorcraft Association Incorporated; or
(d) Recreational Aviation Australia Limited; or

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(e) The Gliding Federation of Australia Incorporated; or
(f) Sports Aviation Federation of Australia Limited; or
(fa) the Australian Skydiving Association Incorporated; or
(fb) an ASAO; or
(g) a body established in a Contracting State to administer sport aviation in that State.

stage, of flight of a rotorcraft, means any of the following:
(a) take-off;
(b) take-off and initial climb;
(c) en route;
(d) approach and landing, or baulked landing.

Note: The definition of ***performance class*** relates to a stage of flight of a rotorcraft. The definition of ***stage*** is used in these Regulations only in the context of a performance class.

standard certificate of airworthiness: see regulation 21.175.

standard part means a part that complies with a specification that:
(a) is established, published and maintained by:
(i) an organisation that sets consensus standards for products; or
(ii) a government agency; and
(b) includes:
(i) design, manufacturing, test and acceptance criteria; and
(ii) requirements for the uniform identification of the part.

Example: For subparagraph (a)(i), the Institute of Electrical and Electronics Engineers—see http://www.ieee.org/portal/site.

standard RPA operating conditions: see regulation 101.238.

standard visual signal means a light, hand or ground signal:
(a) prescribed by the Part 91 Manual of Standards for the purposes of this paragraph; and
(b) displayed, for the purposes of communicating with an aircraft, in accordance with the requirements, or in the circumstances, (if any) prescribed by the Part 91 Manual of Standards for the purposes of this paragraph.

State includes the Northern Territory.

State, of an operator, means the country in which the operator's principal place of business is located or, if the operator does not have a principal place of business, the country in which the operator's permanent residence is located.

State of Design has the meaning given by Annex 8 to the Chicago Convention.

State of registry, for a foreign registered aircraft, means the foreign country on whose register the aircraft is entered.

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student pilot means:

(a) for aircraft other than Part 131 aircraft—a person who is authorised to pilot an aircraft under regulation 61.112; or

(b) for Part 131 aircraft—a person who:

(i) does not hold a commercial pilot (balloon) licence within the meaning of subregulation 5.01(1) of CAR; and

(ii) is receiving balloon flying training within the meaning of that subregulation.

suitable forced landing area:

(a) for a Part 133 operation—see regulation 133.010; and

(b) for a Part 135 operation—see regulation 135.015.

suitable person: a person is a ***suitable person*** to occupy an emergency exit row seat or a seat adjacent to an emergency exit if the person:

(a) is reasonably fit, strong, and able to assist with the rapid evacuation of the aircraft in an emergency; and

(b) would not, because of a condition or disability, including an inability to understand oral instructions, hinder:

(i) other passengers during an evacuation of the aircraft in an emergency; or

(ii) the aircraft's crew in carrying out their duties in an emergency.

supplemental oxygen means oxygen that is provided to an occupant of an aircraft by purpose-designed equipment to supplement the oxygen available in the atmosphere inside the aircraft.

supplemental type certificate means a supplemental type certificate issued under regulation 21.113A.

synthetic training device means:

(a) a flight simulator; or

(b) a flight training device; or

(c) a basic instrument flight trainer.

take-off decision point, for a take-off of a rotorcraft, means the point, mentioned in the rotorcraft's flight manual, from which, if an engine failure is recognised:

(a) the take-off may be safely rejected; or

(b) the take-off may be continued safely.

take-off minima means the minimum values of the following that are used to determine whether an aerodrome may be used for the take-off of aircraft:

(a) visibility, including runway visibility and runway visual range;

(b) cloud ceiling height.

take-off minima requirements for an aerodrome: see regulation 91.307.

take-off weight, for a flight of an aircraft, means the total weight of the aircraft, including its load, at the start of:

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(a) for an aeroplane—its take-off run; or
(b) for a rotorcraft—its take-off manoeuvre.

tandem parachutist: see regulation 105.010.

task specialist: see subregulations 138.015(1) and (2).

task specialist operation: see subregulation 138.010(4).

TAWS-Class A has the meaning given by the Part 121 Manual of Standards.

TAWS-Class B has the meaning given by the Part 121 Manual of Standards.

terminal instrument flight procedure means an instrument approach procedure or instrument departure procedure.

Territory does not include the Northern Territory.

tethered, in relation to a lighter-than-air aircraft, means attached to the ground, or an object on the ground, by flexible restraints that limit movement.

tethered balloon: see regulation 101.105.

these Regulations includes CAR.

threshold, of a runway, means the beginning of that portion of a runway that is useable for landing.

time-in-service means:
(a) for an aircraft—each period starting when the aircraft takes off for a flight and ending when the aircraft lands at the end of the flight; and
(b) for an aircraft engine or propeller that is fitted to an aircraft—each period starting when the aircraft takes off for a flight and ending when the aircraft lands at the end of the flight.

touring motor glider means a powered sailplane that:
(a) has an integrally mounted, non-retractable, engine and a non-retractable propeller; and
(b) is capable of taking off and climbing under its own power according to the touring motor glider's flight manual.

tour of duty, for a flight crew member:
(a) means a period from when the member begins any duties associated with his or her employment before making a flight or series of flights until the member is finally relieved of all such duties after the end of the flight or flights; and
(b) includes a period during which the member is required by an operator to hold himself or herself available at an aerodrome for the performance of any such duties.

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track means the projection on the earth's surface of the path of an aircraft, the direction of which at any point is usually expressed in degrees from North (true or magnetic).

traffic information has the same meaning as in Annex 11 to the Chicago Convention.

traffic pattern means the path over the ground of aircraft in flight in the vicinity of an aerodrome during the execution of take-offs and landings and their paths when manoeuvring on the manoeuvring area.

trainee parachutist: see regulation 105.010.

training endorsement: see regulation 61.010.

TSO: see paragraph 21.601(2)(ab).

type, for an aircraft, aircraft engine or propeller, means a design and make of aircraft, aircraft engine or propeller and, where appropriate, refers to a group of essentially similar aircraft, aircraft engines or propellers which, although possibly existing in different models, stem from a common basic design.

type acceptance certificate means a type acceptance certificate issued under regulation 21.029A.

type certificate: see regulation 21.041.

type certificated means issued with a type certificate or type acceptance certificate.

type certificate data sheet means a sheet attached to a type certificate for an aircraft, aircraft engine or propeller that sets out the limitations prescribed by the applicable airworthiness requirements for the aircraft, aircraft engine or propeller, and any other limitations and information necessary for type certification of the aircraft, aircraft engine or propeller.

type certification basis, for an aircraft, aircraft engine or propeller, means the airworthiness standards and any special conditions or other conditions with which the aircraft, aircraft engine or propeller must comply for the issue of a type certificate.

type design: see regulation 21.031.

unmanned free balloon means a free balloon that:

(a) is not tethered; and

(b) is not equipped to carry persons.

Note: There are 4 different kinds of unmanned free balloons: see regulation 101.145.

unpowered aircraft means an aircraft other than a powered aircraft.

variant: see regulation 61.010.

V_{AT} is short for velocity at threshold.

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very light aeroplane means an aeroplane of a kind mentioned in clause CS-VLA 1 of EASA CS-VLA, as in force from time to time.

very small RPA: see regulation 101.022.

VFR (short for visual flight rules) means:

(a) for Part 131 aircraft—the rules and procedures set out in Subdivision 131.D.4.2; or

(b) for all other aircraft—the rules and procedures set out in Subdivision 91.D.4.2.

VFR flight means a flight conducted under the VFR.

VFR operation means an operation conducted under the VFR.

visibility means the ability, as determined by atmospheric conditions and expressed in units of distance, to see and identify prominent unlighted objects by day and prominent lighted objects by night.

VMC (short for visual meteorological conditions) means meteorological conditions that meet the VMC criteria.

VMC criteria:

(a) for a class of aircraft (other than Part 131 aircraft) and a class of airspace (including flight visibility and distance from cloud)—means the criteria prescribed for the class of aircraft and class of airspace by the Part 91 Manual of Standards; and

(b) for Part 131 aircraft and a class of airspace (including flight visibility and distance from cloud)—means the criteria prescribed for the aircraft and class of airspace by the Part 131 Manual of Standards.

V_{SO} means the stalling speed or the minimum steady flight speed in the landing configuration.

Source FARs section 1.2.

weight and balance documents, for a flight of an aircraft, are the documents that set out the aircraft's load for the flight and the distribution of the load during the flight.

weight and balance limits, for an aircraft, means the weight and balance limits set out in the aircraft flight manual instructions for the aircraft.

weight-shift-controlled aeroplane means an aeroplane where flight control is attained primarily by weight-shift.

wet: a runway is ***wet*** if the surface area required for a take-off or landing:

(a) is not dry; and

(b) is not contaminated.

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Part 2—Interpretation of certain expressions not defined in Part 1

1 Parts and materials excluded from the definition of *aeronautical product*

(1) For the definition of ***aeronautical product*** in section 3 of the Act, a part or material that is part of or used in an aircraft is excluded if:
  (a) the part or material:
    (i) is not mentioned in the approved design for the aircraft; and
    (ii) is not approved in a manner mentioned in regulation 21.305 or 21.305A; or
  (b) the part or material is mentioned in a legislative instrument issued under subclause (2).

(2) For subsection 98(5A) of the Act, CASA may issue a legislative instrument that specifies that a part or material is excluded from the definition of ***aeronautical product*** in section 3 of the Act.

3 Definition of *air transport operation*

(1) An ***air transport operation*** is a passenger transport operation, a cargo transport operation or a medical transport operation, that:
  (a) is conducted for hire or reward; or
  (b) is prescribed by an instrument issued under regulation 201.025.

(2) Despite subclause (1), an ***air transport operation*** does not include an aerial work operation or a balloon transport operation.

5 When an aircraft is *airworthy*

Note: This clause is reserved for future use.

15 Reference to Annexes to Chicago Convention

In these Regulations, a reference to an Annex to the Chicago Convention is a reference to that Annex as in force from time to time.

18 Meaning of *authorised release certificate*

(1) For the purposes of CAR:

authorised release certificate, for an aircraft component, means a document that complies with regulation 42WA of CAR.

(2) For the purposes of CASR:

authorised release certificate, for an aeronautical product, means:

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(a) if maintenance has not been carried out on the product since its manufacture, and the manufacture of the product was permitted by or under Part 21—a document:
  (i) issued by the manufacturer of the product; and
  (ii) that includes a statement to the effect that the product is serviceable, within the meaning given by subregulation 42.015(1); or
(b) if maintenance has not been carried out on the product since its manufacture, and the manufacture of the product was permitted by the law of a foreign country—a document of a kind specified in the Part 42 Manual of Standards as being equivalent to a document mentioned in paragraph (a); or
(c) if maintenance has been carried out on the product under these Regulations—a certificate of release to service for the product in relation to the maintenance issued under Division 42.H.4 that is in the approved form; or
(d) if maintenance has been carried out on the product under the law of a foreign country—a document of a kind specified in the Part 42 Manual of Standards as being equivalent to a document mentioned in paragraph (c).

Note 1: For paragraph (a), Part 21 permits the manufacture of aeronautical products in a number of ways, including under APMAs, ATSO authorisations, type certificates and production certificates.

Note 2: For paragraph (c):
(a) a certificate of release to service for an aeronautical product in relation to maintenance carried out on an aeronautical product that is not in-house maintenance must be in the approved form: see subregulation 42.810(1); and
(b) a certificate of release to service for an aeronautical product in relation to in-house maintenance carried out on an aeronautical product must either be in the approved form or be in the form of an in-house release document: see subregulation 42.810(2).

25 Extended meaning of *charged with* in relation to certain offences

(1) In these Regulations:

charged with has, in addition to its ordinary meaning, the meaning given by subclause (2).

(2) For the purposes of these Regulations, a person is taken to have been ***charged with*** a psychoactive substance offence if:
(a) a law provides for the issue, in relation to the offence, of an expiation notice; and
(b) such a notice is issued to the person in relation to the offence.

35 Extended meaning of *convicted*

(1) In these Regulations:

convicted has, in addition to its ordinary meaning, the meaning given by subclauses (2), (3) and (4).

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(2) For the purposes of these Regulations, a person is taken to have been ***convicted*** of an alleged offence if:
  (a) the person has not been found guilty of the offence but asks for the offence to be taken into account when being sentenced for another offence; or
  (b) the person has been found guilty of the offence but discharged without conviction.

(3) In addition, a person is taken to have been ***convicted*** of a psychoactive substance offence if:
  (a) a law provides for the issue, in relation to the offence, of an expiation notice; and
  (b) such a notice was issued to the person in relation to the offence; and
  (c) the person paid the penalty required by the notice.

(4) However, a conviction that is spent (within the meaning of Part VIIC of the *Crimes Act 1914*), or has been quashed, is not taken to be a conviction for the purposes of these Regulations.

36 References to particular kinds of flight crew licences, ratings and endorsements

A reference in these Regulations to a particular kind of flight crew licence, rating or endorsement:
  (a) means a flight crew licence, rating or endorsement of that kind that may be granted under Part 61 (Flight crew licensing); and
  (b) includes a certificate of validation of an overseas flight crew licence that is equivalent to that kind of flight crew licence, rating or endorsement.

Example 1: For paragraph (a), a reference to a commercial pilot licence is a reference to a commercial pilot licence granted under Part 61.

Example 2: For paragraph (a), a reference to an aeroplane low-level endorsement is a reference to an aeroplane low-level endorsement granted under Part 61.

Example 3: For paragraph (b), a reference to a commercial pilot licence includes a reference to a certification of validation of an overseas flight crew licence that is equivalent to a commercial pilot licence granted under Part 61.

37 References to *flight manual*

(1) A reference in these Regulations to an aircraft's ***flight manual***:
  (a) is a reference to:
    (i) if the aircraft's type certification basis required the provision of an aircraft flight manual—that manual; or
    (ii) if regulation 21.005 applies to the aircraft—the manual that must be given to the owner of the aircraft under that regulation; or
    (iii) for an aircraft not mentioned in subparagraph (i) or (ii)—another document that contains the aircraft's operating limitations and other information required for safe operation of the aircraft; and
  (b) includes each amendment to the flight manual that:

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(i) is approved by CASA, an authorised person or an approved design organisation under regulation 21.006A; or
(ia) is approved by a person mentioned in subclause (2); or
(ii) is made at the direction of CASA under Subpart 11.G; or
(iii) relates to a foreign type certificate in relation to which CASA has issued a type acceptance certificate or a foreign supplemental type certificate, and is approved by the national aviation authority that issued the foreign type or supplemental type certificate; and

(c) includes each supplement to the flight manual that:
(i) is approved by CASA, an authorised person or an approved design organisation under regulation 21.006A; or
(ia) is approved by a person mentioned in subclause (2); or
(ii) is made at the direction of CASA under Subpart 11.G; or
(iii) relates to a foreign type certificate in relation to which CASA has issued a type acceptance certificate or a foreign supplemental type certificate, and is approved by the national aviation authority that issued the foreign type or supplemental type certificate.

(2) For subparagraphs (1)(b)(ia) and (1)(c)(ia), the persons are the following:
(a) if there is an agreement (however described) between Australia and a Contracting State for the acceptance of approvals of changes to aircraft flight manuals—the national aviation authority of the Contracting State, or a person authorised to do so by the national aviation authority;
(b) if there is an agreement (however described) between CASA and the national aviation authority of a Contracting State for the acceptance of approvals of changes to aircraft flight manuals—the national aviation authority or a person authorised to do so by the national aviation authority.

40 References to operating an aircraft in an area

In these Regulations, a reference to operating an aircraft in an area is a reference to operating the aircraft in the airspace above the area.

45 References to EASA certification specifications

In these Regulations, a reference to EASA, followed by the letters CS, a hyphen and a number, letter or letters, is a reference to the certification specifications, including airworthiness codes and acceptable means of compliance, produced by EASA and identified by that number, letter or letters.

50 References to pilot-in-command

Note: This clause is reserved for future use.

60 Meaning of *psychoactive substance*

(1) In these Regulations:

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psychoactive substance has, subject to subclause (2), the meaning given by section 1.1 of Annex 1, *Personnel Licensing*, to the Chicago Convention.

Note: The definition in that Annex is:

Psychoactive substances. Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.

(2) To avoid doubt, in these Regulations:

psychoactive substance:

(a) includes:

(i) a therapeutic substance that is a psychoactive substance within the meaning given by Annex 1 to the Chicago Convention; and

(ii) a therapeutic substance of which a psychoactive substance (within the meaning given by that Annex) is an ingredient; but

(b) does not include:

(i) tea, cocoa, chocolate or any other non-alcoholic drink containing caffeine or guarana; or

(ii) confectionery containing caffeine or guarana.

(3) In paragraph (a) of the definition of ***psychoactive substance*** in subclause (2):

therapeutic substance means a substance that is therapeutic goods, within the meaning given by the *Therapeutic Goods Act 1989*.

65 Recognised foreign training providers

Note: This clause is reserved for future use.

70 Definition of *medical transport operation*

(1) A ***medical transport operation*** is an operation:

(a) the primary purpose of which is to transport one or more of the following:

(i) medical patients;

(ii) medical personnel;

(iii) blood, tissue or organs for transfusion, grafting or transplantation; or

(b) of a kind prescribed by the Part 119 Manual of Standards for the purposes of this paragraph.

Note: Other medical supplies (including medical equipment and medicines) might also be transported on an aircraft for a medical transport operation.

(2) Despite subclause (1), an operation is not a ***medical transport operation*** if the operation is of a kind prescribed by the Part 119 Manual of Standards for the purposes of this subclause.

75 Definition of *passenger transport operation*

(1) A ***passenger transport operation*** is an operation of an aircraft that involves the carriage of passengers, whether or not cargo is also carried on the aircraft.

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(2) Despite subclause (1), an operation is not a ***passenger transport operation*** if the operation is:
  (a) an operation of an aircraft with a special certificate of airworthiness; or
  (b) a cost-sharing flight; or
  (c) a medical transport operation; or
  (d) if the registered operator of an aircraft is an individual—an operation of the aircraft:
    (i) that involves the carriage of that individual; and
    (ii) does not also involve the carriage of other passengers; or
  (e) if the registered operator of an aircraft is an individual—an operation of the aircraft:
    (i) that involves the carriage of that individual; and
    (ii) involves the carriage of other passengers; and
    (iii) for which no payment or reward is made or given in relation to the carriage of the other passengers or cargo.

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Part 3—Definitions for this Part, Parts 42, 66, 145 and 147 and Subparts 202.BA, 202.CG, 202.GE and 202.GG

1 General

In this Part, Parts 42, 66, 145 and 147, and Subparts 202.BA, 202.CG, 202.GE and 202.GG:

aircraft type training, for a rating, means the training for the rating delivered by a maintenance training organisation in accordance with a course plan for the training approved by CASA under regulation 147.030.

approval rating:
(a) for a Subpart 42.F organisation—has the meaning given by subregulation 42.015(1); and
(b) for a Part 145 organisation—has the meaning given by subregulation 145.010(1).

aviation industry standard means a document specified in the Part 42 Manual of Standards as an aviation industry standard.

base maintenance, for a Part 145 organisation, means maintenance on an aircraft that CASA has approved in the organisation's exposition as being base maintenance for the organisation.

CAR maintenance activities means the following activities conducted under Part 4A of CAR:
(a) carrying out maintenance on a registered aircraft to which Part 42 does not apply, or on an aircraft component or aircraft material for an aircraft of that kind;
(b) certifying the completion of maintenance carried out on an aircraft or aircraft component;
(c) issuing a maintenance release for an aircraft;
(d) endorsing a maintenance release for an aircraft;
(e) issuing an authorised release certificate for an aircraft component.

CAR maintenance activities subcontractor, for an approved maintenance organisation: see clause 21.

carries out maintenance, in relation to an approved maintenance organisation, has the meaning given by subclause 5(5).

carrying out maintenance on an aeronautical product has the meaning given by subclause 5(2).

carrying out maintenance on an aircraft has a meaning affected by clause 5.

category A licence means a subcategory A1, A2, A3 or A4 aircraft engineer licence.

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category B1 licence means a subcategory B1.1, B1.2, B1.3 or B1.4 aircraft engineer licence.

category B2 licence means a category B2 aircraft engineer licence.

category C licence means a category C aircraft engineer licence.

category training, for a category A, B1 or B2 licence, means training in the required units of competency for the licence or rating.

certification authorisation means an authorisation that an approved maintenance organisation grants to an individual in accordance with the Part 42 Manual of Standards or the Part 145 Manual of Standards to do either or both of the following on behalf of the organisation:

(a) perform maintenance certifications;
(b) issue certificates of release to service.

certifying employee, for particular maintenance, means an individual who holds a certification authorisation that is in force from an approved maintenance organisation for the maintenance.

employee, in relation to an approved maintenance organisation, includes:

(a) a maintenance services subcontractor; and
(b) a CAR maintenance activities subcontractor.

excluded State means a foreign country specified as an excluded State in the Part 66 Manual of Standards.

exempt public authority has the meaning given by section 9 of the *Corporations Act 2001*.

foreign company means:

(a) a body corporate:
    (i) that is incorporated in an external Territory, or outside Australia and the external Territories; and
    (ii) that is not an exempt public authority; or
(b) an unincorporated body that:
    (i) is formed in an external Territory, or outside Australia and the external Territories; and
    (ii) under the law of its place of formation, may sue or be sued, or may hold property in the name of its secretary or of an officer of the body duly appointed for that purpose; and
    (iii) does not have its head office or principal place of business in Australia.

foreign licence means:

(a) a licence that:
    (i) is granted under a national aviation law of a foreign country, other than a foreign country that is an excluded State; and

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(ii) complies with Annex 1, *Personnel Licensing*, to the Chicago Convention; and
(iii) deals with the provision of maintenance services; or
(b) an authorisation that:
(i) is issued by a foreign company, other than a foreign company incorporated or formed in an excluded State; and
(ii) deals with the provision of maintenance services; or
(c) a licence mentioned in paragraph (a) and an authorisation mentioned in paragraph (b) that together deal with the provision of maintenance services.

instructions for continuing airworthiness, for an aircraft or aeronautical product, has the meaning given by clause 10.

large aircraft means:
(a) an aeroplane that:
(i) has a maximum take-off weight of more than 5 700 kg; and
(ii) is not of a type and model specified in the Part 42 Manual of Standards for subparagraph (b)(ii) of the definition of small aircraft; or
(b) an aeroplane that:
(i) has a maximum take-off weight of not more than 5 700 kg; and
(ii) is of a type and model specified in the Part 42 Manual of Standards as a large aircraft; or
(c) a helicopter that:
(i) has more than 1 engine; and
(ii) is not of a type and model specified in the Part 42 Manual of Standards for subparagraph (d)(ii) of the definition of small aircraft; or
(d) a helicopter that:
(i) has only 1 engine; and
(ii) is of a type and model specified in the Part 42 Manual of Standards as a large aircraft.

line maintenance, for a Part 145 organisation, means maintenance on an aircraft that CASA has approved in the organisation's exposition as being line maintenance for the organisation.

maintenance certification means a certification performed under Division 42.H.2.

maintenance data has the meaning given by clause 15.

maintenance services means the following:
(a) carrying out maintenance on an aircraft or an aeronautical product;
(b) performing maintenance certification for maintenance carried out on an aircraft;

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(c) issuing a certificate of release to service for an aircraft or aeronautical product in relation to maintenance carried out on the aircraft or aeronautical product.

maintenance services subcontractor, for an approved maintenance organisation, has the meaning given by clause 20.

maintenance training means category training or aircraft type training.

maintenance training organisation means a person who holds an approval under regulation 147.030 that is in force.

Part 66 Manual of Standards means the Manual of Standards issued by CASA under regulation 66.015.

Part 145 Manual of Standards means the Manual of Standards issued by CASA under regulation 145.015.

Part 147 Manual of Standards means the Manual of Standards issued by CASA under regulation 147.015.

permitted aircraft type means an aircraft type, within the meaning given by regulation 66.010, specified in the Part 66 Manual of Standards as one for which an approved maintenance organisation may arrange for the manufacturer of the aircraft or the aircraft engine to provide training and assessment.

permitted training means:

(a) training and assessment for an aircraft type, within the meaning given by regulation 66.010, aircraft system or subset of an aircraft system specified in the Part 66 Manual of Standards as one for which a Part 145 organisation may provide training and assessment; or
(b) training and assessment for a permitted aircraft type.

provides has the meaning given by clause 25.

rating means an authorisation granted under regulation 66.080 or 66.095, being a permission:

(a) to perform maintenance certification, under a category B1 or B2 licence, for maintenance carried out on a particular aircraft type; or
(b) to issue a certificate of release to service, under a category B1, B2, or C licence, for an aircraft of a particular aircraft type in relation to maintenance carried out on the aircraft.

recognised State means a foreign country specified as a recognised State in the Part 66 Manual of Standards.

small aircraft means:

(a) an aeroplane that:
    (i) has a maximum take-off weight of not more than 5 700 kg; and
    (ii) is not of a type and model specified in the Part 42 Manual of Standards for subparagraph (b)(ii) of the definition of large aircraft; or

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(b) an aeroplane that:
  (i) has a maximum take-off weight of more than 5 700 kg; and
  (ii) is of a type and model specified in the Part 42 Manual of Standards as a small aircraft; or
(c) a helicopter that:
  (i) has only 1 engine; and
  (ii) is not of a type and model specified in the Part 42 Manual of Standards for subparagraph (d)(ii) of the definition of large aircraft; or
(d) a helicopter that:
  (i) has more than 1 engine; and
  (ii) is of a type and model specified in the Part 42 Manual of Standards as a small aircraft.

specialist maintenance means:
(a) for a Subpart 42.F organisation:
  (i) maintenance specified in the Part 42 Manual of Standards as specialist maintenance; and
  (ii) maintenance that CASA has approved in the organisation's exposition as being specialist maintenance for the organisation; and
(b) for a Part 145 organisation:
  (i) maintenance specified in the Part 145 Manual of Standards as specialist maintenance; and
  (ii) maintenance that CASA has approved in the organisation's exposition as being specialist maintenance for the organisation.

supervising, in relation to maintenance being carried out, has the meaning given by clause 30.

type rated aircraft type, for an aircraft engineer licence, means an aircraft type, within the meaning given by regulation 66.010, specified in the Part 66 Manual of Standards as a type rated aircraft type for the licence.

unit of competency means a unit of the Australian Qualifications Framework Aeroskills Training Package, as in force from time to time.

5 Definitions relating to carrying out maintenance

Meaning of ***carrying out maintenance on an aircraft***

(1) A reference to carrying out maintenance on an aircraft includes:
  (a) carrying out maintenance on an aeronautical product that is fitted to the aircraft at the time the maintenance is carried out; and
  (b) carrying out maintenance on an aeronautical product that is not fitted to the aircraft at the time the maintenance is carried out, in the circumstances mentioned in subclause (3) or (4).

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Meaning of ***carrying out maintenance on an aeronautical product***

(2) A reference to ***carrying out maintenance on an aeronautical product*** is a reference to carrying out maintenance on an aeronautical product that is not fitted to an aircraft at the time the maintenance is carried out, other than in the circumstances mentioned in subclause (3) or (4).

(3) The circumstances are that:
  (a) the aeronautical product (the ***removed product***) is removed from a location on the aircraft; and
  (b) the removal of the removed product is permitted, by the maintenance data for maintenance to be carried out on the removed product, for the purpose of improving access for the carrying out of maintenance on that product; and
  (c) the removed product is returned to the same location on the aircraft at the completion of the maintenance for which it was removed.

(4) The circumstances are that:
  (a) the aeronautical product (the ***removed product***) is removed from a location on the aircraft; and
  (b) the removal of the removed product is for the purpose of carrying out maintenance that is necessary to rectify a defect in the removed product; and
  (c) the maintenance data for the maintenance does not require the use of specified tools or equipment for carrying out the maintenance; and
  (d) the removed product is returned to the same location on the aircraft at the completion of the maintenance; and
  (e) the serviceability of the removed product can be tested, using an aircraft system, after the removed product is returned to the aircraft.

Carrying out of maintenance by approved maintenance organisations

(5) An approved maintenance organisation ***carries out maintenance*** if the maintenance is carried out on the organisation's behalf by an individual.

10 Meaning of *instructions for continuing airworthiness*

(1) ***Instructions for continuing airworthiness***, for an aircraft or aeronautical product, means written instructions, as in force from time to time:
  (a) that specify requirements, procedures and standards for the continuing airworthiness of the aircraft or aeronautical product; and
  (b) that are:
    (i) issued by any of the persons mentioned in subclause (2); or
    (ii) for an aircraft or aeronautical product for which there is a design for a modification or repair that is taken to have been approved under subregulation 21.465 or 21.470—included, or referred to, in the document that contains the design.

(2) The persons are the following:

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(a) the holder of the type certificate, foreign type certificate, supplemental type certificate or foreign supplemental type certificate for the aircraft or aeronautical product;
(b) the holder of any of the following for the design of a modification of, or a repair to, the aircraft or aeronautical product:
  (i) a modification/repair design approval; or
  (ii) an approval mentioned in regulation 21.475; or
  (iii) an approval that continues in force under regulation 202.054, 202.055 or 202.056;
(c) the manufacturer of the aircraft or aeronautical product.

15 Meaning of *maintenance data*

(1) Subject to subclauses (2), (3) and (4), ***maintenance data***, for maintenance to be carried out on an aircraft or aeronautical product, means procedures for carrying out the maintenance, as in force from time to time, that are mentioned in:
  (a) the instructions for continuing airworthiness for the aircraft or aeronautical product; or
  (b) if the instructions for continuing airworthiness do not include procedures for carrying out the maintenance—an aviation industry standard that applies to the maintenance.

(2) Subject to subclauses (3) and (4), if, at a particular time:
  (a) a Part 145 organisation is carrying out maintenance on an aircraft or aeronautical product; and
  (b) the organisation has written a procedure for carrying out the maintenance;
then, at that time, the procedure written by the organisation is the ***maintenance data*** for the maintenance for the organisation.

(3) Subject to subclause (4), if, at a particular time:
  (a) a continuing airworthiness management organisation is providing continuing airworthiness services for an aircraft; and
  (b) the organisation has written a procedure for carrying out the maintenance on the aircraft or on an aeronautical product fitted to the aircraft;
then, at that time, the procedure written by the organisation is the ***maintenance data*** for the maintenance for the aircraft or aeronautical product.

(4) If, at a particular time, an airworthiness directive that applies to an aircraft or aeronautical product mentions a procedure for carrying out the maintenance, then, at that time, the procedure in the airworthiness directive is the ***maintenance data*** for the maintenance.

20 Meaning of *maintenance services subcontractor*

(1) A person is a ***maintenance services subcontractor*** in relation to an approved maintenance organisation if the person is a party to a written contract with the organisation to provide maintenance services on behalf of the organisation.

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(2) An employee of a maintenance services subcontractor under subclause (1) is also a ***maintenance services subcontractor***.

21 Meaning of *CAR maintenance activities subcontractor*

(1) A person is a ***CAR maintenance activities subcontractor*** in relation to an approved maintenance organisation if the person is a party to a written contract with the organisation to undertake CAR maintenance activities on behalf of the organisation.

(2) An employee of a CAR maintenance activities subcontractor under subclause (1) is also a ***CAR maintenance activities subcontractor***.

25 Meaning of *provides*

An organisation ***provides*** any of the following services or training if its employees provide the service or training for or on behalf of the organisation:

(a) maintenance services;
(b) permitted training;
(c) continuing airworthiness management services;
(d) maintenance training.

30 Meaning of *supervising*

A person (the ***supervisor***) is ***supervising*** the carrying out of maintenance done by another person if the supervisor:

(a) is physically present at the place that the maintenance is being carried out; and
(b) is observing the maintenance being carried out to the extent necessary to enable the supervisor to form an opinion as to whether the maintenance is being carried out properly; and
(c) is available to give advice to, and answer questions about the maintenance from, the person carrying it out.

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Endnotes

Endnote 1—About the endnotes

The endnotes provide information about this compilation and the compiled law.

The following endnotes are included in every compilation:

Endnote 1—About the endnotes
Endnote 2—Abbreviation key
Endnote 3—Legislation history
Endnote 4—Amendment history

Abbreviation key—Endnote 2
The abbreviation key sets out abbreviations that may be used in the endnotes.

Legislation history and amendment history—Endnotes 3 and 4
Amending laws are annotated in the legislation history and amendment history.

The legislation history in endnote 3 provides information about each law that has amended (or will amend) the compiled law. The information includes commencement details for amending laws and details of any application, saving or transitional provisions that are not included in this compilation.

The amendment history in endnote 4 provides information about amendments at the provision (generally section or equivalent) level. It also includes information about any provision of the compiled law that has been repealed in accordance with a provision of the law.

Editorial changes
The *Legislation Act 2003* authorises First Parliamentary Counsel to make editorial and presentational changes to a compiled law in preparing a compilation of the law for registration. The changes must not change the effect of the law. Editorial changes take effect from the compilation registration date.

If the compilation includes editorial changes, the endnotes include a brief outline of the changes in general terms. Full details of any changes can be obtained from the Office of Parliamentary Counsel.

Misdescribed amendments
A misdescribed amendment is an amendment that does not accurately describe how an amendment is to be made. If, despite the misdescription, the amendment can be given effect as intended, then the misdescribed amendment can be incorporated through an editorial change made under section 15V of the *Legislation Act 2003*.

If a misdescribed amendment cannot be given effect as intended, the amendment is not incorporated and “(md not incorp)” is added to the amendment history.

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Endnote 2—Abbreviation key

ad = added or inserted

am = amended

amdt = amendment

c = clause(s)

C[x] = Compilation No. x

Ch = Chapter(s)

def = definition(s)

Dict = Dictionary

disallowed = disallowed by Parliament

Div = Division(s)

ed = editorial change

exp = expires/expired or ceases/ceased to have effect

F = Federal Register of Legislation

gaz = gazette

LA = *Legislation Act 2003*

LIA = *Legislative Instruments Act 2003*

(md) = misdescribed amendment can be given effect

(md not incorp) = misdescribed amendment cannot be given effect

mod = modified/modification

No. = Number(s)

o = order(s)

Ord = Ordinance

orig = original

par = paragraph(s)/subparagraph(s) /sub-subparagraph(s)

pres = present

prev = previous

(prev…) = previously

Pt = Part(s)

r = regulation(s)/rule(s)

reloc = relocated

renum = renumbered

rep = repealed

rs = repealed and substituted

s = section(s)/subsection(s)

Sch = Schedule(s)

Sdiv = Subdivision(s)

SLI = Select Legislative Instrument

SR = Statutory Rules

Sub-Ch = Sub-Chapter(s)

SubPt = Subpart(s)

<u>underlining</u> = whole or part not commenced or to be commenced

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Endnote 3—Legislation history

Number and year	FRLI registration or gazettal and Assent	Commencement	Application, saving and transitional provisions
237, 1998	22 July 1998	SubPt F, G, J, K and O of Pt 21: 1 Dec 1998 (r 1.2(1)) Remainder: 1 Oct 1998 (r 1.2(2))	
166, 1999	16 Aug 1999	Sch 1: 16 Aug 1999 (r 2(2))	—
262, 1999	27 Oct 1999	Sch 1: 1 Jan 2000 (r 2(c))	—
7, 2000	23 Feb 2000	23 Feb 2000 (r 2)	—
204, 2000	31 July 2000	r 5–8 and Sch 2: 1 Oct 2000 (r 2(b)) Sch 1: 31 July 2000 (r 2(a)) Note: Pt 47 of Sch 2 (item 7) was disallowed by the Senate on 8 Nov 2000	r 5–8
as amended by			
345, 2004	8 Dec 2004	Sch 3: 8 Dec 2004 (r 2)	—
227, 2000	17 Aug 2000	r 4 and Sch 2: 17 Aug 2000 (r 2(b)) Sch 1: 1 Dec 1998 (r 2(a)) Sch 4: 1 Sept 2000 (r 2(c))	r 4
34, 2001	1 Mar 2001	1 Mar 2001 (r 2)	—
242, 2001	5 Sept 2001	5 Sept 2001 (r 2)	—
349, 2001	21 Dec 2001	r 4 and Sch 1: 1 July 2002 (r 2)	r 4
as amended by			
79, 2002	18 Apr 2002	18 Apr 2002 (r 2)	—
345, 2004	8 Dec 2004	Sch 4: 8 Dec 2004 (r 2)	—
167, 2002	3 July 2002	r 5 and Sch 1: 1 May 2003 (r 2)	r 5
as amended by			
345, 2004	8 Dec 2004	Sch 5: 8 Dec 2004 (r 2)	—
266, 2002	6 Nov 2002	1 July 2002 (r 2)	—
268, 2002	6 Nov 2002	Sch 1: 6 Nov 2002 (r 2)	—
320, 2002	19 Dec 2002	19 Dec 2002 (r 2)	—
321, 2002	19 Dec 2002	19 Dec 2002 (r 2)	—
349, 2002	20 Dec 2002	20 Dec 2002 (r 2)	—
350, 2002	20 Dec 2002	Sch 1 and 3: 20 Dec 2002 (r 2)	—
58, 2003	14 Apr 2003	Sch 1: 2 May 2003 (r 2(b))	—

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Number and year	FRLI registration or gazettal and Assent	Commencement	Application, saving and transitional provisions
75, 2003	1 May 2003	Sch 1: 1 May 2003 (r 2(a)) Sch 3: 3 May 2003 (r 2(b))	—
189, 2003	24 July 2003	Sch 1: 1 Oct 2003 (r 2)	—
232, 2003	3 Sept 2003	Sch 1: 3 Sept 2003 (r 2)	—
240, 2003	18 Sept 2003	Sch 2: 18 Sept 2003 (r 2)	—
297, 2003	27 Nov 2003	27 Nov 2003 (r 2)	—
365, 2003	23 Dec 2003	Sch 1: 23 Dec 2003 (r 2(a)) Sch 2: 1 Jan 2004 (r 2(b)) Sch 4: 1 July 2004 (r 2(c))	—
4, 2004	12 Feb 2004	20 Feb 2004 (r 2)	—
134, 2004	18 June 2004	Sch 2: 15 Nov 2004 (r 2)	—
216, 2004	15 July 2004	Sch 2: 15 July 2004 (r 2)	—
222, 2004	22 July 2004	Sch 4: 1 July 2004 (r 2)	—
230, 2004	28 July 2004	28 July 2004 (r 2)	—
345, 2004	8 Dec 2004	Sch 2: 8 Dec 2004 (r 2)	—
207, 2005	19 Sept 2005 (F2005L02673)	Sch 1 (items 1–3): 1 Oct 2005 (r 2)	—
242, 2005	24 Oct 2005 (F2005L03219)	Sch 1: 25 Oct 2005 (r 2)	—
258, 2005	15 Nov 2005 (F2005L03421)	16 Nov 2005 (r 2)	—
321, 2005	19 Dec 2005 (F2005L04039)	Sch 1: 20 Dec 2005 (r 2)	—
323, 2005	19 Dec 2005 (F2005L04033)	20 Dec 2005 (r 2)	—
124, 2006	2 June 2006 (F2006L01624)	3 June 2006 (r 2)	—
185, 2006	17 July 2006 (F2006L02115)	18 July 2006 (r 2)	—
41, 2007	26 Mar 2007 (F2007L00794)	25 May 2007 (r 2)	—
172, 2007	26 June 2007 (F2007L01842)	1 July 2007 (r 2)	—
226, 2007	24 July 2007 (F2007L02284)	25 July 2007 (r 2)	—
192, 2008	22 Sept 2008 (F2008L03483)	23 Sept 2008 (r 2)	—
274, 2008	18 Dec 2008 (F2008L04644)	19 Dec 2008 (r 2)	—
275, 2008	18 Dec 2008 (F2008L04587)	19 Dec 2008 (r 2)	—
64, 2009	15 Apr 2009 (F2009L01295)	Sch 1: 16 Apr 2009 (r 2(a)) Sch 2: 1 Oct 2009 (r 2(b))	—
147, 2009	26 June 2009 (F2009L02511)	1 July 2009 (r 2)	—
232, 2009	9 Sept 2009 (F2009L03481)	10 Sept 2009 (r 2)	—
120, 2010	7 June 2010 (F2010L01546)	8 June 2010 (r 2)	—
277, 2010	19 Nov 2010 (F2010L03002)	Sch 2: 1 Mar 2012 (r 2(b)) Sch 3: repealed before commencing (r 2(c)) Remainder: 1 Dec 2010 (r 2(a))	—

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Endnote 3—Legislation history

Number and year	FRLI registration or gazettal and Assent	Commencement	Application, saving and transitional provisions
as amended by			
245, 2015	14 Dec 2015 (F2015L01980)	Sch 1 (items 4–7): 15 Dec 2015 (s 2(1) item 2)	—
328, 2010	14 Dec 2010 (F2010L03195)	Sch 1: 27 June 2011 (r 2(a))	—
76, 2011	7 June 2011 (F2011L00968)	Sch 1: 27 June 2011 (r 2)	—
77, 2011	8 June 2011 (F2011L00971)	Sch 1: 27 June 2011 (r 2)	—
120, 2011	30 June 2011 (F2011L01364)	Sch 2 (items 10, 11): 1 July 2011 (r 2)	—
164, 2011	2 Sept 2011 (F2011L01804)	3 Sept 2011 (r 2)	—
265, 2011	12 Dec 2011 (F2011L02648)	Sch 2: 1 Apr 2012 (r 2(b)) Remainder: 13 Dec 2011 (r 2(a))	—
107, 2012	14 June 2012 (F2012L01199)	15 June 2012 (s 2)	—
5, 2013	19 Feb 2013 (F2013L00218)	Sch 1: 1 Sept 2014 (s 2)	—
as amended by			
254, 2013	25 Nov 2013 (F2013L01976)	Sch 1 (items 2–10): 26 Nov 2013 (s 2)	—
274, 2013	17 Dec 2013 (F2013L02129)	Sch 2: 18 Dec 2013 (s 2 item 3)	—
80, 2013	20 May 2013 (F2013L00798)	Sch 1 (items 8–123, 125, 126, 128–152): 21 May 2013 (s 2)	—
188, 2013	26 July 2013 (F2013L01444)	Sch 1 (items 6–81): 1 Mar 2014 (s 2)	—
222, 2013	8 Aug 2013 (F2013L01539)	Sch 1 (item 2): 1 Sept 2014 (s 2)	—
as amended by			
254, 2013	25 Nov 2013 (F2013L01976)	Sch 1 (item 1): 26 Nov 2013 (s 2)	—
274, 2013	17 Dec 2013 (F2013L02129)	Sch 1 (items 22–464, 468–476): 1 Sept 2014 (s 2 item 2)	—
275, 2013	17 Dec 2013 (F2013L02128)	Sch 1 (items 9–81): 18 Dec 2013 (s 2)	—
40, 2014	15 Apr 2014 (F2014L00414)	Sch 1 (items 12–35): 1 May 2014 (s 2 item 2) Sch 2: 1 Sept 2014 (s 2 item 3)	—
125, 2014	25 Aug 2014 (F2014L01122)	Sch 1 (items 4–219): 1 Sept 2014 (s 2)	—
as amended by			
Act No 145, 2015	12 Nov 2015	Sch 2 (item 6): 1 Sept 2014 (s 2(1) item 6)	—

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Endnote 3—Legislation history

Number and year	FRLI registration or gazettal and Assent	Commencement	Application, saving and transitional provisions
135, 2014	23 Sept 2014 (F2014L01261)	Sch 1 (items 3–6): 5 Mar 2015 (s 2)	—
166, 2014	3 Nov 2014 (F2014L01470)	Sch 1 (items 4–33): 4 Nov 2014 (s 2)	—
204, 2014	16 Dec 2014 (F2014L01717)	1 Sept 2015 (s 2)	—
90, 2015	19 June 2015 (F2015L00854)	Sch 2 (item 74): 1 July 2015 (s 2(1) item 2)	—
245, 2015	14 Dec 2015 (F2015L01980)	Sch 1 (items 8–10): 15 Dec 2015 (s 2(1) item 2) Sch 2 (items 5–53): 1 June 2016 (s 2(1) item 3) Sch 3 (items 3–17): 4 July 2016 (s 2(1) item 4)	—
246, 2015	14 Dec 2015 (F2015L01992)	Sch 1 (items 1–33): 4 July 2016 (s 2(1) item 2) Sch 1 (items 46–48): 15 Dec 2015 (s 2(1) item 3)	—
247, 2015	14 Dec 2015 (F2015L01995)	Sch 1 (items 4–9): 20 Apr 2016 (s 2(1) item 1)	—

Name	Registration	Commencement	Application, saving and transitional provisions
Acts and Instruments (Framework Reform) (Consequential Amendments) Regulation 2016	29 Feb 2016 (F2016L00170)	Sch 1 (items 8–14): 5 Mar 2016 (s 2(1) item 1)	—
Civil Aviation Legislation Amendment (Part 101) Regulation 2016	29 Mar 2016 (F2016L00400)	Sch 1 (items 5–102): 29 Sept 2016 (s 2(1) item 1)	—
Biosecurity (Consequential Amendments and Transitional Provisions) Regulation 2016	9 May 2016 (F2016L00717)	Sch 2 (item 4) and Sch 3: 16 June 2016 (s 2(1) item 1)	Sch 3
Civil Aviation Legislation Amendment (Miscellaneous Measures) Regulation 2016	16 Sept 2016 (F2016L01448)	Sch 1 (items 28–75) and Sch 2: 17 Sept 2016 (s 2(1) item 1)	—
Civil Aviation Legislation Amendment (Part 132) Regulation 2016	28 Oct 2016 (F2016L01655)	Sch 1 (items 13–40): 28 Jan 2017 (s 2(1) item 1)	—

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Endnote 3—Legislation history

Name	Registration	Commencement	Application, saving and transitional provisions
Corporations and Other Legislation Amendment (Insolvency Law Reform) Regulation 2016	13 Dec 2016 (F2016L01926)	Sch 1 (item 17): 1 Mar 2017 (s 2(1) item 2)	—
Civil Aviation Safety Amendment (Flight Crew Licensing and Other Measures) Regulations 2017	20 June 2017 (F2017L00697)	21 June 2017 (s 2(1) item 1)	—
Civil Aviation Safety Amendment (Part 90) Regulations 2017	11 Sept 2017 (F2017L01149)	12 Sept 2017 (s 2(1) item 1)	—
Air Navigation (Aircraft Noise—Repeal and Consequential Amendments) Regulations 2018	29 Mar 2018 (F2018L00449)	Sch 1 (item 8): 1 Apr 2018 (s 2(1) item 1)	—
Civil Aviation Legislation Amendment (Part 149) Regulations 2018	13 July 2018 (F2018L01030)	Sch 1 (items 1–3, 10–34): 14 July 2019 (s 2(1) item 1)	—
Civil Aviation Safety Amendment (Flight Crew Licensing Measures No. 1) Regulations 2018	17 Aug 2018 (F2018L01131)	31 Aug 2018 (s 2(1) item 1)	—
Civil Aviation Safety Amendment (Part 135) Regulations 2018	18 Dec 2018 (F2018L01782)	2 Dec 2021 (s 2(1) item 1)	—
as amended by			
Civil Aviation Legislation Amendment (Flight Operations—Miscellaneous Amendments) Regulations 2020	6 Oct 2020 (F2020L01283)	Sch 1 (items 151–159) and Sch 3 (item 8): 7 Oct 2020 (s 2(1) items 2, 4)	—
Civil Aviation Legislation Amendment (Flight Operations—Fees and Other Consequential Amendments) Regulations 2021	1 June 2021 (F2021L00673)	Sch 2 (item 3): 2 June 2021 (s 2(1) item 4)	—

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Name	Registration	Commencement	Application, saving and transitional provisions
Civil Aviation Safety Amendment (Part 91) Regulations 2018	18 Dec 2018 (F2018L01783)	2 Dec 2021 (s 2(1) item 1)	—
as amended by			
Civil Aviation Legislation Amendment (Parts 103, 105 and 131) Regulations 2019	16 Dec 2019 (F2019L01621)	Sch 4 (items 4–59): 17 Dec 2019 (s 2(1) item 3)	—
Civil Aviation Legislation Amendment (Flight Operations—Miscellaneous Amendments) Regulations 2020	6 Oct 2020 (F2020L01283)	Sch 1 (items 46–93) and Sch 3 (item 4): 7 Oct 2020 (s 2(1) items 2, 4)	—
Civil Aviation Safety Amendment (Part 121) Regulations 2018	18 Dec 2018 (F2018L01784)	2 Dec 2021 (s 2(1) item 1)	—
as amended by			
Civil Aviation Legislation Amendment (Flight Operations—Miscellaneous Amendments) Regulations 2020	6 Oct 2020 (F2020L01283)	Sch 1 (items 96–134) and Sch 3 (item 6): 7 Oct 2020 (s 2(1) items 2, 4)	—
Civil Aviation Legislation Amendment (Flight Operations—Fees and Other Consequential Amendments) Regulations 2021	1 June 2021 (F2021L00673)	Sch 2 (item 1): 2 June 2021 (s 2(1) item 4)	—
Civil Aviation Safety Amendment (Part 119) Regulations 2018	18 Dec 2018 (F2018L01787)	2 Dec 2021 (s 2(1) item 1)	—
as amended by			
Civil Aviation Legislation Amendment (Flight Operations—Miscellaneous Amendments) Regulations 2020	6 Oct 2020 (F2020L01283)	Sch 1 (items 94, 95) and Sch 3 (item 5): 7 Oct 2020 (s 2(1) items 2, 4) Sch 2 (item 2): 2 Dec 2021 (s 2(1) item 3)	—

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Endnote 3—Legislation history

Name	Registration	Commencement	Application, saving and transitional provisions
Civil Aviation Safety Amendment (Part 133) Regulations 2018	18 Dec 2018 (F2018L01788)	2 Dec 2021 (s 2(1) item 1)	—
as amended by			
Civil Aviation Legislation Amendment (Flight Operations—Miscellaneous Amendments) Regulations 2020	6 Oct 2020 (F2020L01283)	Sch 1 (items 135–150) and Sch 3 (item 7): 7 Oct 2020 (s 2(1) items 2, 4)	—
Civil Aviation Legislation Amendment (Flight Operations—Fees and Other Consequential Amendments) Regulations 2021	1 June 2021 (F2021L00673)	Sch 2 (item 2): 2 June 2021 (s 2(1) item 4)	—
Civil Aviation Safety Amendment (Part 138) Regulations 2018	18 Dec 2018 (F2018L01789)	2 Dec 2021 (s 2(1) item 1)	—
as amended by			
Civil Aviation Legislation Amendment (Flight Operations—Miscellaneous Amendments) Regulations 2020	6 Oct 2020 (F2020L01283)	Sch 1 (items 160–225) and Sch 3 (item 9): 7 Oct 2020 (s 2(1) items 2, 4) Sch 2 (item 3): 2 Dec 2021 (s 2(1) item 3)	—
Civil Aviation Safety Amendment (Part 139) Regulations 2019	22 Feb 2019 (F2019L00176)	13 Aug 2020 (s 2(1) item 1)	—
as amended by			
Civil Aviation Legislation Amendment (Part 139 Aerodromes—Transitional Provisions and Consequential Amendments) Regulations 2020	15 July 2020 (F2020L00913)	Sch 1: 16 July 2020 (s 2(1) item 2)	—
Air Services Legislation (Repeal and Consequential Amendments) Regulations 2019	25 Mar 2019 (F2019L00372)	Sch 1 (items 17–21): 26 Mar 2019 (s 2(1) item 1)	—

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Name	Registration	Commencement	Application, saving and transitional provisions
Civil Aviation Safety Amendment (Operations Definitions) Regulations 2019	8 Apr 2019 (F2019L00557)	2 Dec 2021 (s 2(1) item 1)	—
as amended by			
Civil Aviation Legislation Amendment (Parts 103, 105 and 131) Regulations 2019	16 Dec 2019 (F2019L01621)	Sch 4 (items 1–3): 17 Dec 2019 (s 2(1) item 3)	—
Civil Aviation Legislation Amendment (Flight Operations—Miscellaneous Amendments) Regulations 2020	6 Oct 2020 (F2020L01283)	Sch 1 (items 22–45) and Sch 3 (item 3): 7 Oct 2020 (s 2(1) items 2, 4)	—
Civil Aviation Safety Amendment (Remotely Piloted Aircraft and Model Aircraft—Registration and Accreditation) Regulations 2019	31 July 2019 (F2019L01027)	Sch 1 and 2: 30 Sept 2020 (s 2(1) item 2) Remainder: 1 Aug 2019 (s 2(1) items 1, 3)	—
as amended by			
Civil Aviation Safety Amendment (Remotely Piloted Aircraft and Model Aircraft—Registration and Accreditation) Regulations (No. 2) 2019	22 Oct 2019 (F2019L01364)	Sch 1 (item 1): 23 Oct 2019 (s 2(1) item 1)	—
Civil Aviation Safety Amendment (Remotely Piloted Aircraft and Model Aircraft—Registration and Accreditation) Regulations (No. 2) 2019	22 Oct 2019 (F2019L01364)	Sch 1 (items 2–22): 23 Oct 2019 (s 2(1) item 1)	—
Civil Aviation Legislation Amendment (Parts 103, 105 and 131) Regulations 2019	16 Dec 2019 (F2019L01621)	Sch 1, Sch 2 (items 2–11) and Sch 3: 2 Dec 2021 (s 2(1) item 2)	—
as amended by			
Civil Aviation Legislation Amendment (Flight Operations—Miscellaneous Amendments) Regulations 2020	6 Oct 2020 (F2020L01283)	Sch 1 (items 1–21) and Sch 3 (items 1, 2): 7 Oct 2020 (s 2(1) items 2, 4) Sch 2 (item 1): 2 Dec 2021 (s 2(1) item 3)	—
Civil Aviation Safety Amendment (Part 66 Transition Extension) Regulations 2020	29 June 2020 (F2020L00824)	30 June 2020 (s 2(1) item 1)	—

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Endnote 3—Legislation history

Name	Registration	Commencement	Application, saving and transitional provisions
Civil Aviation Legislation Amendment (Part 139 Aerodromes—Transitional Provisions and Consequential Amendments) Regulations 2020	15 July 2020 (F2020L00913)	Sch 2 and Sch 3 (items 15–34): 13 Aug 2020 (s 2(1) item 3)	—
Civil Aviation Safety Amendment (Flight Crew Licensing Measures No. 1) Regulations 2020	21 Aug 2020 (F2020L01051)	22 Aug 2020 (s 2(1) items 2, 3)	—
Civil Aviation Legislation Amendment (Flight Operations—Miscellaneous Amendments) Regulations 2020	6 Oct 2020 (F2020L01283)	Sch 1 (item 226): 7 Oct 2020 (s 2(1) item 2) Sch 2 (items 4–19): 2 Dec 2021 (s 2(1) item 3)	—
Civil Aviation Safety Amendment (Part 101—High Power Rockets) Regulations 2020	14 Dec 2020 (F2020L01601)	15 Dec 2020 (s 2(1) item 1)	—
Civil Aviation Legislation Amendment (Flight Operations—Consequential Amendments and Transitional Provisions) Regulations 2021	4 Mar 2021 (F2021L00200)	Sch 2: 5 Mar 2021 (s 2(1) item 3) Sch 1 (items 58–335) and Sch 3: 2 Dec 2021 (s 2(1) items 2, 4)	—
Civil Aviation Safety Amendment (Unmanned Aircraft Levy Collection) Regulations 2021	27 June 2021 (F2021L01027)	28 July 2021 (s 2(1) item 1)	—
Civil Aviation Safety Amendment (Parts 47 and 101) Regulations 2022	18 Feb 2022 (F2022L00157)	19 Feb 2022 (s 2(1) item 1)	—
Civil Aviation Safety Amendment (Parts 47 and 101 No. 2) Regulations 2022	1 Apr 2022 (F2022L00499)	2 Apr 2022 (s 2(1) item 1)	—
Civil Aviation Amendment (Part 149 Deferral) Regulations 2022	14 July 2022 (F2022L00978)	15 July 2022 (s 2(1) item 1)	—
Civil Aviation Safety Amendment (Flight Operations—Parts 119 and 138) Regulations 2022	9 Dec 2022 (F2022L01612)	10 Dec 2022 (s 2(1) item 1)	—

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Endnote 3—Legislation history

Act	Number and year	Assent	Commencement	Application, saving and transitional provisions
National Emergency Declaration (Consequential Amendments) Act 2020	129, 2020	15 Dec 2020	Sch 1 (item 12): 16 Dec 2020 (s 2(1) item 2)	—

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Endnote 4—Amendment history

Provision affected	How affected
Guide	ad No 350, 2002
	am No 345, 2004; No 323, 2005; No 172, 2007
	rep No 77, 2011
Part 1	
Part 1	am No 345, 2004; No 80, 2013; No 275, 2013
r 1.0	ad No 204, 2000
	am No 350, 2002
r 1.000 (prev r 1.0)	renum No 350, 2002
	rep No 345, 2004
r 1.1	rs No 350, 2002
r 1.001 (prev r 1.1)	renum No 350, 2002
r 1.2	rep No 350, 2002
r 1.003 (prev r 1.3)	renum No 350, 2002
	am No 80, 2013
r 1.4	rs No 204, 2000
r 1.004 (prev r 1.4)	renum No 350, 2002
	am No 345, 2004
r 1.5	rep No 204, 2000
r 1.005	ad No 345, 2004
	rep F2020L00913
r 1.006 (prev r 1.6)	renum No 350, 2002
	rs No 345, 2004
	rep No 275, 2013
	ad No 166, 2014
r 1.007 (prev r 1.7)	renum No 350, 2002
	am No 80, 2013
	rep No 275, 2013
r 1.008	ad No 345, 2004
	am F2016L01448
Part 11	
Part 11	ad No 204, 2000
	rs No 345, 2004
	am No 80, 2013; No 188, 2013; No 274, 2013 (Sch 1 item 22 md)
Subpart 11.A	
r 11.005	ad No 345, 2004
	rs No 77, 2011
r 11.010	ad No 345, 2004

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Provision affected	How affected
	am No 77, 2011
r 11.015	ad No 345, 2004
	am No 77, 2011; No 80, 2013; F2018L01030
r 11.018	ad No 77, 2011
Subpart 11.B	
Subpart 11.B heading	rs No 77, 2011
r 11.020	ad No 345, 2004
r 11.025	ad No 345, 2004
	rs No 77, 2011
	am No 80, 2013; No 188, 2013
r 11.026	ad No 188, 2013
r 11.027	ad F2016L01655
r 11.028	ad No 5, 2013
r 11.030	ad No 345, 2004
	am No 77, 2011; F2019L01027; F2021L01027
r 11.032	ad No 77, 2011
r 11.033	ad F2019L01027
r 11.034	ad F2019L01027
r 11.035	ad No 345, 2004
	am No 77, 2011
r 11.040	ad No 345, 2004
	am No 77, 2011; F2016L01655
r 11.045	ad No 345, 2004
	am No 77, 2011
r 11.047	ad No 77, 2011
r 11.050	ad No 345, 2004
	am No 77, 2011
Subpart 11.BA	
Subpart 11.BA heading	ad No 77, 2011
r 11.055	ad No 345, 2004
	am No 77, 2011; No 80, 2013
r 11.056	ad No 77, 2011
	am No 80, 2013; No 274, 2013; F2016L01655
r 11.060	ad No 345, 2004
	rs No 77, 2011
	am No 80, 2013
r 11.065	ad No 345, 2004
	am No 77, 2011
r 11.067	ad No 77, 2011
	am No 80, 2013

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Endnote 4—Amendment history

Provision affected	How affected
r 11.068	ad No 77, 2011
r 11.070	ad No 345, 2004
	rs No 77, 2011
r 11.071	ad No 77, 2011
r 11.072	ad No 77, 2011
	am F2016L01926
r 11.073	ad No 77, 2011
r 11.074	ad No 77, 2011
r 11.075	ad No 77, 2011
r 11.077	ad No 77, 2011
r 11.080	ad No 345, 2004
	rep No 77, 2011
	ad No 80, 2013
	am No 245, 2015
Subpart 11.C	
r 11.090	ad No 345, 2004
	am No 77, 2011
r 11.095	ad No 345, 2004
	am No 77, 2011
r 11.100	ad No 345, 2004
r 11.105	ad No 345, 2004
r 11.110	ad No 345, 2004
	am No 77, 2011
r 11.115	ad No 345, 2004
Subpart 11.D	
Subpart 11.D heading	rs No 274, 2013
r 11.120	ad No 345, 2004
	rs No 77, 2011; No 274, 2013
r 11.125	ad No 345, 2004
	am No 77, 2011
r 11.130	ad No 345, 2004
	am No 77, 2011; No 274, 2013; No 204, 2014
r 11.132	ad No 77, 2011
Subpart 11.E	
r 11.135	ad No 345, 2004
	rs No 77, 2011
r 11.140	ad No 345, 2004
	am No 77, 2011
r 11.145	ad No 345, 2004
	am No 77, 2011

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Provision affected	How affected
r 11.150	ad No 345, 2004
	am No 77, 2011
Subpart 11.F	
Subpart 11.F heading	rs No 77, 2011
Division 11.F.1	
r 11.155	ad No 345, 2004
	am No 77, 2011
r 11.160	ad No 345, 2004
	am No 77, 2011; F2016L00170; F2021L00200
r 11.165	ad No 345, 2004
	am No 77, 2011
r 11.170	ad No 345, 2004
r 11.175	ad No 345, 2004
Division 11.F.2	
r 11.180	ad No 345, 2004
	rs No 77, 2011
r 11.185	ad No 345, 2004
	am No 77, 2011; F2016L00170; Act No 129, 2020; F2021L00200
r 11.190	ad No 345, 2004
r 11.195	ad No 345, 2004
Division 11.F.3	
r 11.200	ad No 345, 2004
	rs No 77, 2011
r 11.205	ad No 345, 2004
r 11.210	ad No 345, 2004
r 11.215	ad No 345, 2004
	rep No 77, 2011
r 11.220	ad No 345, 2004
	am No 323, 2005; No 77, 2011
r 11.225	ad No 345, 2004
	am No 323, 2005; No 77, 2011
r 11.230	ad No 345, 2004
	am No 323, 2005; No 77, 2011
r 11.235	ad No 345, 2004
Subpart 11.G	
r 11.240	ad No 345, 2004
	am No 77, 2011
r 11.245	ad No 345, 2004
	am No 323, 2005; No 77, 2011; F2016L00170
r 11.250	ad No 345, 2004

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Endnote 4—Amendment history

Provision affected	How affected
	am No 323, 2005; No 77, 2011
r 11.255	ad No 345, 2004
	am No 77, 2011
Subpart 11.H	
r 11.260	ad No 345, 2004
	am No 77, 2011; No 80, 2013; F2021L00200
Subpart 11.J	
r 11.265	ad No 345, 2004
	am No 323, 2005
	rs No 77, 2011
	am F2016L00170
r 11.267	ad No 77, 2011
r 11.270	ad No 345, 2004
r 11.275	ad No 345, 2004
	am No 77, 2011
r 11.280	ad No 345, 2004
	am No 77, 2011
r 11.285	ad No 345, 2004
r 11.290	ad No 345, 2004
r 11.295	ad No 345, 2004
Part 13	
Part 13	ad No 204, 2000
	rs No 4, 2004
Subpart 13.K	
Division 13.K.1	
r 13.320	ad No 4, 2004
r 13.325	ad No 4, 2004
r 13.330	ad No 4, 2004
r 13.335	ad No 4, 2004
r 13.340	ad No 4, 2004
r 13.345	ad No 4, 2004
	am No 192, 2008
r 13.350	ad No 4, 2004
r 13.355	ad No 4, 2004
r 13.360	ad No 4, 2004
r 13.365	ad No 4, 2004
Division 13.K.2	
r 13.370	ad No 4, 2004
r 13.375	ad No 4, 2004

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Provision affected	How affected
	am No 345, 2004; No 328, 2010; No 5, 2013; No 274, 2013; F2016L00400; F2020L00913; F2021L00200
r 13.380	ad No 4, 2004
Part 21	
Part 21	am No 345, 2004; No 80, 2013; No 188, 2013; No 274, 2013; No 40, 2014
Subpart 21.A	
Subpart 21.A (prev Subpart A)	renum No 350, 2002
r 21.0	ad No 204, 2000
	am No 204, 2000; No 242, 2001; No 320, 2002; No 350, 2002
r 21.000 (prev r 21.0)	renum No 350, 2002
	rep No 345, 2004
r 21.001 (prev r 21.1)	renum No 350, 2002
	am No 76, 2011; No 188, 2013; F2021L00200
r 21.001A (prev r 21.1A)	renum No 350, 2002
r 21.1B	rep No 320, 2002
r 21.2	rep No 268, 2002
r 21.002A (prev r 21.2A)	renum No 350, 2002
	rep No 77, 2011
r 21.2B	am No 166, 1999
r 21.002B (prev r 21.2B)	renum No 350, 2002
	am No 350, 2002
	rep No 77, 2011
r 21.002C (prev r 21.2C)	renum No 350, 2002
	am No 350, 2002
r 21.002D (prev r 21.2D)	renum No 350, 2002
	am No 350, 2002
r 21.002E (prev r 21.2E)	renum No 350, 2002
	am No 345, 2004
r 21.3	am No 166, 1999; No 268, 2002; No 350, 2002
r 21.003 (prev r 21.3)	renum No 350, 2002
	am No 350, 2002; No 76, 2011; No 188, 2013; No 245, 2015
r 21.5	am No 268, 2002
r 21.005 (prev r 21.5)	renum No 350, 2002
	am No 76, 2011; No 166, 2014
r 21.006	ad No 76, 2011
	am No 188, 2013
r 21.006A	ad No 76, 2011
	am No 188, 2013; No 245, 2015; F2021L00200
	ed C93
r 21.007	ad No 76, 2011

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Endnote 4—Amendment history

Provision affected	How affected
	am No 188, 2013; No 40, 2014
r 21.007A	ad No 76, 2011
	rs No 188, 2013
r 21.008	ad No 76, 2011
r 21.009	ad No 76, 2011
	am No 188, 2013; No 40, 2014; No 166, 2014
r 21.010	ad No 76, 2011
r 21.010A	ad No 40, 2014
	am No 40, 2014 (Sch 2 item 3 md)
r 21.010B	ad No 166, 2014
r 21.010C	ad No 166, 2014
r 21.010D	ad No 245, 2015
Subpart 21.B	
Subpart 21.B heading	rs No 80, 2013
Subpart 21.B (prev Subpart B)	renum No 350, 2002
	am F2018L00449
r 21.011 (prev r 21.11)	renum No 350, 2002
	am No 274, 2013
r 21.12	am No 166, 1999
r 21.012 (prev r 21.12)	renum No 350, 2002
	am No 80, 2013
	rep No 166, 2014
r 21.013 (prev r 21.13)	renum No 350, 2002
r 21.013A (prev r 21.13A)	renum No 350, 2002
	am No 350, 2002; No 77, 2011; No 188, 2013
r 21.014 (prev r 21.14)	renum No 350, 2002
	am No 350, 2002
r 21.015 (prev r 21.15)	renum No 350, 2002
	am No 77, 2011
r 21.16	am No 268, 2002
r 21.016 (prev r 21.16)	renum No 350, 2002
	am No 80, 2013
r 21.017 (prev r 21.17)	renum No 350, 2002
	am No 350, 2002; No 80, 2013; No 245, 2015
r 21.19	am No 166, 1999
r 21.019 (prev r 21.19)	renum No 350, 2002
	am No 350, 2002
r 21.021 (prev r 21.21)	renum No 350, 2002
	am No 350, 2002; No 80, 2013
r 21.24	am No 166, 1999

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Provision affected	How affected
r 21.024 (prev r 21.24)	renum No 350, 2002
	am No 350, 2002; No 328, 2010; No 274, 2013
r 21.25	am No 166, 1999
r 21.025 (prev r 21.25)	renum No 350, 2002
r 21.26	am No 166, 1999
r 21.026 (prev r 21.26)	renum No 350, 2002
	am No 350, 2002; No 328, 2010; No 274, 2013
r 21.27	am No 350, 2002
r 21.027 (prev r 21.27)	renum No 350, 2002
	am No 245, 2015
r 21.29	am No 320, 2002
r 21.029 (prev r 21.29)	renum No 350, 2002
	am No 350, 2002; No 77, 2011; No 80, 2013; No 274, 2013
r 21.29A	am No 166, 1999
r 21.029A (prev r 21.29A)	renum No 350, 2002
	am No 350, 2002; No 77, 2011; No 274, 2013
r 21.29B	am No 268, 2002
r 21.029B (prev r 21.29B)	renum No 350, 2002
	am No 350, 2002; No 323, 2005; No 274, 2013
r 21.029C (prev r 21.29C)	renum No 350, 2002
	am No 350, 2002; No 323, 2005; No 274, 2013
r 21.31	am No 320, 2002
r 21.031 (prev r 21.31)	renum No 350, 2002
	am No 350, 2002; No 328, 2010; No 188, 2013; No 274, 2013; No 245, 2015
r 21.33	am No 166, 1999
r 21.033 (prev r 21.33)	renum No 350, 2002
	am No 350, 2002; No 80, 2013
r 21.035 (prev r 21.35)	renum No 350, 2002
	am No 350, 2002; No 80, 2013; No 245, 2015
r 21.037 (prev r 21.37)	renum No 350, 2002
	am No 350, 2002
	rs No 5, 2013
r 21.039 (prev r 21.39)	renum No 350, 2002
	am No 350, 2002
r 21.41	am No 166, 1999
r 21.041 (prev r 21.41)	renum No 350, 2002
	am No 350, 2002; No 80, 2013; No 274, 2013
r 21.043 (prev r 21.43)	renum No 350, 2002
	am No 350, 2002
r 21.47	am No 268, 2002

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Endnote 4—Amendment history

Provision affected	How affected
r 21.047 (prev r 21.47)	renum No 350, 2002
	rs No 188, 2013
r 21.048	ad No 188, 2013
r 21.49	am No 268, 2002
r 21.049 (prev r 21.49)	renum No 350, 2002
r 21.50	am No 268, 2002
r 21.050 (prev r 21.50)	renum No 350, 2002
	am No 350, 2002; No 80, 2013; No 245, 2015
r 21.051 (prev r 21.51)	renum No 350, 2002
	am No 350, 2002; No 323, 2005; No 274, 2013
r 21.053 (prev r 21.53)	renum No 350, 2002
	am No 350, 2002
Subpart 21.C	
Subpart 21.C heading	rs No 80, 2013
Subpart 21.C (prev Subpart C)	renum No 350, 2002
	am F2018L00449
r 21.071 (prev r 21.71)	renum No 350, 2002
r 21.073 (prev r 21.73)	renum No 350, 2002
r 21.075 (prev r 21.75)	renum No 350, 2002
r 21.076 (prev r 21.76)	renum No 350, 2002
	am No 350, 2002; No 77, 2011
r 21.077 (prev r 21.77)	renum No 350, 2002
r 21.078 (prev r 21.78)	renum No 350, 2002
	am No 350, 2002
r 21.079 (prev r 21.79)	renum No 350, 2002
	rep No 80, 2013
r 21.81	am No 166, 1999; No 350, 2002
r 21.081 (prev r 21.81)	renum No 350, 2002
	am No 80, 2013; F2021L00200
r 21.83	am No 166, 1999; No 350, 2002
r 21.083 (prev r 21.83)	renum No 350, 2002
	am No 80, 2013; No 274, 2013; F2021L00200
r 21.85	am No 166, 1999; No 350, 2002
r 21.085 (prev r 21.85)	renum No 350, 2002
	am No 80, 2013; No 274, 2013; F2021L00200
Subpart 21.D	
Subpart 21.D (prev Subpart D)	renum No 350, 2002
r 21.091 (prev r 21.91)	renum No 350, 2002
r 21.093 (prev r 21.93)	renum No 350, 2002
r 21.095 (prev r 21.95)	renum No 350, 2002

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Provision affected	How affected
	rs No 188, 2013
r 21.097 (prev r 21.97)	renum No 350, 2002
	am No 188, 2013
r 21.098 (prev r 21.98)	renum No 350, 2002
	am No 350, 2002; No 77, 2011; No 188, 2013
r 21.99	am No 268, 2002
r 21.099 (prev r 21.99)	renum No 350, 2002
r 21.101	am No 166, 1999; No 350, 2002; No 80, 2013; No 245, 2015
Subpart 21.E	
Subpart 21.E heading	rs No 80, 2013
Subpart 21.E (prev Subpart E)	renum No 350, 2002
	am F2018L00449
r 21.113	am No 350, 2002; No 77, 2011
r 21.113A	am No 77, 2011
r 21.114	am No 80, 2013; No 274, 2013
r 21.115	am No 350, 2002
	rs No 188, 2013
r 21.117	am No 166, 1999
	rs No 188, 2013
r 21.118	am No 350, 2002
r 21.119	am No 350, 2002; No 274, 2013
r 21.120	ad No 188, 2013
r 21.120A	ad No 188, 2013
r 21.120B	ad No 40, 2014
Subpart 21.F	
Subpart 21.F (prev Subpart F)	renum No 350, 2002
r 21.121	am No 350, 2002
r 21.123	am No 268, 2002
r 21.125	am No 268, 2002; No 188, 2013
r 21.127	am No 268, 2002
r 21.128	am No 268, 2002
r 21.129	am No 268, 2002
r 21.130	am No 227, 2000
r 21.130A	am No 268, 2002; No 80, 2013
Subpart 21.G	
Subpart 21.G (prev Subpart G)	renum No 350, 2002
r 21.131	am No 227, 2000
r 21.132	ad No 227, 2000
	am No 350, 2002; No 188, 2013; No 274, 2013; No 245, 2015
r 21.132A	ad No 227, 2000

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Provision affected	How affected
	am No 242, 2001
	rs No 188, 2013
r 21.133	rs No 227, 2000
	am No 242, 2001; No 297, 2003; No 77, 2011; No 188, 2013
r 21.134	am No 268, 2002; No 77, 2011
r 21.135	am No 227, 2000
r 21.137	am No 80, 2013; No 188, 2013
r 21.139	rs No 227, 2000
r 21.143	am No 227, 2000; No 268, 2002; No 297, 2003
r 21.144	am No 227, 2000
r 21.145	am No 268, 2002; No 297, 2003
r 21.147	am No 227, 2000; No 268, 2002
r 21.149	rs No 227, 2000
r 21.151	rs No 227, 2000
	am No 297, 2003
r 21.153	am No 227, 2000; No 77, 2011
r 21.155	rep No 80, 2013
r 21.157	rs No 268, 2002
r 21.159	am No 350, 2002
r 21.161	am No 268, 2002
r 21.163	am No 350, 2002; No 328, 2010
r 21.165	rs No 227, 2000
	am No 268, 2002
r 21.166	rs No 227, 2000
	am No 268, 2002; No 80, 2013
Subpart 21.H	
Subpart H heading	rs No 166, 1999
Subpart 21.H heading	rs No 80, 2013
Subpart 21.H (prev Subpart H)	renum No 350, 2002
	am F2018L00449
r 21.171	am No 166, 1999; No 323, 2005
r 21.172	ad No 321, 2005
	am No 245, 2015
r 21.173	am No 166, 1999; No 204, 2000; No 134, 2004; No 321, 2005; No 77, 2011
	rs F2016L01655
	am F2021L00200
r 21.174	ad F2016L01655
r 21.175	am No 321, 2005; No 80, 2013
r 21.176	am No 166, 1999; No 268, 2002; No 350, 2002; No 77, 2011; F2016L01655

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Provision affected	How affected
r 21.181	am No 166, 1999; No 268, 2002; No 350, 2002; No 321, 2005; No 328, 2010; No 274, 2013; F2021L00200
r 21.182	ad No 204, 2000
	am No 321, 2005; No 274, 2013
r 21.183	am No 166, 1999; No 320, 2002; No 350, 2002; No 328, 2010; No 76, 2011
r 21.184	am No 166, 1999; No 350, 2002; No 328, 2010; No 76, 2011; No 275, 2013; No 245, 2015
r 21.184A	am No 166, 1999; No 350, 2002; No 76, 2011; No 245, 2015
r 21.185	am No 166, 1999; No 350, 2002; No 76, 2011
r 21.186	ad No 321, 2005
	am No 188, 2013
r 21.187	am No 268, 2002; No 350, 2002
r 21.189	am F2016L01655
r 21.190	am No 166, 1999; No 227, 2000; No 345, 2004; No 76, 2011
r 21.191	am No 350, 2002; No 321, 2005
r 21.192	am No 204, 2000; No 134, 2004; No 321, 2005; F2021L00200
r 21.193	am No 321, 2005; No 80, 2013; No 188, 2013
r 21.195A	am No 166, 1999; No 268, 2002; No 77, 2011; No 188, 2013
r 21.195B	am No 268, 2002; No 350, 2002; No 321, 2005; No 188, 2013; F2021L00200
r 21.195C	ad No 188, 2013
r 21.197	am No 166, 1999; No 320, 2002; No 350, 2002; No 328, 2010; F2020L01283; F2021L00200
r 21.199	am No 77, 2011
r 21.200	am No 268, 2002; No 350, 2002; No 230, 2004; No 64, 2009; No 77, 2011
r 21.201	am No 268, 2002; No 350, 2002; No 77, 2011
Subpart 21.I	
Subpart 21.I heading	rs No 80, 2013
Subpart 21.I (prev Subpart I)	renum No 350, 2002
	am F2018L00449
r 21.213	am F2021L00200
r 21.215	am No 80, 2013
r 21.216	am No 77, 2011
r 21.217	am No 350, 2002
r 21.219	rs No 80, 2013
r 21.221	am No 166, 1999; No 350, 2002; No 80, 2013; F2021L00200
r 21.223	am No 166, 1999; No 350, 2002; No 80, 2013; F2021L00200
r 21.225	am No 166, 1999; No 350, 2002; No 80, 2013; F2021L00200
Subpart 21.J	
Subpart 21.J (prev Subpart J)	renum No 350, 2002
	rs No 188, 2013

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Provision affected	How affected
Division 21.J.1	
r 21.231	am No 227, 2000
	rs No 188, 2013
r 21.233	ad No 188, 2013
	am No 40, 2014; No 166, 2014
r 21.235	am No 77, 2011
	rs No 188, 2013
r 21.237	ad No 188, 2013
r 21.239	am No 77, 2011; No 80, 2013
	rs No 188, 2013
Division 21.J.2	
r 21.241	ad No 188, 2013
r 21.243	am No 350, 2002
	rs No 188, 2013
r 21.245	am No 268, 2002
	rs No 188, 2013
r 21.247	rep No 80, 2013
	ad No 188, 2013
	am No 245, 2015
r 21.248	ad No 188, 2013
	am No 245, 2015
r 21.249	rs No 188, 2013
Division 21.J.3	
r 21.251	am No 227, 2000
	rs No 188, 2013
	am No 40, 2014
Division 21.J.4	
r 21.253	am No 80, 2013
	rs No 188, 2013
r 21.255	ad No 188, 2013
	am No 166, 2014
r 21.256	ad No 188, 2013
r 21.257	rs No 188, 2013
r 21.258	ad No 188, 2013
	am No 245, 2015
r 21.259	ad No 188, 2013
r 21.261	am No 268, 2002; No 80, 2013
	rs No 188, 2013
Division 21.J.5	
r 21.263	ad No 188, 2013

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Provision affected	How affected
	am No 245, 2015
r 21.265	ad No 188, 2013
r 21.267	am No 350, 2002
	rs No 188, 2013
r 21.269	rs No 188, 2013
	am No 245, 2015
	ed C72
r 21.270	ad No 188, 2013
	am No 245, 2015
r 21.271	am No 227, 2000; No 268, 2002; No 345, 2004
	rs No 188, 2013
r 21.273	rs No 188, 2013
r 21.275	rs No 188, 2013
r 21.277	am No 268, 2002; No 350, 2002
	rs No 188, 2013
r 21.279	ad No 188, 2013
r 21.281	ad No 188, 2013
r 21.283	ad No 188, 2013
r 21.289	rep No 188, 2013
r 21.293	am No 268, 2002
	rep No 188, 2013
Subpart 21.K	
Subpart 21.K (prev Subpart K)	renum No 350, 2002
r 21.303	am No 227, 2000; No 268, 2002; No 350, 2002; No 297, 2003; No 328, 2010; No 76, 2011; No 77, 2011; No 80, 2013; No 188, 2013; No 274, 2013; No 166, 2014
r 21.304	ad No 297, 2003
	rep No 77, 2011
r 21.304A	ad No 297, 2003
r 21.305	am No 350, 2002; No 328, 2010; No 245, 2015
r 21.305A	am No 188, 2013; No 245, 2015
r 21.306	rs No 328, 2010
Subpart 21.L	
Subpart 21.L (prev Subpart L)	renum No 350, 2002
r 21.321	am No 80, 2013; No 274, 2013
r 21.324	am No 77, 2011
r 21.325	am No 227, 2000; No 268, 2002; No 350, 2002; F2018L01030
r 21.327	am No 166, 1999; No 77, 2011; No 80, 2013
r 21.329	am No 166, 1999; No 350, 2002; No 328, 2010
r 21.331	am No 166, 1999; No 188, 2013
r 21.333	am No 166, 1999; No 188, 2013

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Endnote 4—Amendment history

Provision affected	How affected
r 21.337	rep No 328, 2010
Subpart 21.M	
Subpart 21.M	ad No 76, 2011
Division 21.M.1	
r 21.400	ad No 76, 2011
	am No 245, 2015
r 21.402	ad No 76, 2011
	rs No 188, 2013
r 21.403	ad No 188, 2013
Division 21.M.2	
r 21.405	ad No 76, 2011
	am No 188, 2013; No 245, 2015
r 21.410	ad No 76, 2011
	am No 188, 2013
r 21.414	ad No 76, 2011
	am No 188, 2013
r 21.416	ad No 76, 2011
	rs No 188, 2013
r 21.418	ad No 188, 2013
r 21.420	ad No 76, 2011
	am No 188, 2013
r 21.425	ad No 76, 2011
r 21.430	ad No 76, 2011
	am No 188, 2013
r 21.435	ad No 76, 2011
	am No 188, 2013
r 21.436	ad No 188, 2013
r 21.437	ad No 76, 2011
	am No 188, 2013
r 21.440	ad No 76, 2011
	am No 188, 2013
r 21.445	ad No 76, 2011
	am No 188, 2013
Division 21.M.3	
r 21.448	ad No 76, 2011
	am No 245, 2015
r 21.450	ad No 76, 2011
r 21.455	ad No 76, 2011
r 21.460	ad No 76, 2011
	am F2021L00200

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Provision affected	How affected
Division 21.M.4	
r 21.465	ad No 76, 2011
r 21.470	ad No 76, 2011
	am No 274, 2013; No 166, 2014
r 21.475	ad No 76, 2011
	rs No 245, 2015
Subpart 21.N	
Subpart 21.N (prev Subpart N)	renum No 350, 2002
r 21.500	am No 166, 1999; No 350, 2002; No 80, 2013; No 188, 2013; No 40, 2014
r 21.500A	am No 77, 2011; No 188, 2013
r 21.502	am No 166, 1999; No 350, 2002; No 80, 2013; No 40, 2014; No 245, 2015
r 21.502A	am No 166, 1999; No 77, 2011; No 188, 2013; No 245, 2015
Subpart 21.O	
Subpart 21.O (prev Subpart O)	renum No 350, 2002
r 21.601	am No 34, 2001; No 80, 2013; No 188, 2013; No 245, 2015
r 21.603	am No 34, 2001
	rs No 268, 2002
	am No 188, 2013
r 21.605	am No 166, 1999; No 34, 2001; No 297, 2003; No 77, 2011; No 188, 2013
r 21.607	am No 34, 2001; No 268, 2002; No 80, 2013; No 188, 2013; No 245, 2015
r 21.609	am No 166, 1999; No 34, 2001; No 77, 2011; No 188, 2013; No 274, 2013
r 21.611	am No 34, 2001; No 268, 2002; No 350, 2002; No 76, 2011; No 188, 2013
r 21.613	am No 268, 2002; No 297, 2003
r 21.617	am No 166, 1999; No 274, 2013; No 275, 2013
r 21.619	am No 34, 2001; No 350, 2002; No 188, 2013
r 21.621	am No 80, 2013
Subpart 21.Q	
Subpart Q	ad No 204, 2000
Subpart 21.Q (prev Subpart Q)	renum No 350, 2002
Division 21.Q.1	
Division 21.Q.1 (prev Division 1)	renum No 350, 2002
r 21.805	ad No 204, 2000
r 21.810	ad No 204, 2000
Division 21.Q.2	
Division 21.Q.2 (prev Division 2)	renum No 350, 2002
r 21.815	ad No 204, 2000
r 21.820	ad No 204, 2000
	am No 242, 2001; No 268, 2002; No 321, 2005; No 77, 2011

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Provision affected	How affected
r 21.825	ad No 204, 2000
	am No 242, 2001; No 268, 2002
r 21.830	ad No 204, 2000
	am No 242, 2001; No 268, 2002
r 21.835	ad No 204, 2000
	am No 242, 2001; No 268, 2002
r 21.840	ad No 204, 2000
	am No 242, 2001; No 268, 2002
Division 21.Q.3	
Division 21.Q.3 (prev Division 3)	renum No 350, 2002
r 21.845	ad No 204, 2000
	am No 345, 2004
r 21.850	ad No 204, 2000
	am No 268, 2002
r 21.855	ad No 204, 2000
	am No 268, 2002
Division 21.Q.4	
Division 21.Q.4 heading	rs No 297, 2003
Division 21.Q.4 (prev Division 4)	renum No 350, 2002
r 21.860	ad No 204, 2000
	rs No 297, 2003
	am No 345, 2004
r 21.865	ad No 204, 2000
	am No 242, 2001; No 268, 2002; No 297, 2003
r 21.870	ad No 204, 2000
	am No 242, 2001; No 268, 2002; No 297, 2003
r 21.875	ad No 297, 2003
	am No 345, 2004
r 21.880	ad No 297, 2003
Part 22	
Part 22	am No 345, 2004
	rs No 147, 2009
	am No 80, 2013
r 22.0	ad No 204, 2000
r 22.000 (prev r 22.0)	renum No 350, 2002
	rep No 345, 2004
r 22.001 (prev r 22.1)	renum No 350, 2002
	am No 345, 2004

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Provision affected	How affected
	rs No 147, 2009
r 22.002 (prev r 22.2).....	renum No 350, 2002
	am No 350, 2002
	rs No 147, 2009
r 22.003 (prev r 22.3).....	renum No 350, 2002
	rs No 147, 2009
r 22.004 (prev r 22.4).....	renum No 350, 2002
	rs No 147, 2009
r 22.005 (prev r 22.5).....	renum No 350, 2002
	am No 350, 2002
	rep No 147, 2009
r 22.006 (prev r 22.6).....	renum No 350, 2002
	rep No 147, 2009
r 22.007 (prev r 22.7).....	renum No 350, 2002
	rep No 147, 2009
r 22.008 (prev r 22.8).....	renum No 350, 2002
	am No 350, 2002
	rep No 147, 2009
r 22.009 (prev r 22.9).....	renum No 350, 2002
	rep No 147, 2009
Part 23	
Part 23	am No 345, 2004; No 80, 2013
r 23.0	ad No 204, 2000
r 23.000 (prev r 23.0).....	renum No 350, 2002
	rep No 345, 2004
r 23.001 (prev r 23.1).....	renum No 350, 2002
	am No 345, 2004
	rs No 147, 2009
r 23.002 (prev r 23.2).....	renum No 350, 2002
	am No 350, 2002
	rs No 147, 2009
r 23.003 (prev r 23.3).....	renum No 350, 2002
r 23.004 (prev r 23.4).....	renum No 350, 2002
	rs No 147, 2009
r 23.005 (prev r 23.5).....	renum No 350, 2002
	rs No 147, 2009
r 23.006 (prev r 23.6).....	renum No 350, 2002
	am No 80, 2013
r 23.007 (prev r 23.7).....	renum No 350, 2002
	rs No 147, 2009

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Endnote 4—Amendment history

Provision affected	How affected
r 23.008 (prev r 23.8)	renum No 350, 2002
	rs No 147, 2009
Part 25	
Part 25	am No 345, 2004; No 80, 2013
Subpart 25.A	
Subpart A heading	ad No 227, 2000
	reloc No 350, 2002
Subpart 25.A (prev Subpart A)	renum No 350, 2002
r 25.0	ad No 204, 2000
	rs No 350, 2002
r 25.000 (prev r 25.0)	renum No 350, 2002
	rep No 345, 2004
r 25.1	am No 227, 2000
r 25.001 (prev r 25.1)	renum No 350, 2002
	rs No 147, 2009
r 25.002 (prev r 25.2)	renum No 350, 2002
	am No 350, 2002
	rs No 147, 2009
Subpart 25.B	
Subpart B heading	ad No 227, 2000
Subpart 25.B heading	rs No 147, 2009
Subpart 25.B (prev Subpart B)	renum No 350, 2002
r 25.003 (prev r 25.3)	renum No 350, 2002
r 25.004 (prev r 25.4)	renum No 350, 2002
	rs No 147, 2009
r 25.005 (prev r 25.5)	renum No 350, 2002
	am No 80, 2013
r 25.006 (prev r 25.6)	renum No 350, 2002
	rs No 147, 2009
Subpart 25.C	
Subpart C	ad No 227, 2000
Subpart 25.C (prev Subpart C)	renum No 350, 2002
r 25.11	ad No 227, 2000
r 25.011 (prev r 25.11)	renum No 350, 2002
r 25.13	ad No 227, 2000
r 25.013 (prev r 25.13)	renum No 350, 2002
Part 26	
Part 26	am No 345, 2004; No 80, 2013
r 26.0	ad No 204, 2000
r 26.000 (prev r 26.0)	renum No 350, 2002

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Provision affected	How affected
	rep No 345, 2004
r 26.001 (prev r 26.1).....	renum No 350, 2002
r 26.002 (prev r 26.2).....	renum No 350, 2002
	am No 80, 2013
Part 27	
Part 27 heading.....	rs No 166, 1999
Part 27	am No 345, 2004; No 80, 2013
r 27.0	ad No 204, 2000
r 27.000 (prev r 27.0).....	renum No 350, 2002
	rep No 345, 2004
r 27.1	am No 166, 1999
r 27.001 (prev r 27.1).....	renum No 350, 2002
	am No 345, 2004
	rs No 147, 2009
r 27.002 (prev r 27.2).....	renum No 350, 2002
	am No 345, 2004
	rs No 147, 2009
r 27.003 (prev r 27.3).....	renum No 350, 2002
r 27.003A.....	ad No 147, 2009
r 27.004 (prev r 27.4).....	renum No 350, 2002
	am No 80, 2013
r 27.005	ad No 147, 2009
Part 29	
Part 29	am No 345, 2004; No 80, 2013
r 29.0	ad No 204, 2000
r 29.000 (prev r 29.0).....	renum No 350, 2002
	rep No 345, 2004
r 29.001 (prev r 29.1).....	renum No 350, 2002
	am No 345, 2004
	rs No 147, 2009
r 29.002 (prev r 29.2).....	renum No 350, 2002
	am No 345, 2004
	rs No 147, 2009
r 29.003 (prev r 29.3).....	renum No 350, 2002
r 29.003A.....	ad No 147, 2009
r 29.004 (prev r 29.4).....	renum No 350, 2002
	am No 80, 2013
r 29.005	ad No 147, 2009
Part 31	
Part 31	am No 345, 2004; No 80, 2013

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Provision affected	How affected
	rs No 166, 2014
r 31.0	ad No 204, 2000
r 31.000 (prev r 31.0)	renum No 350, 2002
	rep No 345, 2004
r 31.001 (prev r 31.1)	renum No 350, 2002
	rs No 166, 2014
r 31.002 (prev r 31.2)	renum No 350, 2002
	am No 80, 2013
	rs No 166, 2014
r 31.003	ad No 166, 2014
r 31.004	ad No 166, 2014
r 31.005	ad No 166, 2014
r 31.006	ad No 166, 2014
r 31.007	ad No 166, 2014
r 31.008	ad No 166, 2014
Part 32	
Part 32	am No 345, 2004; No 80, 2013
r 32.0	ad No 204, 2000
r 32.000 (prev r 32.0)	renum No 350, 2002
	rep No 345, 2004
r 32.001 (prev r 32.1)	renum No 350, 2002
	am No 345, 2004
	rs No 147, 2009
r 32.002 (prev r 32.2)	renum No 350, 2002
	am No 345, 2004; No 147, 2009; No 80, 2013
r 32.003 (prev r 32.3)	renum No 350, 2002
	rs No 147, 2009
r 32.004 (prev r 32.4)	renum No 350, 2002
	rs No 147, 2009
Part 33	
Part 33	am No 345, 2004; No 80, 2013
r 33.0	ad No 204, 2000
r 33.000 (prev r 33.0)	renum No 350, 2002
	rep No 345, 2004
r 33.001 (prev r 33.1)	renum No 350, 2002
	am No 345, 2004
	rs No 147, 2009
r 33.002 (prev r 33.2)	renum No 350, 2002
	am No 345, 2004
	rs No 147, 2009

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Provision affected	How affected
r 33.003 (prev r 33.3).....	renum No 350, 2002
r 33.003A.....	ad No 147, 2009
r 33.004 (prev r 33.4).....	renum No 350, 2002
	am No 80, 2013
r 33.005	ad No 147, 2009
Part 35	
Part 35	am No 345, 2004; No 80, 2013
r 35.0	ad No 204, 2000
r 35.000 (prev r 35.0).....	renum No 350, 2002
	rep No 345, 2004
r 35.001 (prev r 35.1).....	renum No 350, 2002
	am No 345, 2004
	rs No 147, 2009
r 35.002 (prev r 35.2).....	renum No 350, 2002
	am No 345, 2004
	rs No 147, 2009
r 35.003 (prev r 35.3).....	renum No 350, 2002
r 35.003A.....	ad No 147, 2009
r 35.004 (prev r 35.4).....	renum No 350, 2002
	am No 80, 2013
r 35.005	ad No 147, 2009
Part 39	
Part 39	ad No 262, 1999
	am No 345, 2004; No 80, 2013
r 39.0	ad No 204, 2000
r 39.000 (prev r 39.0).....	renum No 350, 2002
	rep No 345, 2004
r 39.001A.....	ad No 64, 2009
	am No 274, 2013; F2021L00200
r 39.1	ad No 262, 1999
r 39.001 (prev r 39.1).....	renum No 350, 2002
	am No 230, 2004; No 323, 2005; No 64, 2009
r 39.2	ad No 262, 1999
r 39.002 (prev r 39.2).....	renum No 350, 2002
	am No 350, 2002; No 64, 2009; No 274, 2013; F2021L00200
r 39.002A.....	ad No 64, 2009
r 39.002B.....	ad F2021L00200
r 39.3	ad No 262, 1999
	rs No 268, 2002
r 39.003 (prev r 39.3).....	renum No 350, 2002

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Provision affected	How affected
	am No 134, 2004
	rs No 230, 2004
	am No 64, 2009; F2021L00200
r 39.4	ad No 262, 1999
r 39.004 (prev r 39.4)	renum No 350, 2002
	am No 230, 2004
	rs No 64, 2009
	am F2021L00200
r 39.5	ad No 262, 1999
	am No 350, 2002
r 39.005 (prev r 39.5)	renum No 350, 2002
	rs No 64, 2009
	am No 274, 2013
r 39.6	ad No 262, 1999
r 39.006 (prev r 39.6)	renum No 350, 2002
	am No 64, 2009
r 39.7	ad No 262, 1999
r 39.007 (prev r 39.7)	renum No 350, 2002
	am No 350, 2002; No 64, 2009
Part 42	
Part 42	ad No 328, 2010
	am No 80, 2013; No 274, 2013
Subpart 42.A	
r 42.005	ad No 328, 2010
r 42.010	ad No 328, 2010
	am No 275, 2013; F2021L00200
r 42.015	ad No 328, 2010
	am No 76, 2011; No 107, 2012; No 275, 2013; No 166, 2014; No 245, 2015; F2021L00200
r 42.020	ad No 328, 2010
	am No 80, 2013
Subpart 42.B	
Division 42.B.1	
r 42.025	ad No 328, 2010
Division 42.B.2	
r 42.030	ad No 328, 2010
	am No 80, 2013; No 275, 2013; F2021L00200
r 42.035	ad No 328, 2010
r 42.040	ad No 328, 2010
	am F2021L00200
r 42.045	ad No 328, 2010

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Provision affected	How affected
r 42.050	ad No 328, 2010
r 42.055	ad No 328, 2010
r 42.060	ad No 328, 2010
r 42.065	ad No 328, 2010
r 42.070	ad No 328, 2010
r 42.075	ad No 328, 2010
r 42.080	ad No 328, 2010
	am No 80, 2013
Division 42.B.3	
r 42.085	ad No 328, 2010
r 42.090	ad No 328, 2010
r 42.095	ad No 328, 2010
Subpart 42.C	
Division 42.C.1	
r 42.100	ad No 328, 2010
r 42.105	ad No 328, 2010
	am F2021L00200
Division 42.C.2	
r 42.110	ad No 328, 2010
r 42.115	ad No 328, 2010
r 42.120	ad No 328, 2010
	am No 274, 2013; F2021L00200
r 42.125	ad No 328, 2010
r 42.130	ad No 328, 2010
r 42.135	ad No 328, 2010
r 42.140	ad No 328, 2010
r 42.145	ad No 328, 2010
r 42.150	ad No 328, 2010
r 42.155	ad No 328, 2010
	am F2021L00200
r 42.160	ad No 328, 2010
r 42.165	ad No 328, 2010
Division 42.C.3	
Subdivision 42.C.3.1	
r 42.170	ad No 328, 2010
Subdivision 42.C.3.2	
r 42.175	ad No 328, 2010
r 42.180	ad No 328, 2010
	am No 275, 2013
r 42.185	ad No 328, 2010

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Endnote 4—Amendment history

Provision affected	How affected
r 42.190	ad No 328, 2010
r 42.195	ad No 328, 2010
	am No 275, 2013; F2021L00200
r 42.200	ad No 328, 2010
	am No 275, 2013
r 42.205	ad No 328, 2010
	am No 275, 2013
r 42.210	ad No 328, 2010
	am No 275, 2013
Subdivision 42.C.3.3	
r 42.215	ad No 328, 2010
Subdivision 42.C.3.4	
r 42.220	ad No 328, 2010
	am No 80, 2013
r 42.225	ad No 328, 2010
Subdivision 42.C.3.5	
r 42.230	ad No 328, 2010
r 42.235	ad No 328, 2010
r 42.240	ad No 328, 2010
Subdivision 42.C.3.6	
r 42.245	ad No 328, 2010
r 42.250	ad No 328, 2010
r 42.255	ad No 328, 2010
Subdivision 42.C.3.7	
r 42.260	ad No 328, 2010
	am No 275, 2013
r 42.265	ad No 328, 2010
Division 42.C.4	
r 42.270	ad No 328, 2010
	am No 76, 2011; No 166, 2014; No 245, 2015
r 42.275	ad No 328, 2010
r 42.280	ad No 328, 2010
	am No 80, 2013
r 42.285	ad No 328, 2010
Subpart 42.D	
Division 42.D.1	
r 42.290	ad No 328, 2010
Division 42.D.2	
r 42.295	ad No 328, 2010
	am F2021L00200

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Provision affected	How affected
r 42.300	ad No 328, 2010
	am No 5, 2013
r 42.301	ad No 80, 2013
	am No 274, 2013; No 275, 2013; No 166, 2014
Division 42.D.3	
r 42.305	ad No 328, 2010
r 42.306	ad No 80, 2013
	am No 274, 2013; No 275, 2013
Division 42.D.4	
r 42.310	ad No 328, 2010
r 42.315	ad No 328, 2010
r 42.320	ad No 328, 2010
r 42.325	ad No 328, 2010
	am No 275, 2013
r 42.330	ad No 328, 2010
Division 42.D.5	
r 42.335	ad No 328, 2010
	am No 5, 2013
r 42.340	ad No 328, 2010
r 42.345	ad No 328, 2010
Division 42.D.6	
Subdivision 42.D.6.1	
r 42.350	ad No 328, 2010
	am F2021L00200
r 42.355	ad No 328, 2010
r 42.360	ad No 328, 2010
	am No 40, 2014; F2021L00200
r 42.365	ad No 328, 2010
r 42.370	ad No 328, 2010
Subdivision 42.D.6.2	
r 42.375	ad No 328, 2010
r 42.380	ad No 328, 2010
r 42.385	ad No 328, 2010
r 42.390	ad No 328, 2010
Division 42.D.7	
r 42.395	ad No 328, 2010
	am No 275, 2013
r 42.400	ad No 328, 2010
r 42.405	ad No 328, 2010
r 42.410	ad No 328, 2010

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Endnote 4—Amendment history

Provision affected	How affected
Subpart 42.E	
Division 42.E.1	
r 42.415	ad No 328, 2010
Division 42.E.2	
r 42.420	ad No 328, 2010
	am No 80, 2013
r 42.425	ad No 328, 2010
r 42.430	ad No 328, 2010
	am No 80, 2013; No 166, 2014
r 42.435	ad No 328, 2010
r 42.440	ad No 328, 2010
	am No 274, 2013
r 42.445	ad No 328, 2010
r 42.450	ad No 328, 2010
r 42.455	ad No 328, 2010
Division 42.E.3	
r 42.460	ad No 328, 2010
r 42.465	ad No 328, 2010
Division 42.E.4	
r 42.470	ad No 328, 2010
	am No 274, 2013
r 42.475	ad No 328, 2010
r 42.480	ad No 328, 2010
r 42.485	ad No 328, 2010
r 42.490	ad No 328, 2010
Subpart 42.F	
Division 42.F.1	
r 42.495	ad No 328, 2010
r 42.500	ad No 328, 2010
r 42.505	ad No 328, 2010
Division 42.F.2	
r 42.510	ad No 328, 2010
r 42.515	ad No 328, 2010
r 42.520	ad No 328, 2010
r 42.525	ad No 328, 2010
r 42.530	ad No 328, 2010
Division 42.F.3	
r 42.535	ad No 328, 2010
r 42.540	ad No 328, 2010
r 42.545	ad No 328, 2010

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Provision affected	How affected
r 42.550	ad No 328, 2010
Division 42.F.4	
r 42.555	ad No 328, 2010
r 42.560	ad No 328, 2010
r 42.565	ad No 328, 2010
Subpart 42.G	
Division 42.G.1	
r 42.570	ad No 328, 2010
r 42.575	ad No 328, 2010
r 42.580	ad No 328, 2010
Division 42.G.2	
r 42.585	ad No 328, 2010
r 42.590	ad No 328, 2010
r 42.595	ad No 328, 2010
r 42.600	ad No 328, 2010
r 42.605	ad No 328, 2010
Division 42.G.3	
r 42.610	ad No 328, 2010
r 42.615	ad No 328, 2010
r 42.620	ad No 328, 2010
r 42.625	ad No 328, 2010
Division 42.G.4	
r 42.630	ad No 328, 2010
	am No 5, 2013
r 42.635	ad No 328, 2010
r 42.640	ad No 328, 2010
r 42.645	ad No 328, 2010
Division 42.G.5	
r 42.650	ad No 328, 2010
r 42.655	ad No 328, 2010
r 42.660	ad No 328, 2010
r 42.665	ad No 328, 2010
r 42.670	ad No 328, 2010
r 42.675	ad No 328, 2010
Subpart 42.H	
Division 42.H.1	
r 42.680	ad No 328, 2010
Division 42.H.2	
Subdivision 42.H.2.1	
r 42.685	ad No 328, 2010

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Endnote 4—Amendment history

Provision affected	How affected
Subdivision 42.H.2.2	
r 42.690	ad No 328, 2010
r 42.695	ad No 328, 2010
r 42.700	ad No 328, 2010
Subdivision 42.H.2.3	
r 42.705	ad No 328, 2010
r 42.710	ad No 328, 2010
Subdivision 42.H.2.4	
r 42.715	ad No 328, 2010
Division 42.H.3	
Subdivision 42.H.3.1	
r 42.720	ad No 328, 2010
r 42.725	ad No 328, 2010
Subdivision 42.H.3.2	
r 42.730	ad No 328, 2010
r 42.735	ad No 328, 2010
r 42.740	ad No 328, 2010
Subdivision 42.H.3.3	
r 42.745	ad No 328, 2010
r 42.750	ad No 328, 2010
r 42.755	ad No 328, 2010
Subdivision 42.H.3.4	
r 42.760	ad No 328, 2010
	am No 80, 2013
r 42.765	ad No 328, 2010
Subdivision 42.H.3.5	
r 42.770	ad No 328, 2010
Division 42.H.4	
Subdivision 42.H.4.1	
r 42.775	ad No 328, 2010
r 42.780	ad No 328, 2010
Subdivision 42.H.4.2	
r 42.785	ad No 328, 2010
r 42.790	ad No 328, 2010
Subdivision 42.H.4.3	
r 42.795	ad No 328, 2010
r 42.800	ad No 328, 2010
r 42.805	ad No 328, 2010
Subdivision 42.H.4.4	
r 42.810	ad No 328, 2010

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Provision affected	How affected
r 42.815	ad No 328, 2010
	am No 80, 2013
Subdivision 42.H.4.5	
r 42.820	ad No 328, 2010
r 42.825	ad No 328, 2010
Subpart 42.I	
Division 42.I.1	
r 42.830	ad No 328, 2010
r 42.835	ad No 328, 2010
Division 42.I.2	
r 42.840	ad No 328, 2010
r 42.845	ad No 328, 2010
r 42.850	ad No 328, 2010
r 42.855	ad No 328, 2010
r 42.860	ad No 328, 2010
r 42.865	ad No 328, 2010
r 42.870	ad No 328, 2010
Division 42.I.3	
r 42.875	ad No 328, 2010
r 42.880	ad No 328, 2010
r 42.885	ad No 328, 2010
r 42.890	ad No 328, 2010
r 42.895	ad No 328, 2010
Division 42.I.4	
r 42.900	ad No 328, 2010
	am No 275, 2013; F2021L00200
Division 42.I.5	
r 42.905	ad No 328, 2010
r 42.910	ad No 328, 2010
r 42.915	ad No 328, 2010
r 42.920	ad No 328, 2010
r 42.925	ad No 328, 2010
Division 42.I.6	
r 42.930	ad No 328, 2010
	am F2021L00200
Subpart 42.J	
Division 42.J.1	
r 42.935	ad No 328, 2010
Division 42.J.2	
r 42.940	ad No 328, 2010

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Endnote 4—Amendment history

Provision affected	How affected
	am F2021L00200
r 42.945	ad No 328, 2010
r 42.950	ad No 328, 2010
r 42.955	ad No 328, 2010
r 42.960	ad No 328, 2010
r 42.965	ad No 328, 2010
Division 42.J.3	
r 42.970	ad No 328, 2010
	am F2021L00200
r 42.975	ad No 328, 2010
r 42.980	ad No 328, 2010
Division 42.J.4	
r 42.985	ad No 328, 2010
r 42.990	ad No 328, 2010
r 42.995	ad No 328, 2010
r 42.1000	ad No 328, 2010
r 42.1005	ad No 328, 2010
r 42.1010	ad No 328, 2010
Division 42.J.5	
r 42.1015	ad No 328, 2010
r 42.1020	ad No 328, 2010
r 42.1025	ad No 328, 2010
Subpart 42.K	
r 42.1030	ad No 328, 2010
r 42.1035	ad No 328, 2010
Subpart 42.L	
Division 42.L.1	
r 42.1040	ad No 328, 2010
Division 42.L.2	
r 42.1045	ad No 328, 2010
r 42.1050	ad No 328, 2010
Division 42.L.3	
r 42.1055	ad No 328, 2010
r 42.1060	ad No 328, 2010
Subpart 42.M	
r 42.1065	ad No 328, 2010
r 42.0170	ad No 328, 2010
r 42.1075	ad No 328, 2010
Subpart 42.N	
r 42.1080	ad No 328, 2010

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Provision affected	How affected
r 42.1085	ad No 328, 2010
r 42.1090	ad No 328, 2010
r 42.1095	ad No 328, 2010
Subpart 42.O	
r 42.1100	ad No 328, 2010
r 42.1105	ad No 328, 2010
Part 43	ad No 204, 2000
	rep No 328, 2010
Part 45	
Part 45	ad No 204, 2000
	am No 345, 2004; No 80, 2013
	rs No 245, 2015
Subpart 45.A	
Subpart 45.A (prev Subpart A)	renum No 350, 2002
	rs No 245, 2015
r 45.000	ad No 204, 2000
	am No 242, 2001; No 350, 2002
	rep No 345, 2004
r 45.005	ad No 204, 2000
	am No 77, 2011
	rs No 245, 2015
	am F2019L01027; F2021L00200
Division 45.B.1 (prev Division 1)	renum No 350, 2002
	rep No 245, 2015
r 45.010	ad No 204, 2000
	am No 77, 2011
	rs No 245, 2015
r 45.015	ad No 204, 2000
	rs No 245, 2015
	am F2018L01030; F2021L00200
r 45.020	ad No 204, 2000
	am No 350, 2002; No 134, 2004
	rs No 245, 2015
r 45.025	ad No 204, 2000
	am No 134, 2004
	rs No 245, 2015
r 45.030	ad No 204, 2000
	rs No 245, 2015
r 45.035	ad No 204, 2000
	am No 268, 2002; No 77, 2011

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Endnote 4—Amendment history

Provision affected	How affected
	rep No 245, 2015
r 45.040	ad No 204, 2000
	rep No 245, 2015
r 45.045	ad No 204, 2000
	rep No 245, 2015
Subpart 45.B	
Subpart 45.B (prev Subpart B)	renum No 350, 2002
	rs No 245, 2015
r 45.050	ad No 204, 2000
	rs No 245, 2015
r 45.055	ad No 204, 2000
	rs No 245, 2015
r 45.060	ad No 204, 2000
	am No 242, 2001
	rs No 245, 2015
r 45.065	ad No 204, 2000
	am No 242, 2001
	rs No 245, 2015
r 45.070	ad No 204, 2000
	rs No 245, 2015
r 45.075	ad No 204, 2000
	rep No 245, 2015
r 45.080	ad No 204, 2000
	rep No 245, 2015
r 45.085	ad No 204, 2000
	am No 268, 2002
	rep No 245, 2015
Subpart 45.C	
Subpart 45.C (prev Subpart C)	renum No 350, 2002
	rs No 245, 2015
r 45.090	ad No 204, 2000
	am No 268, 2002; No 77, 2011
	rs No 245, 2015
	am F2021L00200
Division 45.B.2 (prev Division 2)	renum No 350, 2002
	rep No 245, 2015
r 45.095	ad No 204, 2000
	rs No 245, 2015
r 45.100	ad No 204, 2000
	am No 350, 2002

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Provision affected	How affected
	rs No 245, 2015
r 45.105	ad No 204, 2000
	am No 268, 2002
	rep No 245, 2015
r 45.110	ad No 204, 2000
	rep No 245, 2015
Division 45.B.3 (prev Division 3)	renum No 350, 2002 rep No 245, 2015
r 45.115	ad No 204, 2000
	am No 268, 2002; No 77, 2011
	rep No 245, 2015
Subpart 45.D	
Subpart 45.D (prev Subpart D)	renum No 350, 2002
	rs No 245, 2015
r 45.120	ad No 204, 2000
	am No 350, 2002
	rs No 245, 2015
r 45.125	ad No 204, 2000
	am No 268, 2002
	rs No 245, 2015
r 45.130	ad No 204, 2000
	rs No 245, 2015
r 45.135	ad No 204, 2000
	rs No 245, 2015
r 45.140	ad No 204, 2000
	am No 134, 2004
	rs No 245, 2015
r 45.145	ad No 204, 2000
	rs No 268, 2002
	rep No 245, 2015
r 45.150	ad No 204, 2000
	am No 242, 2001
	rep No 245, 2015
r 45.155	ad No 204, 2000
	am No 268, 2002; No 350, 2002
	rep No 245, 2015
r 45.160	ad No 204, 2000
	am No 268, 2002
	rep No 245, 2015
Subpart 45.E (prev Subpart E)	renum No 350, 2002

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Endnote 4—Amendment history

Provision affected	How affected
	rep No 245, 2015
r 45.165	ad No 204, 2000
	rep No 245, 2015
r 45.170	ad No 204, 2000
	am No 268, 2002; No 77, 2011
	rep No 245, 2015
Part 47	
Part 47	ad No 204, 2000
	rs No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
	am No 80, 2013; No 275, 2013
Subpart 47.A	
r 47.000	ad No 204, 2000 (Sch 2 item 7 disallowed)
r 47.005	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
r 47.010	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
	am No 204, 2014
r 47.012	ad F2019L01027
r 47.015	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
	am No 77, 2011; F2016L00400; F2019L01027; F2021L00200; F2022L00157
r 47.020	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
	am F2019L01027
Subpart 47.B	
r 47.025	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
r 47.030	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
	rs F2019L01027
r 47.035	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
	rs No 345, 2004
r 47.040	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
	am No 345, 2004; No 275, 2013
r 47.045	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
r 47.050	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
	am F2019L01027
r 47.055	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
Subpart 47.C	
Division 47.C.1	
Division 47.C.1 heading	ad F2019L01027
r 47.058	ad F2019L01027
r 47.060	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
	am No 275, 2013; No 204, 2014
r 47.065	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
	am No 345, 2004; No 274, 2013; No 204, 2014

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Provision affected	How affected
r 47.070	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
r 47.075	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
r 47.080	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
	am No 204, 2014
r 47.085	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
	am No 275, 2013; No 204, 2014
r 47.090	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
r 47.095	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
	am No 275, 2013
	rs No 204, 2014
Division 47.C.2	
Division 47.C.2	ad F2019L01027
r 47.096	ad F2019L01027
r 47.096A	ad F2019L01027
r 47.097	ad F2019L01027
	am F2021L01027
r 47.098	ad F2019L01027
	am F2022L00157
r 47.099	ad F2019L01027
	rs F2022L00157
r 47.099A	ad F2019L01027
	rep F2022L00157
r 47.099B	ad F2019L01027
Subpart 47.D	
r 47.100A	ad F2019L01027
r 47.100	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
	am No 345, 2004; No 275, 2013; No 204, 2014
Subpart 47.E	
r 47.105A	ad F2019L01027
r 47.105	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
r 47.110	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
	am No 232, 2009; No 275, 2013; No 204, 2014
Subpart 47.F	
r 47.115	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
r 47.120	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
	am No 345, 2004
	rep No 77, 2011
r 47.125	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
	rep No 77, 2011
r 47.130	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004

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Provision affected	How affected
	am No 232, 2009; No 77, 2011
	rs No 275, 2013
	am No 204, 2014
r 47.131	ad No 275, 2013
	am No 204, 2014; F2019L01027
r 47.131A	ad No 204, 2014
r 47.131B	ad No 204, 2014
	am F2019L01027
r 47.131C	ad F2019L01027
r 47.132	ad No 275, 2013
	rs No 204, 2014
r 47.135	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
	am No 345, 2004
	rep No 77, 2011
Subpart 47.G	
r 47.139	ad F2019L01027
r 47.140	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
r 47.145	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
r 47.150	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
r 47.155	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
r 47.160	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
	am No 345, 2004
r 47.165	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
	am No 345, 2004; No 204, 2014
Subpart 47.H	
r 47.169	ad F2019L01027
r 47.170	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
r 47.175	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
r 47.180	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
r 47.185	ad No 204, 2000 (Sch 2 item 7 disallowed); No 134, 2004
r 47.190	ad No 134, 2004
r 47.195	ad No 134, 2004
r 47.200	ad No 134, 2004
	rep No 77, 2011
r 47.205	ad No 134, 2004
r 47.210	ad No 134, 2004
r 47.215	ad No 134, 2004
r 47.220	ad No 134, 2004
r 47.225	ad No 134, 2004
	am No 77, 2011

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Provision affected	How affected
Part 60	
Part 60	ad No 240, 2003
	am No 345, 2004; No 80, 2013; No 274, 2013
Subpart 60.A	
r 60.000	ad No 240, 2003
	rep No 345, 2004
r 60.005	ad No 240, 2003
r 60.010	ad No 240, 2003
Subpart 60.B	
r 60.015	ad No 240, 2003
r 60.020	ad No 240, 2003
	am No 245, 2015
r 60.025	ad No 240, 2003
	am No 77, 2011
r 60.030	ad No 240, 2003
	am No 77, 2011
r 60.035	ad No 240, 2003
r 60.040	ad No 240, 2003
r 60.045	ad No 240, 2003
r 60.050	ad No 240, 2003
r 60.055	ad No 240, 2003
	am No 77, 2011; No 5, 2013
r 60.060	ad No 240, 2003
	am No 5, 2013
r 60.065	ad No 240, 2003
r 60.070	ad No 240, 2003
r 60.075	ad No 240, 2003
r 60.080	ad No 240, 2003
r 60.085	ad No 240, 2003
r 60.090	ad No 240, 2003
r 60.095	ad No 240, 2003
Subpart 60.C	
Subpart 60.C	ad No 240, 2003
Part 61	
Part 61	ad No 204, 2000
	rs No 5, 2013
	am No 274, 2013; No 125, 2014
Subpart 61.A	
Division 61.A.1	
r 61.005	ad No 5, 2013

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Provision affected	How affected
	am No 274, 2013
r 61.007	ad No 274, 2013
	am F2021L00200
r 61.010	ad No 5, 2013
	am No 274, 2013; No 125, 2014; F2016L01448; F2018L01030; F2021L00200
r 61.015	ad No 5, 2013
r 61.020	ad No 5, 2013
	am F2020L01051
r 61.025	ad No 5, 2013
	am F2021L00200
r 61.030	ad No 5, 2013
	rep No 274, 2013
r 61.035	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 61.040	ad No 5, 2013
r 61.045	ad No 5, 2013
r 61.047	ad No 5, 2013
r 61.050	ad No 5, 2013
r 61.055	ad No 5, 2013
r 61.060	ad No 5, 2013
r 61.061	ad No 274, 2013
r 61.062	ad No 274, 2013
r 61.063	ad No 274, 2013
r 61.065	ad No 5, 2013
Division 61.A.2	
r 61.070	ad No 5, 2013
	am F2018L01030
r 61.075	ad No 5, 2013
r 61.080	ad No 5, 2013
r 61.085	ad No 5, 2013
r 61.090	ad No 5, 2013
r 61.095	ad No 5, 2013
	am No 274, 2013
r 61.100	ad No 5, 2013
r 61.105	ad No 5, 2013
	am No 274, 2013
r 61.110	ad No 5, 2013
	am No 274, 2013

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Provision affected	How affected
Division 61.A.3	
Subdivision 61.A.3.1	
Subdivision 61.A.3.1	ad No 274, 2013
r 61.112	ad No 274, 2013
r 61.113	ad No 274, 2013
r 61.114	ad No 274, 2013
r 61.115	ad No 5, 2013
	rs No 274, 2013
	am No 125, 2014; F2020L01051
r 61.116	ad No 274, 2013
	am F2021L00200
r 61.117	ad No 274, 2013
r 61.118	ad No 274, 2013
Subdivision 61.A.3.2	
Subdivision 61.A.3.2 heading	ad No 274, 2013
r 61.119	ad No 274, 2013
r 61.120	ad No 5, 2013
	am No 274, 2013; F2021L00200
r 61.125	ad No 5, 2013
r 61.126	ad No 125, 2014
r 61.130	ad No 5, 2013
r 61.135	ad No 5, 2013
r 61.140	ad No 5, 2013
r 61.145	ad No 5, 2013
	rs No 125, 2014
	am F2021L00200
Subpart 61.B	
Division 61.B.1	
r 61.150	ad No 5, 2013
r 61.155	ad No 5, 2013
	am No 274, 2013
r 61.160	ad No 5, 2013
	am No 274, 2013
r 61.165	ad No 5, 2013
	am No 274, 2013
r 61.170	ad No 5, 2013
	am No 274, 2013
r 61.175	ad No 5, 2013
r 61.180	ad No 5, 2013
r 61.185	ad No 5, 2013

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Provision affected	How affected
r 61.190	ad No 5, 2013
Division 61.B.2	
r 61.195	ad No 5, 2013
r 61.200	ad No 5, 2013
r 61.205	ad No 5, 2013
	am No 125, 2014
r 61.210	ad No 5, 2013
	am No 274, 2013
Division 61.B.3	
r 61.215	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 61.220	ad No 5, 2013
r 61.225	ad No 5, 2013
r 61.230	ad No 5, 2013
Division 61.B.4	
r 61.235	ad No 5, 2013
	am No 274, 2013; No 125, 2014; F2020L01051
r 61.240	ad No 5, 2013
r 61.245	ad No 5, 2013
	am No 274, 2013; F2020L01051
r 61.250	ad No 5, 2013
Division 61.B.5	
r 61.255	ad No 5, 2013
r 61.260	ad No 5, 2013
r 61.265	ad No 5, 2013
	am No 274, 2013
r 61.270	ad No 5, 2013
Division 61.B.6	
r 61.275	ad No 5, 2013
	am No 125, 2014; F2020L01051
r 61.280	ad No 5, 2013
Division 61.B.7	
r 61.285.	ad No 5, 2013
	am No 274, 2013
Subpart 61.C	
r 61.290	ad No 5, 2013
	am No 125, 2014
r 61.295	ad No 5, 2013
r 61.300	ad No 5, 2013
	rs No 274, 2013

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Provision affected	How affected
r 61.305	ad No 5, 2013
r 61.310	ad No 5, 2013
r 61.315	ad No 5, 2013
r 61.320	ad No 5, 2013
r 61.325	ad No 5, 2013
Subpart 61.D	
r 61.330	ad No 5, 2013
	rep No 125, 2014
r 61.335	ad No 5, 2013
r 61.336	ad No 274, 2013
r 61.340	ad No 5, 2013
	am No 274, 2013
r 61.345	ad No 5, 2013
	am No 274, 2013
r 61.350	ad No 5, 2013
r 61.355	ad No 5, 2013
r 61.360	ad No 5, 2013
r 61.365	ad No 5, 2013
r 61.370	ad No 5, 2013
	rep No 274, 2013
Subpart 61.E	
Division 61.E.1	
r 61.375	ad No 5, 2013
	am No 274, 2013; F2020L01051
r 61.380	ad No 5, 2013
	am No 125, 2014
r 61.385	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 61.390	ad No 5, 2013
r 61.395	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 61.400	ad No 5, 2013
	am No 274, 2013
r 61.405	ad No 5, 2013
	am No 274, 2013
r 61.410	ad No 5, 2013
	am No 274, 2013
r 61.415	ad No 5, 2013
r 61.420	ad No 5, 2013
	am No 274, 2013

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Endnote 4—Amendment history

Provision affected	How affected
r 61.422	ad No 125, 2014
	am F2018L01131
r 61.425	ad No 5, 2013
r 61.427	ad No 5, 2013
Division 61.E.2	
r 61.430	ad No 5, 2013
	am No 274, 2013; F2021L00200
r 61.435	ad No 5, 2013
	am No 274, 2013; F2021L00200
Subpart 61.F	rep No 274, 2013
r 61.440	ad No 5, 2013
	rep No 274, 2013
r 61.445	ad No 5, 2013
	rep No 274, 2013
r 61.450	ad No 5, 2013
	rep No 274, 2013
r 61.455	ad No 5, 2013
	rep No 274, 2013
Subpart 61.G	
Division 61.G.1	
r 61.460	ad No 5, 2013
	am F2021L00200
r 61.465	ad No 5, 2013
r 61.470	ad No 5, 2013
	am No 274, 2013
r 61.475	ad No 5, 2013
	am No 125, 2014
r 61.480	ad No 5, 2013
	am F2021L00200
Division 61.G.2	
r 61.485	ad No 5, 2013
r 61.490	ad No 5, 2013
	am F2021L00200
r 61.495	ad No 5, 2013
	am No 274, 2013; F2016L01655; F2018L01131
r 61.500	ad No 5, 2013
	am No 274, 2013; F2018L01131; F2021L00200
Subpart 61.H	
Division 61.H.1	
r 61.505	ad No 5, 2013

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Provision affected	How affected
	am F2021L00200
r 61.510	ad No 5, 2013
	rs No 274, 2013
	am No 125, 2014
r 61.515	ad No 5, 2013
Division 61.H.2	
r 61.520	ad No 5, 2013
r 61.525	ad No 5, 2013
r 61.530	ad No 5, 2013
r 61.535	ad No 5, 2013
Division 61.H.3	
r 61.540	ad No 5, 2013
r 61.545	ad No 5, 2013
r 61.550	ad No 5, 2013
	am F2018L01131
r 61.555	ad No 5, 2013
r 61.560	ad No 5, 2013
r 61.565	ad No 5, 2013
Subpart 61.I	
Division 61.I.1	
r 61.570	ad No 5, 2013
	am No 274, 2013; No 125, 2014; F2021L00200
r 61.575	ad No 5, 2013
	am No 125, 2014
r 61.580	ad No 5, 2013
Division 61.I.2	
r 61.585	ad No 5, 2013
r 61.590	ad No 5, 2013
r 61.595	ad No 5, 2013
r 61.600	ad No 5, 2013
Division 61.I.3	
r 61.605	ad No 5, 2013
r 61.610	ad No 5, 2013
	am F2020L01051
r 61.615	ad No 5, 2013
	am F2018L01131
r 61.620	ad No 5, 2013
r 61.625	ad No 5, 2013
r 61.630	ad No 5, 2013

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Provision affected	How affected
Subpart 61.J	
r 61.635	ad No 5, 2013
	rs No 274, 2013
	am No 125, 2014; F2021L00200
r 61.640	ad No 5, 2013
	am No 274, 2013; No 125, 2014; F2020L01051
r 61.645	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 61.650	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 61.655	ad No 5, 2013
r 61.660	ad No 5, 2013
Subpart 61.K	
r 61.665	ad No 5, 2013
	am F2021L00200
r 61.670	ad No 5, 2013
r 61.675	ad No 5, 2013
r 61.680	ad No 5, 2013
	am No 274, 2013; No 125, 2014; F2020L01051
r 61.685	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 61.690	ad No 5, 2013
	rep No 274, 2013
r 61.695	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 61.700	ad No 5, 2013
r 61.705	ad No 5, 2013
r 61.710	ad No 5, 2013
r 61.715	ad No 5, 2013
Subpart 61.L	
Division 61.L.1	
r 61.720	ad No 5, 2013
	am No 125, 2014
Division 61.L.2	
r 61.725	ad No 5, 2013
r 61.730	ad No 5, 2013
	am No 274, 2013
Division 61.L.3	
r 61.735	ad No 5, 2013
r 61.740	ad No 5, 2013

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Provision affected	How affected
	rep No 125, 2014
r 61.745	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 61.747	ad No 274, 2013
	am F2020L01051
r 61.750	ad No 5, 2013
	am No 274, 2013; No 125, 2014
Division 61.L.4	
r 61.755	ad No 5, 2013
	am No 274, 2013; F2020L01051
r 61.760	ad No 5, 2013
	rs No 125, 2014
r 61.765	ad No 5, 2013
Division 61.L.5	
r 61.770	ad No 5, 2013
	am No 274, 2013
r 61.775	ad No 5, 2013
	am No 274, 2013
r 61.780	ad No 5, 2013
	am No 274, 2013
r 61.785	ad No 5, 2013
	am No 125, 2014
r 61.790	ad No 5, 2013
r 61.795	ad No 5, 2013
	rs No 274, 2013
	am No 125, 2014
r 61.800	ad No 5, 2013
	rs No 274, 2013
	am No 125, 2014
r 61.805	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 61.810	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 61.815	ad No 5, 2013
	am No 274, 2013
r 61.820	ad No 5, 2013
r 61.822	ad No 5, 2013
Division 61.L.6	
r 61.825	ad No 5, 2013
r 61.830	ad No 5, 2013

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Provision affected	How affected
r 61.835	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 61.840	ad No 5, 2013
	am No 274, 2013; No 125, 2014 (Sch 1 item 77 md)
r 61.845	ad No 5, 2013
	am No 125, 2014
r 61.850	ad No 5, 2013
Subpart 61.M	
Division 61.M.1	
r 61.855	ad No 5, 2013
r 61.860	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 61.865	ad No 5, 2013
	am No 274, 2013
r 61.870	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 61.875	ad No 5, 2013
r 61.880	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 61.885	ad No 5, 2013
	am No 274, 2013
r 61.887	ad No 5, 2013
Division 61.M.2	
r 61.890	ad No 5, 2013
	am No 274, 2013
r 61.895	ad No 5, 2013
r 61.900	ad No 5, 2013
	am No 274, 2013; No 125, 2014; F2020L01051
r 61.905	ad No 5, 2013
Subpart 61.N	
Division 61.N.1	
r 61.910	ad No 5, 2013
	rs No 125, 2014
r 61.915	ad No 5, 2013
r 61.920	ad No 5, 2013
	am No 274, 2013
r 61.925	ad No 5, 2013
	am No 274, 2013
r 61.930	ad No 5, 2013
	am No 125, 2014

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Provision affected	How affected
Division 61.N.2	
r 61.935	ad No 5, 2013
	am No 274, 2013
r 61.940	ad No 5, 2013
	am No 125, 2014
r 61.942	ad No 125, 2014
r 61.945	ad No 5, 2013
	am No 274, 2013
r 61.950	ad No 5, 2013
Subpart 61.O	
Division 61.O.1	
r 61.955	ad No 5, 2013
r 61.960	ad No 5, 2013
r 61.965	ad No 5, 2013
	am No 274, 2013
r 61.970	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 61.975	ad No 5, 2013
Division 61.O.2	
r 61.980	ad No 5, 2013
	am No 274, 2013
r 61.985	ad No 5, 2013
r 61.990	ad No 5, 2013
Subpart 61.P	
Division 61.P.1	
r 61.995	ad No 5, 2013
r 61.1000	ad No 5, 2013
	am F2020L01051
r 61.1005	ad No 5, 2013
r 61.1010	ad No 5, 2013
	am No 125, 2014; F2020L01051
r 61.1015	ad No 5, 2013
	am No 125, 2014
r 61.1020	ad No 5, 2013
Division 61.P.2	
r 61.1025	ad No 5, 2013
	am No 125, 2014; F2020L01051
r 61.1030	ad No 5, 2013
r 61.1035	ad No 5, 2013

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Provision affected	How affected
Subpart 61.Q	
Division 61.Q.1	
r 61.1040	ad No 5, 2013
r 61.1045	ad No 5, 2013
r 61.1050	ad No 5, 2013
r 61.1055	ad No 5, 2013
	am No 274, 2013
r 61.1060	ad No 5, 2013
	am No 125, 2014
r 61.1070	ad No 5, 2013
Division 61.Q.2	
r 61.1075	ad No 5, 2013
r 61.1080	ad No 5, 2013
r 61.1085	ad No 5, 2013
Subpart 61.R	
Division 61.R.1	
r 61.1090	ad No 5, 2013
r 61.1100	ad No 5, 2013
r 61.1105	ad No 5, 2013
r 61.1110	ad No 5, 2013
	am No 274, 2013
r 61.1115	ad No 5, 2013
Division 61.R.2	
r 61.1120	ad No 5, 2013
	am F2020L01051
r 61.1125	ad No 5, 2013
r 61.1130	ad No 5, 2013
	am F2020L01051
r 61.1135	ad No 5, 2013
	rs No 274, 2013
	am No 125, 2014
r 61.1140	ad No 5, 2013
Subpart 61.S	
r 61.1145	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 61.1150	ad No 5, 2013
r 61.1155	ad No 5, 2013
	am F2020L01051
r 61.1160	ad No 5, 2013

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Provision affected	How affected
Subpart 61.T	
Division 61.T.1	
r 61.1165	ad No 5, 2013
	am No 274, 2013; F2021L00200
r 61.1170	ad No 5, 2013
	am No 274, 2013
r 61.1172	ad No 274, 2013
	rep F2020L01051
r 61.1175	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 61.1180	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 61.1185	ad No 5, 2013
	am No 274, 2013
Division 61.T.2	
r 61.1190	ad No 5, 2013
	am No 274, 2013; No 125, 2014; F2021L00200
r 61.1195	ad No 5, 2013
r 61.1197	ad No 274, 2013
	rep F2020L01051
r 61.1200	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 61.1205	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 61.1210	ad No 5, 2013
Division 61.T.3	
r 61.1215	ad No 5, 2013
r 61.1220	ad No 5, 2013
r 61.1225	ad No 5, 2013
	rs No 274, 2013
r 61.1227	ad No 274, 2013
	am F2021L00200
r 61.1230	ad No 5, 2013
Division 61.T.4	
r 61.1235	ad No 5, 2013
	am No 274, 2013; No 125, 2014; F2020L01051
r 61.1240	ad No 5, 2013
	am No 125, 2014
r 61.1245	ad No 5, 2013
	am No 274, 2013; No 125, 2014

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Provision affected	How affected
r 61.1246	ad No 125, 2014
r 61.1247	ad No 125, 2014
r 61.1248	ad F2018L01131
r 61.1250	ad No 5, 2013
r 61.1252	ad No 274, 2013
	rep No 125, 2014
Subpart 61.U	
Division 61.U.1	
r 61.1255	ad No 5, 2013
	am No 125, 2014
r 61.1260	ad No 5, 2013
	rep No 274, 2013
r 61.1265	ad No 5, 2013
r 61.1270	ad No 5, 2013
	am No 274, 2013
r 61.1275	ad No 5, 2013
	am No 274, 2013
r 61.1280	ad No 5, 2013
r 61.1285	ad No 5, 2013
	am No 274, 2013
r 61.1290	ad No 5, 2013
Division 61.U.2	
r 61.1295	ad No 5, 2013
	am F2020L01051
r 61.1300	ad No 5, 2013
	am No 125, 2014
r 61.1305	ad No 5, 2013
	am No 274, 2013
Division 61.U.3	
r 61.1310	ad No 5, 2013
	am No 274, 2013
r 61.1315	ad No 5, 2013
r 61.1318	ad No 274, 2013
r 61.1320	ad No 5, 2013
Subpart 61.V	
r 61.1325	ad No 5, 2013
	am No 125, 2014
r 61.1330	ad No 5, 2013
r 61.1335	ad No 5, 2013
	am No 125, 2014

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Provision affected	How affected
r 61.1340	ad No 5, 2013
r 61.1345	ad No 5, 2013
r 61.1350	ad No 5, 2013
	am No 274, 2013
r 61.1352	ad No 125, 2014
	am F2018L01131
r 61.1355	ad No 5, 2013
	am F2021L00200
r 61.1360	ad No 5, 2013
	am No 125, 2014
Subpart 61.W	
r 61.1365	ad No 5, 2013
r 61.1370	ad No 5, 2013
	am No 274, 2013
r 61.1375	ad No 5, 2013
	rs No 274, 2013
	am No 125, 2014
r 61.1380	ad No 5, 2013
	am No 125, 2014
r 61.1385	ad No 5, 2013
	am No 274, 2013
r 61.1390	ad No 5, 2013
Subpart 61.X	
Division 61.X.1	
r 61.1395	ad No 5, 2013
	am No 274, 2013; F2021L00200
r 61.1400	ad No 5, 2013
r 61.1402	ad No 274, 2013
	rep F2020L01051
r 61.1405	ad No 5, 2013
r 61.1410	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 61.1415	ad No 5, 2013
Division 61.X.2	
r 61.1420	ad No 5, 2013
r 61.1425	ad No 5, 2013
r 61.1427	ad No 274, 2013
	am F2021L00200
Division 61.X.3	
r 61.1430	ad No 5, 2013

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Provision affected	How affected
r 61.1435	ad No 5, 2013
r 61.1440	ad No 5, 2013
Subpart 61.Y	
Division 61.Y.1	
r 61.1445	ad No 5, 2013
	am No 125, 2014
r 61.1450	ad No 5, 2013
	rep No 274, 2013
r 61.1455	ad No 5, 2013
r 61.1460	ad No 5, 2013
	am No 274, 2013
r 61.1465	ad No 5, 2013
	am No 274, 2013
r 61.1470	ad No 5, 2013
	am No 274, 2013
r 61.1475	ad No 5, 2013
Division 61.Y.2	
r 61.1480	ad No 5, 2013
	am No 274, 2013
r 61.1485	ad No 5, 2013
r 61.1490	ad No 5, 2013
	am No 274, 2013
Division 61.Y.3	
r 61.1495	ad No 5, 2013
r 61.1500	ad No 5, 2013
r 61.1505	ad No 5, 2013
Subpart 61.Z	
r 61.1510	ad No 5, 2013
	am F2021L00200
r 61.1515	ad No 5, 2013
	am F2021L00200
r 61.1520	ad No 5, 2013
	am F2021L00200
r 61.1525	ad No 5, 2013
	am F2021L00200
r 61.1530	ad No 5, 2013
	am F2021L00200
r 61.1535	ad No 5, 2013
	am No 274, 2013
r 61.1540	ad No 5, 2013

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Provision affected	How affected
	am F2021L00200
Part 63	ad No 204, 2000
	rep No 5, 2013
Part 64	
Part 64	ad No 204, 2000
	rs No 5, 2013
	am No 274, 2013
Subpart 64.A	
r 64.005	ad No 5, 2013
	am F2021L00200
r 64.010	ad No 5, 2013
	am No 274, 2013
r 64.012	ad No 5, 2013
Subpart 64.B	
r 64.015	ad No 5, 2013
r 64.020	ad No 5, 2013
r 64.025	ad No 5, 2013
r 64.030	ad No 5, 2013
r 64.035	ad No 5, 2013
	am No 125, 2014; F2021L00200
r 64.040	ad No 5, 2013
	am F2021L00200
Subpart 64.C	
r 64.045	ad No 5, 2013
	am F2020L00913; F2021L00200
r 64.050	ad No 5, 2013
r 64.055	ad No 5, 2013
r 64.060	ad No 5, 2013
Part 65	
Part 65	ad No 204, 2000
	rs No 167, 2002
	am No 345, 2004; No 80, 2013
Subpart 65.A	
Subpart A heading	rep No 345, 2004
Subpart 65.A heading	ad No 345, 2004
r 65.000	ad No 167, 2002
	am No 75, 2003
	rep No 345, 2004
r 65.005	ad No 167, 2002
	rs No 75, 2003

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Provision affected	How affected
r 65.010	ad No 167, 2002
	am No 75, 2003
r 65.015	ad No 167, 2002
r 65.020	ad No 167, 2002
r 65.025	ad No 167, 2002
r 65.030	ad No 167, 2002
r 65.033	ad No 75, 2003
	am No 345, 2004; No 323, 2005; No 80, 2013; F2016L00170
r 65.033A	ad No 75, 2003
	rep No 345, 2004
r 65.033B	ad No 75, 2003
	rep No 345, 2004
r 65.033C	ad No 75, 2003
	rep No 345, 2004
r 65.033D	ad No 75, 2003
	rep No 345, 2004
r 65.033E	ad No 75, 2003
	rep No 345, 2004
r 65.033F	ad No 75, 2003
	rep No 345, 2004
r 65.033G	ad No 75, 2003
	rep No 345, 2004
r 65.033H	ad No 75, 2003
	rep No 345, 2004
Subpart 65.B	
Subpart B heading	rep No 345, 2004
Subpart 65.B heading	ad No 345, 2004
r 65.035	ad No 167, 2002
	am No 80, 2013
r 65.040	ad No 167, 2002
r 65.045	ad No 167, 2002
	am No 75, 2003
r 65.050	ad No 167, 2002
	am No 80, 2013
r 65.055	ad No 167, 2002
r 65.060	ad No 167, 2002
r 65.065	ad No 167, 2002
	rs No 75, 2003
	am No 5, 2013; F2021L00200

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Provision affected	How affected
Subpart 65.C	
Subpart C heading	rep No 345, 2004
Subpart 65.C heading	ad No 345, 2004
	rs No 77, 2011
Division 65.C.1	
Division 1 heading	rep No 345, 2004
Division 65.C.1 heading	ad No 345, 2004
r 65.070	ad No 167, 2002
	am No 75, 2003
r 65.075	ad No 167, 2002
r 65.080	ad No 167, 2002
	am No 75, 2003; No 77, 2011
r 65.085	ad No 167, 2002
	am No 75, 2003; No 77, 2011
r 65.090	ad No 167, 2002
r 65.095	ad No 167, 2002
	am No 75, 2003
r 65.100	ad No 167, 2002
r 65.105	ad No 167, 2002
r 65.110	ad No 167, 2002
	rep No 77, 2011
r 65.115	ad No 167, 2002
	am No 80, 2013
r 65.120	ad No 167, 2002
Division 65.C.2	
Division 2 heading	rep No 345, 2004
Division 65.C.2 heading	ad No 345, 2004
	rs No 77, 2011
r 65.125	ad No 167, 2002
	am No 75, 2003
r 65.130	ad No 167, 2002
	am No 75, 2003; No 77, 2011
r 65.135	ad No 167, 2002
	am No 75, 2003
r 65.140	ad No 167, 2002
	am No 75, 2003; No 77, 2011
r 65.145	ad No 167, 2002
r 65.150	ad No 167, 2002
r 65.155	ad No 167, 2002
r 65.160	ad No 167, 2002

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Provision affected	How affected
	rep No 77, 2011
r 65.165	ad No 167, 2002
	am No 80, 2013
r 65.170	ad No 167, 2002
Subpart 65.E	
Subpart E heading	rep No 345, 2004
Subpart 65.E heading	ad No 345, 2004
Division 65.E.1	
Division 1 heading	rep No 345, 2004
Division 65.E.1 heading	ad No 345, 2004
	rs No 77, 2011
r 65.175	ad No 167, 2002
	am No 77, 2011
r 65.180	ad No 167, 2002
	am No 77, 2011
r 65.185	ad No 167, 2002
	rep No 77, 2011
r 65.190	ad No 167, 2002
	am No 75, 2003
	rep No 77, 2011
r 65.195	ad No 167, 2002
	rep No 77, 2011
r 65.200	ad No 167, 2002
	rep No 77, 2011
r 65.205	ad No 167, 2002
	rep No 77, 2011
r 65.210	ad No 167, 2002
	rep No 75, 2003
r 65.215	ad No 167, 2002
	am No 75, 2003
	rep No 77, 2011
r 65.220	ad No 167, 2002
	rep No 77, 2011
r 65.225	ad No 167, 2002
	am No 75, 2003
	rs No 77, 2011
r 65.230	ad No 167, 2002
	am No 75, 2003; No 77, 2011
r 65.235	ad No 167, 2002
	rep No 77, 2011

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Provision affected	How affected
r 65.240	ad No 167, 2002
	rep No 77, 2011
r 65.245	ad No 167, 2002
	rep No 77, 2011
Division 65.E.2	
Division 2 heading	rep No 345, 2004
Division 65.E.2 heading	ad No 345, 2004
r 65.250	ad No 167, 2002
Division 65.E.3	
Division 3 heading	rep No 345, 2004
Division 65.E.3 heading	ad No 345, 2004
r 65.255	ad No 167, 2002
r 65.260	ad No 167, 2002
	am No 75, 2003
r 65.265	ad No 167, 2002
	am No 75, 2003
r 65.270	ad No 167, 2002
	am No 75, 2003
r 65.275	ad No 167, 2002
	am No 75, 2003
r 65.280	ad No 167, 2002
r 65.285	ad No 80, 2013
Part 66	
Part 66	ad No 204, 2000
	rs No 328, 2010
	am No 80, 2013; No 275, 2013
Subpart 66.A	
r 66.005	ad No 328, 2010
	am No 80, 2013
r 66.010	ad No 328, 2010
	am No 80, 2013; No 274, 2013; No 275, 2013; No 246, 2015
r 66.015	ad No 328, 2010
	am No 80, 2013; No 246, 2015
Subpart 66.B	
r 66.018	ad No 246, 2015
r 66.020	ad No 328, 2010
	am No 80, 2013
r 66.025	ad No 328, 2010
r 66.026	ad No 80, 2013
	am No 246, 2015; F2016L01448

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Provision affected	How affected
r 66.030	ad No 328, 2010
r 66.035	ad No 328, 2010
r 66.040	ad No 328, 2010
r 66.045	ad No 328, 2010
r 66.050	ad No 328, 2010
r 66.055	ad No 328, 2010
r 66.060	ad No 328, 2010
r 66.065	ad No 328, 2010
r 66.070	ad No 328, 2010
r 66.071	ad No 80, 2013
r 66.072	ad No 80, 2013
Subpart 66.C	
r 66.075	ad No 328, 2010
	am No 80, 2013; No 275, 2013; No 246, 2015
r 66.080	ad No 328, 2010
	am No 80, 2013; No 275, 2013; No 246, 2015
r 66.085	ad No 328, 2010
	am No 275, 2013; No 246, 2015
r 66.090	ad No 328, 2010
	am No 275, 2013; No 246, 2015
r 66.095	ad No 328, 2010
	rs No 80, 2013
	am No 246, 2015; F2016L01448
r 66.100	ad No 328, 2010
	rs No 80, 2013
r 66.105	ad No 328, 2010
r 66.110	ad No 328, 2010
	rs No 80, 2013
Subpart 66.D	
r 66.115	ad No 328, 2010
r 66.115A	ad No 246, 2015
r 66.120	ad No 328, 2010
	am No 80, 2013
r 66.125	ad No 328, 2010
	rs No 275, 2013
r 66.130	ad No 328, 2010
	am No 80, 2013; No 246, 2015
r 66.135	ad No 328, 2010
	rs No 80, 2013
	am No 275, 2013; No 246, 2015

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Provision affected	How affected
r 66.136	ad No 80, 2013
	rep No 246, 2015
r 66.137	ad No 80, 2013
	rs No 246, 2015
r 66.138	ad No 80, 2013
	am No 246, 2015
r 66.139	ad No 80, 2013
	rep No 246, 2015
r 66.139A	ad No 80, 2013
	rs No 246, 2015
r 66.140	ad No 328, 2010
	am No 80, 2013
Subpart 66.E	rep No 246, 2015
r 66.145	ad No 328, 2010
	am No 80, 2013
	rep No 246, 2015
r 66.150	ad No 328, 2010
	rep No 246, 2015
r 66.155	ad No 328, 2010
	am No 80, 2013
	rep No 246, 2015
r 66.160	ad No 328, 2010
	rep No 246, 2015
r 66.165	ad No 328, 2010
	rs No 80, 2013
	rep No 246, 2015
r 66.166	ad No 80, 2013
	rep No 246, 2015
r 66.167	ad No 80, 2013
	rep No 246, 2015
r 66.168	ad No 80, 2013
	rep No 246, 2015
r 66.168A	ad No 80, 2013
	rep No 246, 2015
r 66.169	ad No 80, 2013
	rep No 246, 2015
r 66.170	ad No 328, 2010
	rep No 246, 2015
Subpart 66.F	
r 66.175	ad No 328, 2010

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Endnote 4—Amendment history

Provision affected	How affected
r 66.180	ad No 328, 2010
r 66.185	ad No 328, 2010
Part 67	
Part 67	ad No 204, 2000
	rs No 232, 2003
	am No 80, 2013; No 274, 2013
Subpart 67.A	
r 67.005	ad No 232, 2003
	am No 274, 2013
r 67.010	ad No 232, 2003
	am No 207, 2005; No 120, 2011
r 67.015	ad No 232, 2003
r 67.020	ad No 232, 2003
Subpart 67.B	
r 67.025	ad No 232, 2003
	am No 207, 2005; No 77, 2011; No 120, 2011
r 67.030	ad No 232, 2003
	am No 77, 2011; F2016L01448
r 67.035	ad No 232, 2003
	am No 77, 2011; F2016L01448
r 67.040	ad No 232, 2003
	am No 77, 2011; F2016L01448
r 67.045	ad No 232, 2003
	am No 77, 2011
r 67.050	ad No 232, 2003
	rep No 77, 2011
r 67.055	ad No 232, 2003
r 67.060	ad No 232, 2003
	am No 77, 2011
r 67.065	ad No 232, 2003
	am No 207, 2005; No 77, 2011; No 120, 2011
r 67.070	ad No 232, 2003
	rep No 77, 2011
r 67.075	ad No 232, 2003
	am No 207, 2005; No 120, 2011
r 67.080	ad No 232, 2003
	am No 77, 2011
r 67.085	ad No 232, 2003
	rep No 77, 2011
r 67.090	ad No 232, 2003

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Provision affected	How affected
r 67.095	ad No 232, 2003
	am No 77, 2011
r 67.100	ad No 232, 2003
r 67.105	ad No 232, 2003
r 67.110	ad No 232, 2003
r 67.115	ad No 232, 2003
	rep No 77, 2011
r 67.120	ad No 232, 2003
	am No 345, 2004
r 67.125	ad No 232, 2003
r 67.130	ad No 232, 2003
	am No 77, 2011
r 67.135	ad No 232, 2003
	rep No 77, 2011
r 67.140	ad No 232, 2003
r 67.141	ad No 232, 2003
	rep No 345, 2004
Subpart 67.C	
r 67.145	ad No 232, 2003
r 67.150	ad No 232, 2003
	am No 345, 2004; No 5, 2013
r 67.155	ad No 232, 2003
	am No 345, 2004; No 5, 2013
r 67.160	ad No 232, 2003
	am No 345, 2004; No 5, 2013
r 67.165	ad No 232, 2003
r 67.170	ad No 232, 2003
r 67.175	ad No 232, 2003
	am No 77, 2011
r 67.180	ad No 232, 2003
	am No 345, 2004; No 77, 2011; No 274, 2013; F2016L01448
r 67.185	ad No 232, 2003
	am No 77, 2011
r 67.190	ad No 232, 2003
r 67.195	ad No 232, 2003
	am No 77, 2011
r 67.200	ad No 232, 2003
	am No 77, 2011
r 67.205	ad No 232, 2003
r 67.210	ad No 232, 2003

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Endnote 4—Amendment history

Provision affected	How affected
r 67.215	ad No 232, 2003
r 67.220	ad No 232, 2003
r 67.225	ad No 232, 2003
	am F2016L01448
r 67.230	ad No 232, 2003
	am F2016L01448
r 67.235	ad No 232, 2003
	am F2021L00200
r 67.240	ad No 232, 2003
r 67.245	ad No 232, 2003
r 67.250	ad No 232, 2003
r 67.255	ad No 232, 2003
r 67.260	ad No 232, 2003
Subpart 67.D	
Subpart 67.D	ad No 274, 2013
r 67.262	ad No 274, 2013
r 67.263	ad No 274, 2013
Subpart 67.E	
Subpart 67.D heading	rep No 274, 2013
Subpart 67.E heading	ad No 274, 2013
r 67.265	ad No 232, 2003
	am No 5, 2013; No 274, 2013; F2016L01448; F2021L00200
r 67.270	ad No 232, 2003
	am No 5, 2013; No 274, 2013; F2021L00200
r 67.271	ad No 274, 2013
r 67.275	ad No 232, 2003
Part 71	
Part 71	ad No 204, 2000
Part 90	
Part 90	ad No 204, 2000
	rs No 277, 2010
	am No 80, 2013; No 275, 2013
Subpart 90.A	
r 90.005	ad No 277, 2010
r 90.007	ad F2017L01149
r 90.008	ad No 277, 2010
	am No 274, 2013; F2021L00200
r 90.010	ad No 277, 2010
r 90.015	ad No 277, 2010
r 90.020	ad No 277, 2010

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Provision affected	How affected
	am No 277, 2010; F2017L01149
Subpart 90.B	
r 90.100	ad No 277, 2010
r 90.105	ad No 277, 2010
	am F2017L01149
r 90.110	ad No 277, 2010
	am F2017L01149
r 90.115	ad No 277, 2010
r 90.120	ad No 277, 2010
	am F2017L01149
r 90.125	ad No 277, 2010
	am F2017L01149
r 90.130	ad No 277, 2010
	am F2017L01149
r 90.135	ad No 277, 2010
	am F2017L01149
r 90.140	ad No 277, 2010
	am F2017L01149
r 90.145	ad No 277, 2010
r 90.150	ad F2017L01149
Subpart 90.C	
Division 90.C.1	
r 90.200	ad No 277, 2010
Division 90.C.2	
r 90.205	ad No 277, 2010
	am F2017L01149
r 90.210	ad No 277, 2010
r 90.215	ad No 277, 2010
r 90.220	ad No 277, 2010
r 90.225	ad No 277, 2010
r 90.230	ad No 277, 2010
	am No 277, 2010
r 90.235	ad No 277, 2010
r 90.240	ad No 277, 2010
r 90.245	ad No 277, 2010
Division 90.C.3	
r 90.250	ad No 277, 2010
r 90.255	ad No 277, 2010
	am No 245, 2015; F2017L01149
r 90.260	ad No 277, 2010

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Endnote 4—Amendment history

Provision affected	How affected
r 90.265	ad No 277, 2010
	am F2021L00200
r 90.270	ad No 277, 2010
	am No 277, 2010; F2017L01149
r 90.275	ad No 277, 2010
	am F2021L00200
Division 90.C.4	
r 90.280	ad No 277, 2010
	am F2021L00200
r 90.285	ad No 277, 2010
	am No 277, 2010; F2021L00200
r 90.290	ad No 277, 2010
Subpart 90.D	
r 90.400	ad No 277, 2010
r 90.405	ad No 277, 2010
r 90.410	ad No 277, 2010
	am No 277, 2010; F2021L00200
r 90.415	ad No 277, 2010
Subpart 90.E	
Subpart 90.E heading	am F2021L00200
r 90.600	ad No 277, 2010
	am F2021L00200
r 90.605	ad No 277, 2010
Part 91	
Part 91	ad No 204, 2000
	rs No 323, 2005
	am No 80, 2013
	rs F2018L01783
Subpart 91.A	
r 91.005	ad No 323, 2005
	rs F2018L01783
r 91.010	ad F2018L01783
r 91.015	ad F2018L01783
r 91.020	ad F2018L01783
r 91.025	ad F2018L01783
r 91.030	ad F2018L01783
	am F2021L00200
r 91.035	ad F2018L01783
	am F2021L00200
r 91.040	ad F2018L01783

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Provision affected	How affected
r 91.045	ad F2018L01783
r 91.050	ad F2018L01783
Subpart 91.C	
Division 91.C.1	
r 91.055	ad F2018L01783
r 91.060	ad F2018L01783
r 91.085	ad F2018L01783
r 91.090	ad F2018L01783
Division 91.C.2	
r 91.095	ad F2018L01783
Division 91.C.3	
Division 91.C.3	am F2021L00200
r 91.100	ad F2018L01783
r 91.105	ad F2018L01783
r 91.110	ad F2018L01783
r 91.115	ad F2018L01783
r 91.120	ad F2018L01783
Division 91.C.6	
r 91.140	ad F2018L01783
r 91.145	ad F2018L01783
	am F2021L00200
r 91.150	ad F2018L01783
r 91.155	ad F2018L01783
Division 91.C.7	
r 91.160	ad F2018L01783
r 91.165	ad F2018L01783
Division 91.C.8	
r 91.170	ad F2018L01783
r 91.175	ad F2018L01783
Division 91.C.9	
r 91.180	ad F2018L01783
r 91.185	ad F2018L01783
r 91.190	ad F2018L01783
r 91.195	ad F2018L01783
r 91.200	ad F2018L01783
r 91.205	ad F2018L01783
r 91.210	ad F2018L01783
Subpart 91.D	
Division 91.D.1	
r 91.215	ad F2018L01783

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Endnote 4—Amendment history

Provision affected	How affected
r 91.220	ad F2018L01783
r 91.225	ad F2018L01783
Division 91.D.2	
r 91.230	ad F2018L01783
r 91.235	ad F2018L01783
Division 91.D.3	
r 91.240	ad F2018L01783
r 91.245	ad F2018L01783
Division 91.D.4	
Subdivision 91.D.4.1	
r 91.255	ad F2018L01783
r 91.257	ad F2018L01783
r 91.260	ad F2018L01783
r 91.263	ad F2018L01783
r 91.265	ad F2018L01783
r 91.267	ad F2018L01783
r 91.270	ad F2018L01783
Subdivision 91.D.4.2	
r 91.273	ad F2018L01783
r 91.275	ad F2018L01783
r 91.277	ad F2018L01783
r 91.280	ad F2018L01783
r 91.283	ad F2018L01783
r 91.285	ad F2018L01783
Subdivision 91.D.4.3	
r 91.287	ad F2018L01783
r 91.290	ad F2018L01783
r 91.295	ad F2018L01783
r 91.300	ad F2018L01783
r 91.305	ad F2018L01783
r 91.307	ad F2018L01783
r 91.310	ad F2018L01783
r 91.315	ad F2018L01783
r 91.320	ad F2018L01783
Subdivision 91.D.4.4	
r 91.325	ad F2018L01783
r 91.330	ad F2018L01783
r 91.335	ad F2018L01783
r 91.340	ad F2018L01783

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Provision affected	How affected
Subdivision 91.D.4.5	
r 91.345	ad F2018L01783
r 91.350	ad F2018L01783
r 91.355	ad F2018L01783
Subdivision 91.D.4.6	
r 91.360	ad F2018L01783
r 91.365	ad F2018L01783
r 91.370	ad F2018L01783
r 91.375	ad F2018L01783
r 91.380	ad F2018L01783
r 91.385	ad F2018L01783
r 91.390	ad F2018L01783
r 91.395	ad F2018L01783
r 91.400	ad F2018L01783
r 91.405	ad F2018L01783
Division 91.D.5	
r 91.410	ad F2018L01783
r 91.415	ad F2018L01783
r 91.420	ad F2018L01783
r 91.425	ad F2018L01783
r 91.430	ad F2018L01783
Division 91.D.6	
r 91.455	ad F2018L01783
r 91.460	ad F2018L01783
r 91.465	ad F2018L01783
r 91.470	ad F2018L01783
r 91.475	ad F2018L01783
r 91.480	ad F2018L01783
r 91.485	ad F2018L01783
r 91.490	ad F2018L01783
r 91.495	ad F2018L01783
r 91.500	ad F2018L01783
r 91.505	ad F2018L01783
r 91.510	ad F2018L01783
r 91.515	ad F2018L01783
Division 91.D.7	
r 91.520	ad F2018L01783
r 91.525	ad F2018L01783
r 91.530	ad F2018L01783
r 91.535	ad F2018L01783

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Endnote 4—Amendment history

Provision affected	How affected
r 91.540	ad F2018L01783
r 91.545	ad F2018L01783
r 91.550	ad F2018L01783
r 91.555	ad F2018L01783
r 91.560	ad F2018L01783
r 91.565	ad F2018L01783
r 91.570	ad F2018L01783
r 91.575	ad F2018L01783
r 91.580	ad F2018L01783
r 91.585	ad F2018L01783
r 91.590	ad F2018L01783
r 91.595	ad F2018L01783
r 91.600	ad F2018L01783
r 91.605	ad F2018L01783
r 91.610	ad F2018L01783
r 91.615	ad F2018L01783
r 91.620	ad F2018L01783
Division 91.D.8	
r 91.625	ad F2018L01783
r 91.630	ad F2018L01783
r 91.635	ad F2018L01783
r 91.640	ad F2018L01783
r 91.645	ad F2018L01783
r 91.650	ad F2018L01783
r 91.655	ad F2018L01783
r 91.660	ad F2018L01783
Division 91.D.10	
r 91.670	ad F2018L01783
r 91.675	ad F2018L01783
r 91.680	ad F2018L01783
r 91.685	ad F2018L01783
r 91.690	ad F2018L01783
r 91.695	ad F2018L01783
r 91.700	ad F2018L01783
r 91.705	ad F2018L01783
r 91.710	ad F2018L01783
Division 91.D.11	
Subdivision 91.D.11.1	
r 91.715	ad F2018L01783
r 91.720	ad F2018L01783

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Provision affected	How affected
r 91.725	ad F2018L01783
Subdivision 91.D.11.2	
r 91.730	ad F2018L01783
r 91.735	ad F2018L01783
r 91.740	ad F2018L01783
r 91.745	ad F2018L01783
	am F2021L00200
r 91.750	ad F2018L01783
Subdivision 91.D.11.3	
r 91.755	ad F2018L01783
r 91.760	ad F2018L01783
r 91.765	ad F2018L01783
r 91.770	ad F2018L01783
r 91.775	ad F2018L01783
Division 91.D.12	
r 91.780	ad F2018L01783
r 91.785	ad F2018L01783
r 91.790	ad F2018L01783
Subpart 91.F	
r 91.795	ad F2018L01783
r 91.800	ad F2018L01783
Subpart 91.J	
r 91.805	ad F2018L01783
Subpart 91.K	
r 91.810	ad F2018L01783
Subpart 91.P	
r 91.820	ad F2018L01783
r 91.825	ad F2018L01783
r 91.830	ad No 323, 2005
	rs F2018L01783
Subpart 91.T	
Division 91.T.1	
r 91.835	ad F2018L01783
Division 91.T.2	
r 91.840	ad F2018L01783
r 91.845	ad F2018L01783
Division 91.T.3	
r 91.850	ad No 323, 2005
	rs F2018L01783
	am F2021L00200

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Provision affected	How affected
r 91.855	ad F2018L01783
r 91.860	ad F2018L01783
r 91.865	ad No 323, 2005
	rs F2018L01783
	am F2021L00200
r 91.870	ad No 323, 2005
	rs F2018L01783
	am F2021L00200
Division 91.T.4	
r 91.875	ad No 323, 2005
	rs F2018L01783
r 91.880	ad No 323, 2005
	rs F2018L01783
r 91.885	ad No 323, 2005
	rs F2018L01783
Division 91.T.5	
r 91.890	ad No 323, 2005
	rs F2018L01783
Division 91.T.6	
r 91.895	ad F2018L01783
r 91.900	ad F2018L01783
	am F2021L00200
Division 91.T.7	
r 91.905	ad F2018L01783
Division 91.T.8	
r 91.910	ad F2018L01783
r 91.915	ad F2018L01783
r 91.920	ad F2018L01783
Subpart 91.Y	
Division 91.Y.1	
r 91.925	ad F2018L01783
r 91.930	ad F2018L01783
Division 91.Y.2	
r 91.935	ad F2018L01783
Division 91.Y.3	
r 91.940	ad F2018L01783
Division 91.Y.4	
r 91.945	ad F2018L01783
r 91.950	ad F2018L01783
r 91.955	ad F2018L01783

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Provision affected	How affected
Division 91.Y.5	
r 91.960	ad F2018L01783
Subpart 91.Z	
r 91.965	ad F2018L01783
r 91.970	ad F2018L01783
r 91.975	ad F2018L01783
r 91.980	ad F2018L01783
r 91.985	ad F2018L01783
r 91.990	ad F2018L01783
r 91.995	ad F2018L01783
Subpart 91.U	
Division 91.U.1	
r 91.5000	ad No 323, 2005
	rep F2018L01783
r 91.5005	ad No 323, 2005
	rep F2018L01783
r 91.5010	ad No 323, 2005
	am F2016L00170
	rep F2018L01783
r 91.5015	ad No 323, 2005
	rep F2018L01783
r 91.5020	ad No 323, 2005
	rep F2018L01783
r 91.5025	ad No 323, 2005
	rep F2018L01783
r 91.5030	ad No 323, 2005
	rep F2018L01783
Division 91.U.4	
r 91.5150	ad No 323, 2005
	rep F2018L01783
r 91.5155	ad No 323, 2005
	rep F2018L01783
r 91.5160	ad No 323, 2005
	rep F2018L01783
r 91.5165	ad No 323, 2005
	rep F2018L01783
r 91.5170	ad No 323, 2005
	rep F2018L01783
Part 92	
Part 92	ad No 365, 2003

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Provision affected	How affected
	am No 80, 2013; No 275, 2013
Subpart 92.A	
r 92.005	ad No 365, 2003
r 92.010	ad No 365, 2003
r 92.015	ad No 365, 2003
Subpart 92.B	
r 92.020	ad No 365, 2003
r 92.025	ad No 365, 2003
r 92.030	ad No 365, 2003
r 92.035	ad No 365, 2003
r 92.040	ad No 365, 2003
r 92.045	ad No 365, 2003
r 92.050	ad No 365, 2003
r 92.055	ad No 365, 2003
r 92.060	ad No 365, 2003
	rep No 77, 2011
r 92.065	ad No 365, 2003
r 92.070	ad No 365, 2003
	am No 77, 2011; No 80, 2013
r 92.075	ad No 365, 2003
r 92.080	ad No 365, 2003
	rep No 77, 2011
Subpart 92.C	
r 92.085	ad No 365, 2003
	am No 365, 2003
r 92.090	ad No 365, 2003
r 92.095	ad No 365, 2003
	am No 77, 2011; No 80, 2013
r 92.100	ad No 365, 2003
	am No 77, 2011; No 80, 2013
r 92.105	ad No 365, 2003
	am No 77, 2011; No 164, 2011; No 80, 2013
r 92.110	ad No 365, 2003
r 92.115	ad No 365, 2003
	am No 365, 2003; No 77, 2011; No 80, 2013
r 92.120	ad No 365, 2003
	am No 77, 2011; No 80, 2013
r 92.125	ad No 365, 2003
	am No 77, 2011; No 80, 2013
r 92.130	ad No 365, 2003

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Provision affected	How affected
	am No 77, 2011; No 80, 2013
r 92.135	ad No 365, 2003
r 92.140	ad No 365, 2003
	am No 77, 2011; No 80, 2013
r 92.145	ad No 365, 2003
	am No 365, 2003; No 77, 2011; No 80, 2013
r 92.150	ad No 365, 2003
	am No 365, 2003; No 345, 2004
	exp 31 Dec 2006 (r 92.150(8))
	rep No 275, 2013
r 92.155	ad No 365, 2003
	am No 365, 2003
	rep No 77, 2011
Subpart 92.D	
r 92.160	ad No 365, 2003
	am No 90, 2015; F2016L00717
r 92.165	ad No 365, 2003
	am F2021L00200
r 92.170	ad No 365, 2003
	am No 345, 2004
r 92.175	ad No 365, 2003
r 92.180	ad No 365, 2003
r 92.185	ad No 365, 2003
r 92.190	ad No 365, 2003
r 92.195	ad No 365, 2003
	am No 222, 2004
	rs No 274, 2008
	am F2021L00200
Subpart 92.E	
Subpart 92.E	ad No 365, 2003
r 92.200	ad No 365, 2003
r 92.205	ad No 365, 2003
Part 99	
Part 99	ad No 192, 2008
	am No 80, 2013
r 99.005	ad No 192, 2008
Subpart 99.A	
r 99.010	ad No 192, 2008
	am No 275, 2008; No 274, 2013; F2016L01448; F2020L00913
r 99.015	ad No 192, 2008

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Endnote 4—Amendment history

Provision affected	How affected
	am No 164, 2011; F2019L01621; F2021L00200
r 99.020	ad No 192, 2008
Subpart 99.B	
Division 99.B.1	
r 99.025	ad No 192, 2008
Division 99.B.2	
r 99.030	ad No 192, 2008
	am No 164, 2011; No 274, 2013; F2020L00913
r 99.035	ad No 192, 2008
r 99.040	ad No 192, 2008
Division 99.B.3	
Subdivision 99.B.3.1	
r 99.045	ad No 192, 2008
Subdivision 99.B.3.2	
r 99.050	ad No 192, 2008
r 99.055	ad No 192, 2008
r 99.060	ad No 192, 2008
Subdivision 99.B.3.3	
r 99.065	ad No 192, 2008
r 99.070	ad No 192, 2008
r 99.075	ad No 192, 2008
Subdivision 99.B.3.4	
r 99.080	ad No 192, 2008
Division 99.B.4	
r 99.085	ad No 192, 2008
r 99.090	ad No 192, 2008
r 99.095	ad No 192, 2008
Division 99.B.5	
r 99.100	ad No 192, 2008
r 99.105	ad No 192, 2008
Subpart 99.C	
Division 99.C.1	
r 99.110	ad No 192, 2008
Subdivision 99.C.1.1	
r 99.115	ad No 192, 2008
r 99.120	ad No 192, 2008
Subdivision 99.C.1.2	
r 99.125	ad No 192, 2008
Subdivision 99.C.1.3	
r 99.130	ad No 192, 2008

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Provision affected	How affected
Division 99.C.2	
Subdivision 99.C.2.1	
r 99.135	ad No 192, 2008
r 99.140	ad No 192, 2008
r 99.145	ad No 192, 2008
r 99.150	ad No 192, 2008
Subdivision 99.C.2.2	
r 99.155	ad No 192, 2008
r 99.160	ad No 192, 2008
r 99.165	ad No 192, 2008
	rs No 80, 2013
r 99.170	ad No 192, 2008
	am No 80, 2013
r 99.175	ad No 192, 2008
	am No 80, 2013
r 99.180	ad No 192, 2008
r 99.185	ad No 192, 2008
Subdivision 99.C.2.3	
r 99.190	ad No 192, 2008
r 99.195	ad No 192, 2008
Subdivision 99.C.2.4	
r 99.200	ad No 192, 2008
r 99.205	ad No 192, 2008
r 99.210	ad No 192, 2008
r 99.215	ad No 192, 2008
	am No 80, 2013
r 99.220	ad No 192, 2008
r 99.225	ad No 192, 2008
r 99.230	ad No 192, 2008
Subdivision 99.C.2.5	
r 99.235	ad No 192, 2008
Division 99.C.3	
r 99.240	ad No 192, 2008
r 99.245	ad No 192, 2008
r 99.250	ad No 192, 2008
r 99.255	ad No 192, 2008
	am No 80, 2013
r 99.260	ad No 192, 2008
	am No 80, 2013
r 99.265	ad No 192, 2008

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Endnote 4—Amendment history

Provision affected	How affected
	rs No 80, 2013
r 99.270	ad No 192, 2008
	rep No 80, 2013
Subpart 99.D	
Division 99.D.1	
r 99.275	ad No 192, 2008
Division 99.D.2	
r 99.280	ad No 192, 2008
r 99.285	ad No 192, 2008
r 99.290	ad No 192, 2008
r 99.295	ad No 192, 2008
r 99.300	ad No 192, 2008
r 99.305	ad No 192, 2008
r 99.310	ad No 192, 2008
Division 99.D.3	
r 99.315	ad No 192, 2008
Subpart 99.E	
Division 99.E.1	
r 99.320	ad No 192, 2008
Division 99.E.2	
Subdivision 99.E.2.1	
r 99.325	ad No 192, 2008
r 99.330	ad No 192, 2008
r 99.335	ad No 192, 2008
r 99.340	ad No 192, 2008
r 99.345	ad No 192, 2008
r 99.350	ad No 192, 2008
Subdivision 99.E.2.2	
r 99.355	ad No 192, 2008
r 99.360	ad No 192, 2008
r 99.365	ad No 192, 2008
r 99.370	ad No 192, 2008
r 99.375	ad No 192, 2008
Subdivision 99.E.2.3	
r 99.380	ad No 192, 2008
r 99.385	ad No 192, 2008
	am No 80, 2013
Division 99.E.3	
r 99.390	ad No 192, 2008

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Provision affected	How affected
Subpart 99.F	
Division 99.F.1	
r 99.395	ad No 192, 2008
Division 99.F.2	
r 99.400	ad No 192, 2008
	am No 120, 2010
r 99.405	ad No 192, 2008
	am No 120, 2010
Subpart 99.G	
Division 99.G.1	
r 99.410	ad No 192, 2008
r 99.415	ad No 192, 2008
	am No 120, 2010
r 99.420	ad No 192, 2008
r 99.425	ad No 192, 2008
r 99.430	ad No 192, 2008
r 99.435	ad No 192, 2008
Subpart 99.H	
Division 99.H.1	
r 99.440	ad No 192, 2008
Division 99.H.2	
r 99.445	ad No 192, 2008
	am No 77, 2011
r 99.450	ad No 192, 2008
	am No 275, 2008
Division 99.H.3	
r 99.455	ad No 192, 2008
r 99.460	ad No 192, 2008
Division 99.H.4	
r 99.465	ad No 192, 2008
Division 99.H.5	
r 99.470	ad No 192, 2008
r 99.475	ad No 192, 2008
r 99.480	ad No 192, 2008
r 99.485	ad No 192, 2008
r 99.490	ad No 192, 2008
Division 99.H.6	
r 99.495	ad No 192, 2008
Part 101	
Part 101	ad No 204, 2000

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Endnote 4—Amendment history

Provision affected	How affected
	rs No 349, 2001
	am No 345, 2004; No 80, 2013; No 274, 2013
Subpart 101.A	
Subpart A heading	rep No 345, 2004
Subpart 101.A heading	ad No 345, 2004
r 101.000	ad No 349, 2001
	rep No 345, 2004
r 101.005	ad No 349, 2001
	am No 274, 2013
r 101.010	ad No 349, 2001
r 101.015	ad No 349, 2001
	am No 345, 2004; F2016L00400
	rep F2019L01027
r 101.020	ad No 349, 2001
	rs No 266, 2002
	am F2016L00400; F2016L01448; F2021L00200
r 101.021	ad F2019L01027
r 101.022	ad F2019L01027
r 101.023	ad F2019L01027
r 101.024	ad F2022L00157
r 101.025	ad No 349, 2001
	am F2020L01601
r 101.028	ad F2016L00400
r 101.029	ad F2016L00400
r 101.030	ad No 349, 2001
	am F2016L00400; F2019L01027
r 101.035	ad No 349, 2001
r 101.040	ad No 349, 2001
	am No 349, 2002
	rep No 77, 2011
r 101.045	ad No 349, 2001
	rep No 77, 2011
Subpart 101.AB	
Subpart 101.AB heading	am F2019L01027
Subpart 101.AB	ad F2016L00400
r 101.046	ad F2019L01027
r 101.047	ad F2016L00400
	am F2019L01027
r 101.048	ad F2016L00400
	rs F2019L01027

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Provision affected	How affected
Subpart 101.B	
Subpart B heading	rep No 345, 2004
Subpart 101.B heading	ad No 345, 2004
r 101.050	ad No 349, 2001
r 101.055	ad No 349, 2001
	am No 349, 2002; No 274, 2013; F2020L01601
Subpart 101.C	
Subpart C heading	rep No 345, 2004
Subpart 101.C heading	ad No 345, 2004
r 101.060	ad No 349, 2001
r 101.065	ad No 349, 2001
	am No 349, 2002; No 172, 2007; F2016L00400
r 101.066	ad F2019L01027
r 101.070	ad No 349, 2001
	am No 349, 2002; No 274, 2013; F2016L00400
r 101.072	ad F2016L00400
r 101.073	ad F2016L00400
r 101.075	ad No 349, 2001
	am No 349, 2002; No 274, 2013
r 101.080	ad No 349, 2001
	am No 349, 2002; F2016L00400; F2016L01448
r 101.085	ad No 349, 2001
	am No 349, 2002; No 274, 2013; F2016L00400
r 101.090	ad No 349, 2001
	am No 349, 2002
r 101.095	ad No 349, 2001
	am No 349, 2002; F2016L00400
r 101.097	ad F2016L00400
r 101.098	ad F2019L01027
r 101.099	ad F2019L01027
r 101.099AA	ad F2021L01027
r 101.099A	ad F2019L01027
r 101.099B	ad F2022L00157
Subpart 101.D	
Subpart D heading	rep No 345, 2004
Subpart 101.D heading	ad No 345, 2004
r 101.100	ad No 349, 2001
r 101.105	ad No 349, 2001
	am No 274, 2013; F2021L00200
r 101.110	ad No 349, 2001

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Endnote 4—Amendment history

Provision affected	How affected
	am No 349, 2002; F2016L00400
r 101.115	ad No 349, 2001
	am No 349, 2002; No 274, 2013
r 101.120	ad No 349, 2001
	am No 349, 2002
r 101.125	ad No 349, 2001
	am No 349, 2002
r 101.130	ad No 349, 2001
	am No 349, 2002
r 101.135	ad No 349, 2001
	am No 349, 2002
Subpart 101.E	
Subpart E heading	rep No 345, 2004
Subpart 101.E heading	ad No 345, 2004
r 101.140	ad No 349, 2001
r 101.145	ad No 349, 2001
	rs F2016L01448
r 101.150	ad No 349, 2001
	am F2019L01027
r 101.155	ad No 349, 2001
	am No 349, 2002; No 77, 2011; No 265, 2011; F2016L00400; F2016L01448
r 101.160	ad No 349, 2001
	am No 349, 2002; F2016L00400; F2016L01448
r 101.165	ad No 349, 2001
	am No 349, 2002; F2016L00400; F2016L01448
r 101.170	ad No 349, 2001
	am No 349, 2002; No 274, 2013; F2016L01448
r 101.175	ad No 349, 2001
	am No 349, 2002; F2016L01448
r 101.180	ad No 349, 2001
	am No 349, 2002; F2016L01448
r 101.185	ad No 349, 2001
	am No 349, 2002
r 101.190	ad No 349, 2001
	am No 349, 2002; F2016L01448
r 101.195	ad No 349, 2001
	am No 349, 2002; F2016L01448
r 101.200	ad No 349, 2001
	am No 349, 2002; F2016L01448
r 101.205	ad No 349, 2001

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Provision affected	How affected
	am No 349, 2002; F2016L01448
r 101.210	ad No 349, 2001
	am No 349, 2002; F2016L01448
r 101.215	ad No 349, 2001
	am No 349, 2002; F2016L01448
r 101.220	ad No 349, 2001
	am No 349, 2002; F2016L01448
r 101.225	ad No 349, 2001
	am No 349, 2002; F2016L01448
r 101.230	ad No 349, 2001
	am No 349, 2002
Subpart 101.F	
Subpart F heading	rep No 345, 2004
Subpart 101.F heading	ad No 345, 2004
	rs F2016L00400
Division 101.F.1	
Division 1 heading	rep No 345, 2004
Division 101.F.1 heading	ad No 345, 2004
r 101.235	ad No 349, 2001
	rs F2016L00400
	ed C73
	am F2019L01027
r 101.236	ad F2016L00400
r 101.237	ad F2016L00400
	am F2019L01027
r 101.238	ad F2016L00400
	am F2019L01027
r 101.240	ad No 349, 2001
	rep F2016L00400
Division 101.F.2	
Division 2 heading	rep No 345, 2004
Division 101.F.2 heading	ad No 345, 2004
	rs F2016L00400
r 101.245	ad No 349, 2001
	am No 349, 2002; F2016L00400
r 101.247	ad F2016L00400
	rep F2019L01027
r 101.250	ad No 349, 2001
	am No 349, 2002; No 274, 2013; F2016L00400
r 101.252	ad F2016L00400

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Provision affected	How affected
	am F2019L01027
r 101.255	ad No 349, 2001
	am No 349, 2002; No 350, 2002; F2016L00400; F2019L01027
r 101.260	ad No 349, 2001
	am F2016L00400; F2016L01448
r 101.265	ad No 349, 2001
	am F2016L00400
r 101.270	ad No 349, 2001
	am No 349, 2002
	rs F2016L00400
	ed C73
r 101.272	ad F2016L00400
r 101.275	ad No 349, 2001
	am No 349, 2002; No 77, 2011; F2016L00400
r 101.280	ad No 349, 2001
	am No 349, 2002; F2016L00400; F2019L01027
r 101.285	ad No 349, 2001
	am No 349, 2002; No 5, 2013; F2016L00400; F2021L00200
Division 101.F.3	
Division 3 heading	rep No 345, 2004
Division 101.F.3 heading	ad No 345, 2004
	rs No 77, 2011; F2016L00400
Division 101.F.3	am F2016L00400
r 101.290	ad No 349, 2001
	am No 77, 2011; No 274, 2013; F2016L00400; F2021L00200
r 101.295	ad No 349, 2001
	am No 77, 2011; No 5, 2013; No 274, 2013; F2016L00400; F2021L00200
r 101.300	ad No 349, 2001
	am No 77, 2011; No 5, 2013; F2016L00400; F2021L00200
r 101.305	ad No 349, 2001
	am No 350, 2002
	rep No 77, 2011
r 101.310	ad No 349, 2001
	rep No 77, 2011
r 101.315	ad No 349, 2001
	am No 350, 2002; F2016L00400; F2019L01027
r 101.320	ad No 349, 2001
	am No 350, 2002; F2016L00400; F2019L01027
r 101.325	ad No 349, 2001
	rep No 77, 2011

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Provision affected	How affected
Division 101.F.4	
Division 4 heading	rep No 345, 2004
Division 101.F.4 heading	ad No 345, 2004
	rs No 77, 2011; F2016L00400
Division 101.F.4	am F2016L00400
r 101.330	ad No 349, 2001
	am No 77, 2011; F2016L00400
r 101.335	ad No 349, 2001
	am No 77, 2011; No 5, 2013; F2016L00400
r 101.340	ad No 349, 2001
	am No 77, 2011; F2016L00400; F2019L01027
r 101.342	ad F2016L00400
r 101.345	ad No 349, 2001
	am No 350, 2002
	rep No 77, 2011
r 101.350	ad No 349, 2001
	rep No 77, 2011
r 101.355	ad No 349, 2001
	rep No 80, 2013
r 101.360	ad No 349, 2001
	am No 350, 2002; F2016L00400; F2019L01027
r 101.365	ad No 349, 2001
	am No 350, 2002; F2016L00400; F2019L01027
r 101.370	ad No 349, 2001
	rep No 77, 2011
	ad F2016L00400
Division 101.F.5	
Division 101.F.5 heading	am F2019L01027
Division 101.F.5	ad F2016L00400
r 101.371	ad F2016L00400
	rs F2019L01027
r 101.372	ad F2016L00400
	rs F2019L01027
r 101.373	ad F2016L00400
r 101.374	ad F2016L00400
Subpart 101.FA	
Subpart 101.FA	ad F2019L01027
Division 101.FA.1	
r 101.374A	ad F2019L01027

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Endnote 4—Amendment history

Provision affected	How affected
Division 101.FA.2	
r 101.374B	ad F2019L01027
r 101.374C	ad F2019L01027
Division 101.FA.3	
r 101.374D	ad F2019L01027
r 101.374E	ad F2019L01027
	am F2022L00157
r 101.374F	ad F2019L01027
r 101.374G	ad F2019L01027
r 101.374H	ad F2019L01027
r 101.374J	ad F2019L01027
Subpart 101.G	
Subpart G heading	rep No 345, 2004
Subpart 101.G heading	ad No 345, 2004
r 101.375	ad No 349, 2001
	am F2019L01027
r 101.380	ad No 349, 2001
	am F2019L01027; F2022L00157
r 101.385	ad No 349, 2001
	am No 349, 2002
r 101.390	ad No 349, 2001
	am No 349, 2002
r 101.395	ad No 349, 2001
	am No 349, 2002
r 101.400	ad No 349, 2001
	am No 349, 2002; No 274, 2013
r 101.405	ad No 349, 2001
	am No 349, 2002; F2022L00157
r 101.410	ad No 349, 2001
	am No 349, 2002; F2016L00400
Subpart 101.H	
Subpart H heading	rep No 345, 2004
Subpart 101.H heading	ad No 345, 2004
r 101.415	ad No 349, 2001
	am No 274, 2013
r 101.420	ad No 349, 2001
r 101.425	ad No 349, 2001
	am F2019L01027; F2020L01601
r 101.430	ad No 349, 2001
	am No 349, 2002; No 172, 2007; F2016L00400

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Provision affected	How affected
r 101.435	ad No 349, 2001
	am No 349, 2002; No 274, 2013
r 101.440	ad No 349, 2001
	am No 349, 2002; No 274, 2013
r 101.445	ad No 349, 2001
	am No 349, 2002; F2016L00400
r 101.450	ad No 349, 2001
	am No 349, 2002; F2020L01601
r 101.455	ad No 349, 2001
	am No 349, 2002; No 274, 2013; F2020L01601
r 101.460	ad No 349, 2001
	am No 349, 2002
r 101.465	ad No 349, 2001
	am No 349, 2002
r 101.470	ad No 349, 2001
	am No 349, 2002
Subpart 101.I	
Subpart I heading	rep No 345, 2004
Subpart 101.I heading	ad No 345, 2004
r 101.475	ad No 349, 2001
r 101.480	ad No 349, 2001
r 101.485	ad No 349, 2001
r 101.490	ad No 349, 2001
	am No 349, 2002; No 274, 2013
r 101.495	ad No 349, 2001
	am No 349, 2002
r 101.500	ad No 349, 2001
	am No 349, 2002; No 274, 2013; F2016L00400
Part 103	
Part 103	ad No 204, 2000
	rs F2019L01621
Subpart 103.A	
r 103.005	ad F2019L01621
	am F2021L00200
r 103.010	ad F2019L01621
r 103.015	ad F2019L01621
r 103.020	ad F2019L01621
Subpart 103.B	
r 103.025	ad F2019L01621
	am F2021L00200

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Provision affected	How affected
r 103.030	ad F2019L01621
r 103.035	ad F2019L01621
Subpart 103.C	
r 103.040	ad F2019L01621
Subpart 103.D	
r 103.045	ad F2019L01621
r 103.050	ad F2019L01621
r 103.055	ad F2019L01621
r 103.060	ad F2019L01621
r 103.065	ad F2019L01621
r 103.070	ad F2019L01621
r 103.075	ad F2019L01621
r 103.080	ad F2019L01621
r 103.085	ad F2019L01621
Subpart 103.K	
r 103.090	ad F2019L01621
Subpart 103.M	
r 103.100	ad F2019L01621
	rs F2021L00200
r 103.105	ad F2019L01621
r 103.110	ad F2019L01621
r 103.115	ad F2019L01621
r 103.120	ad F2019L01621
r 103.125	ad F2019L01621
Subpart 103.Z	
r 103.130	ad F2019L01621
Part 105	
Part 105	ad No 204, 2000
	rs F2019L01621
Subpart 105.A	
r 105.005	ad F2019L01621
r 105.010	ad F2019L01621
r 105.015	ad F2019L01621
Subpart 105.C	
Division 105.C.1	
r 105.020	ad F2019L01621
r 105.025	ad F2019L01621
Division 105.C.4	
r 105.045	ad F2019L01621
r 105.050	ad F2019L01621

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Provision affected	How affected
Division 105.C.5	
r 105.055	ad F2019L01621
r 105.060	ad F2019L01621
Division 105.C.6	
r 105.065	ad F2019L01621
r 105.070	ad F2019L01621
r 105.075	ad F2019L01621
r 105.080	ad F2019L01621
r 105.085	ad F2019L01621
	am F2021L00200
r 105.090	ad F2019L01621
r 105.095	ad F2019L01621
Subpart 105.D	
r 105.100	ad F2019L01621
r 105.105	ad F2019L01621
r 105.110	ad F2019L01621
r 105.115	ad F2019L01621
Subpart 105.G	
r 105.120	ad F2019L01621
Subpart 105.J	
r 105.125	ad F2019L01621
Subpart 105.K	
r 105.130	ad F2019L01621
Subpart 105.N	
r 105.135	ad F2019L01621
r 105.140	ad F2019L01621
r 105.145	ad F2019L01621
r 105.150	ad F2019L01621
r 105.155	ad F2019L01621
Part 115	
Part 115	ad No 204, 2000
Part 117	
Part 117	ad No 222, 2013
r 117.005	ad No 222, 2013
	am F2021L00200
r 117.010	ad No 222, 2013
r 117.015	ad No 222, 2013
	am F2016L00400; F2021L00200
r 117.020	ad F2021L00200
r 117.025	ad F2021L00200

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Endnote 4—Amendment history

Provision affected	How affected
r 117.030	ad F2021L00200
Part 119	
Part 119	ad No 204, 2000
	rs F2018L01787
Subpart 119.A	
r 119.005	ad F2018L01787
r 119.010	ad F2018L01787
	am F2022L01612
r 119.015	ad F2018L01787
r 119.020	ad F2018L01787
r 119.025	ad F2018L01787
r 119.030	ad F2018L01787
r 119.035	ad F2018L01787
r 199.036	ad F2018L01787
r 119.040	ad F2018L01787
r 119.045	ad F2018L01787
r 119.050	ad F2018L01787
r 119.055	ad F2018L01787
r 119.060	ad F2018L01787
Subpart 119.B	
r 119.065	ad F2018L01787
r 119.070	ad F2018L01787
	am F2021L00200
r 119.075	ad F2018L01787
r 119.080	ad F2018L01787
	am F2021L00200
Subpart 119.C	
r 119.085	ad F2018L01787
r 119.090	ad F2018L01787
r 119.095	ad F2018L01787
r 119.100	ad F2018L01787
r 119.105	ad F2018L01787
Subpart 119.D	
r 119.110	ad F2018L01787
r 119.115	ad F2018L01787
r 119.120	ad F2018L01787
r 119.125	ad F2018L01787
r 119.130	ad F2018L01787
r 119.135	ad F2018L01787
r 119.140	ad F2018L01787

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Provision affected	How affected
r 119.145	ad F2018L01787
r 119.150	ad F2018L01787
r 119.155	ad F2018L01787
r 119.160	ad F2018L01787
r 119.165	ad F2018L01787
Subpart 119.E	
r 119.170	ad F2018L01787
r 119.175	ad F2018L01787
r 119.180	ad F2018L01787
r 119.185	ad F2018L01787
Subpart 119.F	
r 119.190	ad F2018L01787
r 119.195	ad F2018L01787
Subpart 119.H	
r 119.205	ad F2018L01787
r 119.210	ad F2018L01787
r 119.215	ad F2018L01787
r 119.220	ad F2018L01787
Subpart 119.J	
r 119.225	ad F2018L01787
r 119.230	ad F2018L01787
r 119.235	ad F2018L01787
r 119.240	ad F2018L01787
r 119.245	ad F2018L01787
r 119.250	ad F2018L01787
Subpart 119.K	
r 119.255	ad F2018L01787
r 119.260	ad F2018L01787
Part 121	
Part 121	ad No 204, 2000
	rs F2018L01784
Subpart 121.A	
r 121.005	ad F2018L01784
r 121.010	ad F2018L01784
r 121.015	ad F2018L01784
Subpart 121.C	
Division 121.C.1	
r 121.020	ad F2018L01784
r 121.025	ad F2018L01784
r 121.030	ad F2018L01784

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Provision affected	How affected
r 121.035	ad F2018L01784
r 121.040	ad F2018L01784
r 121.045	ad F2018L01784
r 121.050	ad F2018L01784
Division 121.C.2	
r 121.055	ad F2018L01784
r 121.060	ad F2018L01784
r 121.065	ad F2018L01784
r 121.070	ad F2018L01784
Division 121.C.3	
r 121.075	ad F2018L01784
r 121.080	ad F2018L01784
r 121.085	ad F2018L01784
r 121.090	ad F2018L01784
r 121.095	ad F2018L01784
r 121.100	ad F2018L01784
r 121.105	ad F2018L01784
r 121.110	ad F2018L01784
r 121.115	ad F2018L01784
Division 121.C.4	
r 121.120	ad F2018L01784
r 121.125	ad F2018L01784
Division 121.C.5	
r 121.130	ad F2018L01784
r 121.135	ad F2018L01784
Division 121.C.6	
r 121.140	ad F2018L01784
r 121.145	ad F2018L01784
r 121.150	ad F2018L01784
r 121.155	ad F2018L01784
Subpart 121.D	
Division 121.D.1	
r 121.160	ad F2018L01784
Division 121.D.2	
r 121.165	ad F2018L01784
r 121.170	ad F2018L01784
Division 121.D.3	
r 121.175	ad F2018L01784
r 121.180	ad F2018L01784
Division 121.D.4	

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Provision affected	How affected
r 121.185	ad F2018L01784
r 121.190	ad F2018L01784
r 121.195	ad F2018L01784
r 121.200	ad F2018L01784
Division 121.D.5	
r 121.205	ad F2018L01784
r 121.210	ad F2018L01784
r 121.215	ad F2018L01784
r 121.220	ad F2018L01784
Division 121.D.6	
r 121.225	ad F2018L01784
r 121.230	ad F2018L01784
r 121.235	ad F2018L01784
r 121.240	ad F2018L01784
Division 121.D.7	
r 121.245	ad F2018L01784
r 121.250	as F2018L01784
r 121.255	ad F2018L01784
r 121.260	ad F2018L01784
r 121.265	ad F2018L01784
r 121.270	ad F2018L01784
r 121.275	ad F2018L01784
r 121.280	ad F2018L01784
r 121.285	ad F2018L01784
r 121.290	ad F2018L01784
r 121.295	ad F2018L01784
Division 121.D.8	
r 121.300	ad F2018L01784
r 121.305	ad F2018L01784
r 121.310	ad F2018L01784
r 121.315	ad F2018L01784
r 121.320	ad F2018L01784
r 121.325	ad F2018L01784
r 121.330	ad F2018L01784
r 121.335	ad F2018L01784
r 121.340	ad F2018L01784
Division 121.D.9	
r 121.345	ad F2018L01784
r 121.350	ad F2018L01784
r 121.355	ad F2018L01784

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Provision affected	How affected
r 121.360	ad F2018L01784
r 121.365	ad F2018L01784
r 121.370	ad F2018L01784
r 121.375	ad F2018L01784
r 121.380	ad F2018L01784
r 121.385	ad F2018L01784
Subpart 121.F	
r 121.390	ad F2018L01784
r 121.395	ad F2018L01784
r 121.420	ad F2018L01784
r 121.425	ad F2018L01784
r 121.430	ad F2018L01784
Subpart 121.J	
r 121.435	ad F2018L01784
r 121.440	ad F2018L01784
r 121.445	ad F2018L01784
r 121.450	ad F2018L01784
r 121.455	ad F2018L01784
Subpart 121.K	
r 121.460	ad F2018L01784
Subpart 121.N	
Division 121.N.1	
r 121.470	ad F2018L01784
r 121.475	ad F2018L01784
r 121.480	ad F2018L01784
r 121.485	ad F2018L01784
r 121.490	ad F2018L01784
r 121.495	ad F2018L01784
r 121.500	ad F2018L01784
r 121.505	ad F2018L01784
r 121.510	ad F2018L01784
r 121.515	ad F2018L01784
Division 121.N.2	
r 121.520	ad F2018L01784
r 121.525	ad F2018L01784
r 121.530	ad F2018L01784
Division 121.N.3	
r 121.535	ad F2018L01784
Division 121.N.4	
r 121.540	ad F2018L01784

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Provision affected	How affected
r 121.545	ad F2018L01784
r 121.550	ad F2018L01784
Division 121.N.5	
r 121.555	ad F2018L01784
r 121.560	ad F2018L01784
r 121.565	ad F2018L01784
Division 121.N.6	
r 121.570	ad F2018L01784
r 121.575	ad F2018L01784
r 121.580	ad F2018L01784
r 121.585	ad F2018L01784
r 121.590	ad F2018L01784
r 121.595	ad F2018L01784
r 121.600	ad F2018L01784
r 121.605	ad F2018L01784
r 121.610	ad F2018L01784
r 121.615	ad F2018L01784
r 121.620	ad F2018L01784
Subpart 121.P	
Division 121.P.1	
r 121.625	ad F2018L01784
r 121.630	ad F2018L01784
Division 121.P.2	
r 121.635	ad F2018L01784
r 121.640	ad F2018L01784
r 121.645	ad F2018L01784
r 121.650	ad F2018L01784
r 121.655	ad F2018L01784
r 121.660	ad F2018L01784
r 121.665	ad F2018L01784
r 121.670	ad F2018L01784
r 121.675	ad F2018L01784
r 121.680	ad F2018L01784
Division 121.P.3	
r 121.685	ad F2018L01784
r 121.690	ad F2018L01784
r 121.695	ad F2018L01784
r 121.700	ad F2018L01784
Division 121.P.4	
r 121.705	ad F2018L01784

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Provision affected	How affected
Division 121.P.5	
r 121.710	ad F2018L01784
r 121.715	ad F2018L01784
r 121.720	ad F2018L01784
Division 121.P.6	
r 121.725	ad F2018L01784
r 121.730	ad F2018L01784
r 121.735	ad F2018L01784
Division 121.P.7	
r 121.740	ad F2018L01784
r 121.745	ad F2018L01784
r 121.750	ad F2018L01784
Subpart 121.V	
r 121.755	ad F2018L01784
Subpart 121.Z	
r 121.760	ad F2018L01784
r 121.765	ad F2018L01784
r 121.770	ad F2018L01784
r 121.775	ad F2018L01784
r 121.780	ad F2018L01784
Part 129	
Part 129	ad No 204, 2000
	rs No 247, 2015
Subpart 129.A	
r 129.005	ad No 247, 2015
r 129.020	ad No 247, 2015
r 129.025	ad No 247, 2015
r 129.030	ad No 247, 2015
r 129.035	ad No 247, 2015
r 129.040	ad No 247, 2015
Subpart 129.B	
r 129.045	ad No 247, 2015
r 129.050	ad No 247, 2015
r 129.055	ad No 247, 2015
r 129.060	ad No 247, 2015
r 129.065	ad No 247, 2015
Subpart 129.C	
r 129.070	ad No 247, 2015
r 129.075	ad No 247, 2015
r 129.080	ad No 247, 2015

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Provision affected	How affected
r 129.085	ad No 247, 2015
r 129.090	ad No 247, 2015
r 129.095	ad No 247, 2015
r 129.100	ad No 247, 2015
r 129.105	ad No 247, 2015
r 129.110	ad No 247, 2015
r 129.115	ad No 247, 2015
r 129.120	ad No 247, 2015
r 129.125	ad No 247, 2015
Subpart 129.M	
r 129.200	ad No 247, 2015
r 129.205	ad No 247, 2015
Subpart 129.N	
r 129.250	ad No 247, 2015
r 129.255	ad No 247, 2015
Part 131	
Part 131	ad F2019L01621
Subpart 131.A	
r 131.005	ad F2019L01621
	am F2021L00200
r 131.010	ad F2019L01621
r 131.015	ad F2019L01621
r 131.020	ad F2019L01621
r 131.025	ad F2019L01621
	am F2021L00200
r 131.030	ad F2019L01621
r 131.035	ad F2019L01621
r 131.040	ad F2019L01621
r 131.045	ad F2019L01621
r 131.050	ad F2019L01621
r 131.055	ad F2019L01621
Subpart 131.B	
Division 131.B.1	
r 131.060	ad F2019L01621
r 131.065	ad F2019L01621
r 131.070	ad F2019L01621
Division 131.B.2	
r 131.075	ad F2019L01621
r 131.080	ad F2019L01621
r 131.085	ad F2019L01621

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Endnote 4—Amendment history

Provision affected	How affected
r 131.090	ad F2019L01621
Division 131.B.3	
r 131.095	ad F2019L01621
r 131.100	ad F2019L01621
r 131.105	ad F2019L01621
r 131.110	ad F2019L01621
r 131.115	ad F2019L01621
Division 131.B.4	
r 131.120	ad F2019L01621
r 131.125	ad F2019L01621
r 131.130	ad F2019L01621
r 131.135	ad F2019L01621
r 131.140	ad F2019L01621
r 131.145	ad F2019L01621
r 131.150	ad F2019L01621
r 131.155	ad F2019L01621
r 131.160	ad F2019L01621
r 131.165	ad F2019L01621
r 131.170	ad F2019L01621
r 131.175	ad F2019L01621
Division 131.B.5	
r 131.180	ad F2019L01621
r 131.185	ad F2019L01621
r 131.190	ad F2019L01621
Division 131.B.6	
r 131.195	ad F2019L01621
r 131.200	ad F2019L01621
r 131.205	ad F2019L01621
r 131.210	ad F2019L01621
Division 131.B.7	
r 131.215	ad F2019L01621
r 131.220	ad F2019L01621
r 131.225	ad F2019L01621
r 131.230	ad F2019L01621
Division 131.B.8	
r 131.235	ad F2019L01621
r 131.240	ad F2019L01621
Subpart 131.C	
Division 131.C.1	
r 131.245	ad F2019L01621

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Provision affected	How affected
r 131.250	ad F2019L01621
Division 131.C.2	
r 131.255	ad F2019L01621
r 131.260	ad F2019L01621
Division 131.C.3	
r 131.265	ad F2019L01621
r 131.270	ad F2019L01621
r 131.275	ad F2019L01621
r 131.280	ad F2019L01621
Division 131.C.4	
r 131.285	ad F2019L01621
Division 131.C.5	
r 131.290	ad F2019L01621
r 131.295	ad F2019L01621
Division 131.C.6	
Division 131.C.6 heading	am F2021L00200
r 131.300	ad F2019L01621
r 131.305	ad F2019L01621
r 131.310	ad F2019L01621
r 131.315	ad F2019L01621
r 131.320	ad F2019L01621
r 131.325	ad F2019L01621
r 131.330	ad F2019L01621
Subpart 131.D	
Division 131.D.2	
r 131.340	ad F2019L01621
Division 131.D.3	
r 131.345	ad F2019L01621
r 131.350	ad F2019L01621
Division 131.D.4	
Subdivision 131.D.4.1	
r 131.353	ad F2019L01621
r 131.354	ad F2019L01621
r 131.355	ad F2019L01621
r 131.360	ad F2019L01621
r 131.365	ad F2019L01621
Subdivision 131.D.4.2	
r 131.367	ad F2019L01621
Division 131.D.5	
r 131.370	ad F2019L01621

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Provision affected	How affected
r 131.375	ad F2019L01621
Division 131.D.6	
r 131.380	ad F2019L01621
r 131.385	ad F2019L01621
Division 131.D.7	
r 131.390	ad F2019L01621
r 131.395	ad F2019L01621
r 131.400	ad F2019L01621
r 131.405	ad F2019L01621
r 131.410	ad F2019L01621
r 131.415	ad F2019L01621
r 131.420	ad F2019L01621
r 131.425	ad F2019L01621
r 131.430	ad F2019L01621
Division 131.D.8	
r 131.435	ad F2019L01621
	am F2021L00200
r 131.440	ad F2019L01621
Subpart 131.F	
r 131.445	ad F2019L01621
r 131.450	ad F2019L01621
	rs F2021L00200
r 131.455	ad F2019L01621
Subpart 131.K	
r 131.460	ad F2019L01621
Subpart 131.N	
r 131.565	ad F2019L01621
	am F2021L00200
Subpart 131.P	
Division 131.P.1	
r 131.570	ad F2019L01621
Subpart 131.R	
r 131.580	ad F2019L01621
r 131.585	ad F2019L01621
Subpart 131.Z	
r 131.685	ad F2019L01621
r 131.690	ad F2019L01621
r 131.695	ad F2019L01621
r 131.700	ad F2019L01621
r 131.705	ad F2019L01621

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Provision affected	How affected
r 131.710	ad F2019L01621
Part 132	
Part 132	ad F2016L01655
Subpart 132.A	
r 132.005	ad F2016L01655
	am F2021L00200
r 132.010	ad F2016L01655
r 132.015	ad F2016L01655
r 132.020	ad F2016L01655
r 132.025	ad F2016L01655
r 132.030	ad F2016L01655
r 132.035	ad F2016L01655
r 132.040	ad F2016L01655
r 132.045	ad F2016L01655
	am F2021L00200
Subpart 132.B	
r 132.050	ad F2016L01655
r 132.055	ad F2016L01655
r 132.060	ad F2016L01655
r 132.065	ad F2016L01655
r 132.070	ad F2016L01655
	am F2021L00200
r 132.075	ad F2016L01655
r 132.080	ad F2016L01655
	rep F2021L00200
r 132.085	ad F2016L01655
Subpart 132.C	
Division 132.C.1	
r 132.090	ad F2016L01655
r 132.095	ad F2016L01655
r 132.100	ad F2016L01655
r 132.105	ad F2016L01655
r 132.110	ad F2016L01655
r 132.115	ad F2016L01655
r 132.120	ad F2016L01655
r 132.125	ad F2016L01655
r 132.130	ad F2016L01655
r 132.135	ad F2016L01655
r 132.140	ad F2016L01655

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Provision affected	How affected
Division 132.C.2	
r 132.145	ad F2016L01655
r 132.150	ad F2016L01655
	am F2021L00200
r 132.155	ad F2016L01655
	am F2021L00200
r 132.160	ad F2016L01655
r 132.165	ad F2016L01655
r 132.170	ad F2016L01655
Subpart 132.D	
Division 132.D.1	
r 132.175	ad F2016L01655
r 132.180	ad F2016L01655
r 132.185	ad F2016L01655
r 132.190	ad F2016L01655
Division 132.D.2	
r 132.195	ad F2016L01655
r 132.200	ad F2016L01655
r 132.205	ad F2016L01655
r 132.210	ad F2016L01655
r 132.215	ad F2016L01655
r 132.220	ad F2016L01655
Division 132.D.3	
r 132.225	ad F2016L01655
r 132.230	ad F2016L01655
r 132.235	ad F2016L01655
Subpart 132.M	
Subpart 132.M	ad F2016L01655
Part 133	
Part 133	ad No 204, 2000
	rs F2018L01788
Subpart 133.A	
r 133.005	ad F2018L01788
r 133.010	ad F2018L01788
r 133.015	ad F2018L01788
r 133.020	ad F2018L01788
Subpart 133.C	
Division 133.C.1	
r 133.025	ad F2018L01788

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Provision affected	How affected
Division 133.C.2	
r 133.030	ad F2018L01788
r 133.035	ad F2018L01788
r 133.040	ad F2018L01788
Division 133.C.3	
r 133.045	ad F2018L01788
r 133.050	ad F2018L01788
r 133.055	ad F2018L01788
r 133.060	ad F2018L01788
r 133.065	ad F2018L01788
r 133.070	ad F2018L01788
r 133.075	ad F2018L01788
r 133.080	ad F2018L01788
r 133.085	ad F2018L01788
Division 133.C.4	
r 133.090	ad F2018L01788
r 133.095	ad F2018L01788
Division 133.C.5	
r 133.100	ad F2018L01788
r 133.105	ad F2018L01788
Division 133.C.6	
r 133.110	ad F2018L01788
r 133.115	ad F2018L01788
r 133.120	ad F2018L01788
Subpart 133.D	
Division 133.D.1	
r 133.125	ad F2018L01788
Division 133.D.2	
r 133.130	ad F2018L01788
Division 133.D.3	
r 133.135	ad F2018L01788
r 133.140	ad F2018L01788
Division 133.D.4	
r 133.145	ad F2018L01788
r 133.150	ad F2018L01788
r 133.155	ad F2018L01788
r 133.160	ad F2018L01788
r 133.165	ad F2018L01788
r 133.167	ad F2018L01788

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Provision affected	How affected
Division 133.D.5	
r 133.170	ad F2018L01788
r 133.175	ad F2018L01788
Division 133.D.6	
r 133.180	ad F2018L01788
r 133.185	ad F2018L01788
r 133.190	ad F2018L01788
r 133.195	ad F2018L01788
Division 133.D.7	
r 133.200	ad F2018L01788
r 133.205	ad F2018L01788
r 133.210	ad F2018L01788
r 133.215	ad F2018L01788
r 133.220	ad F2018L01788
r 133.225	ad F2018L01788
r 133.230	ad F2018L01788
r 133.235	ad F2018L01788
r 133.240	ad F2018L01788
r 133.245	ad F2018L01788
Division 133.D.8	
r 133.250	ad F2018L01788
r 133.255	ad F2018L01788
r 133.260	ad F2018L01788
r 133.265	ad F2018L01788
r 133.270	ad F2018L01788
Division 133.D.9	
r 133.275	ad F2018L01788
r 133.280	ad F2018L01788
r 133.285	ad F2018L01788
r 133.290	ad F2018L01788
r 133.295	ad F2018L01788
Subpart 133.F	
r 133.305	ad F2018L01788
r 133.310	ad F2018L01788
r 133.315	ad F2018L01788
r 133.320	ad F2018L01788
r 133.325	ad F2018L01788
r 133.330	ad F2018L01788
r 133.335	ad F2018L01788
r 133.340	ad F2018L01788

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Provision affected	How affected
Subpart 133.J	
r 133.345	ad F2018L01788
r 133.350	ad F2018L01788
r 133.355	ad F2018L01788
Subpart 133.K	
r 133.360	ad F2018L01788
Subpart 133.N	
Division 133.N.1	
r 133.370	ad F2018L01788
r 133.375	ad F2018L01788
r 133.377	ad F2018L01788
r 133.380	ad F2018L01788
r 133.385	ad F2018L01788
r 133.390	ad F2018L01788
r 133.395	ad F2018L01788
r 133.400	ad F2018L01788
Division 133.N.3	
r 133.410	ad F2018L01788
r 133.415	ad F2018L01788
Division 133.N.4	
r 133.420	ad F2018L01788
Subpart 133.P	
Division 133.P.1	
r 133.425	ad F2018L01788
r 133.430	ad F2018L01788
r 133.435	ad F2018L01788
r 133.440	ad F2018L01788
r 133.445	ad F2018L01788
r 133.450	ad F2018L01788
Division 133.P.2	
r 133.455	ad F2018L01788
r 133.460	ad F2018L01788
r 133.465	ad F2018L01788
Division 133.P.3	
r 133.470	ad F2018L01788
r 133.475	ad F2018L01788
Part 135	
Part 135	ad F2018L01782
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Provision affected	How affected
Subpart 135.A	
r 135.005	ad F2018L01782
r 135.010	ad F2018L01782
r 135.015	ad F2018L01782
r 135.020	ad F2018L01782
r 135.025	ad F2018L01782
Subpart 135.C	
Division 135.C.1	
r 135.030	ad F2018L01782
r 135.035	ad F2018L01782
	am F2021L00200
Division 135.C.2	
r 135.040	ad F2018L01782
r 135.045	ad F2018L01782
r 135.050	ad F2018L01782
Division 135.C.3	
r 135.055	ad F2018L01782
r 135.060	ad F2018L01782
r 135.065	ad F2018L01782
r 135.070	ad F2018L01782
r 135.075	ad F2018L01782
r 135.080	ad F2018L01782
r 135.085	ad F2018L01782
r 135.090	ad F2018L01782
r 135.095	ad F2018L01782
Division 135.C.4	
r 135.100	ad F2018L01782
r 135.105	ad F2018L01782
Division 135.C.5	
r 135.110	ad F2018L01782
r 135.115	ad F2018L01782
Division 135.C.6	
r 135.120	ad F2018L01782
r 135.125	ad F2018L01782
r 135.130	ad F2018L01782
Subpart 135.D	
Division 135.D.1	
r 135.135	ad F2018L01782
Division 135.D.2	
r 135.140	ad F2018L01782

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Provision affected	How affected
Division 135.D.3	
r 135.145	ad F2018L01782
r 135.150	ad F2018L01782
Division 135.D.4	
r 135.155	ad F2018L01782
r 135.160	ad F2018L01782
r 135.165	ad F2018L01782
r 135.170	ad F2018L01782
r 135.175	ad F2018L01782
r 135.180	ad F2018L01782
r 135.185	ad F2018L01782
r 135.190	ad F2018L01782
Division 135.D.5	
r 135.195	ad F2018L01782
r 135.200	ad F2018L01782
Division 135.D.6	
r 135.205	ad F2018L01782
r 135.210	ad F2018L01782
r 135.215	ad F2018L01782
r 135.220	ad F2018L01782
Division 135.D.7	
r 135.225	ad F2018L01782
r 135.230	ad F2018L01782
r 135.235	ad F2018L01782
r 135.240	ad F2018L01782
r 135.245	ad F2018L01782
r 135.250	ad F2018L01782
r 135.255	ad F2018L01782
r 135.260	ad F2018L01782
r 135.265	ad F2018L01782
r 135.270	ad F2018L01782
r 135.275	ad F2018L01782
r 135.280	ad F2018L01782
r 135.285	ad F2018L01782
r 135.290	ad F2018L01782
Division 135.D.8	
r 135.295	ad F2018L01782
r 135.300	ad F2018L01782
r 135.305	ad F2018L01782

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Endnote 4—Amendment history

Provision affected	How affected
Division 135.D.9	
r 135.310	ad F2018L01782
r 135.315	ad F2018L01782
r 135.320	ad F2018L01782
r 135.325	ad F2018L01782
r 135.330	ad F2018L01782
r 135.335	ad F2018L01782
Subpart 135.F	
r 135.340	ad F2018L01782
r 135.345	ad F2018L01782
r 135.350	ad F2018L01782
Subpart 135.J	
r 135.355	ad F2018L01782
r 135.360	ad F2018L01782
r 135.365	ad F2018L01782
Subpart 135.K	
r 135.370	ad F2018L01782
Subpart 135.N	
Division 135.N.1	
r 135.380	ad F2018L01782
r 135.385	ad F2018L01782
r 135.387	ad F2018L01782
r 135.390	ad F2018L01782
r 135.395	ad F2018L01782
r 135.400	ad F2018L01782
r 135.405	ad F2018L01782
r 135.410	ad F2018L01782
Division 135.N.2	
r 135.415	ad F2018L01782
r 135.420	ad F2018L01782
Division 135.N.3	
r 135.425	ad F2018L01782
r 135.430	ad F2018L01782
Division 135.N.4	
r 135.435	ad F2018L01782
Subpart 135.P	
Division 135.P.2	
r 135.445	ad F2018L01782
r 135.450	ad F2018L01782
r 135.455	ad F2018L01782

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Provision affected	How affected
Division 135.P.3	
r 135.460	ad F2018L01782
r 135.465	ad F2018L01782
Part 137	
Part 137	ad No 204, 2000
	rs No 41, 2007
	am No 80, 2013; No 274, 2013
Subpart 137.A	
r 137.005	ad No 41, 2007
r 137.010	ad No 41, 2007
Subpart 137.B	
r 137.015	ad No 41, 2007
r 137.020	ad No 41, 2007
r 137.025	ad No 41, 2007
r 137.030	ad No 41, 2007
Subpart 137.C	
r 137.035	ad No 41, 2007
r 137.040	ad No 41, 2007
r 137.045	ad No 41, 2007
	am No 77, 2011
r 137.050	ad No 41, 2007
	am No 77, 2011
r 137.055	ad No 41, 2007
r 137.060	ad No 41, 2007
r 137.065	ad No 41, 2007
r 137.070	ad No 41, 2007
r 137.075	ad No 41, 2007
r 137.080	ad No 41, 2007
r 137.085	ad No 41, 2007
r 137.090	ad No 41, 2007
Subpart 137.D	
r 137.095	ad No 41, 2007
r 137.100	ad No 41, 2007
r 137.105	ad No 41, 2007
r 137.110	ad No 41, 2007
r 137.115	ad No 41, 2007
r 137.120	ad No 41, 2007
r 137.125	ad No 41, 2007
r 137.130	ad No 41, 2007
r 137.135	ad No 41, 2007

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Endnote 4—Amendment history

Provision affected	How affected
	am F2021L00200
r 137.140	ad No 41, 2007
r 137.145	ad No 41, 2007
r 137.150	ad No 41, 2007
r 137.155	ad No 41, 2007
	rep F2021L00200
r 137.160	ad No 41, 2007
r 137.165	ad No 41, 2007
r 137.170	ad No 41, 2007
r 137.175	ad No 41, 2007
Subpart 137.E	
Subpart 137.E	ad No 41, 2007
Subpart 137.H	
r 137.180	ad No 41, 2007
r 137.185	ad No 41, 2007
Subpart 137.J	
r 137.190	ad No 41, 2007
	am No 274, 2013
r 137.195	ad No 41, 2007
Subpart 137.K	
r 137.200	ad No 41, 2007
	am No 188, 2013
r 137.210	ad No 41, 2007
r 137.215	ad No 41, 2007
r 137.220	ad No 41, 2007
r 137.225	ad No 41, 2007
Subpart 137.M	
r 137.230	ad No 41, 2007
Subpart 137.N	
r 137.235	ad No 41, 2007
	rs No 5, 2013
r 137.240	ad No 41, 2007
	am No 5, 2013
Subpart 137.P	
r 137.245	ad No 41, 2007
r 137.250	ad No 41, 2007
r 137.255	ad No 41, 2007
r 137.260	ad No 41, 2007
Subpart 137.Q	
r 137.265	ad No 41, 2007

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Provision affected	How affected
r 137.270	ad No 41, 2007
r 137.275	ad No 41, 2007
r 137.280	ad No 41, 2007
r 137.285	ad No 41, 2007
r 137.290	ad No 41, 2007
r 137.295	ad No 41, 2007
r 137.300	ad No 41, 2007
Part 138	
Part 138	ad No 204, 2000
	rs F2018L01789
Subpart 138.A	
r 138.005	ad F2018L01789
r 138.010	ad F2018L01789
	am F2022L01612
r 138.012	ad F2018L01789
r 138.015	ad F2018L01789
r 138.020	ad F2018L01789
r 138.025	ad F2018L01789
Subpart 138.B	
Division 138.B.1	
r 138.030	ad F2018L01789
Division 138.B.2	
r 138.035	ad F2018L01789
r 138.040	ad F2018L01789
r 138.045	ad F2018L01789
r 138.050	ad F2018L01789
r 138.055	ad F2018L01789
Division 138.B.3	
r 138.060	ad F2018L01789
r 138.062	ad F2018L01789
r 138.064	ad F2018L01789
r 138.066	ad F2018L01789
r 138.068	ad F2018L01789
Division 138.B.4	
r 138.070	ad F2018L01789
r 138.075	ad F2018L01789
r 138.080	ad F2018L01789
r 138.085	ad F2018L01789
r 138.090	ad F2018L01789
r 138.095	ad F2018L01789

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Endnote 4—Amendment history

Provision affected	How affected
r 138.100	ad F2018L01789
r 138.105	ad F2018L01789
r 138.110	ad F2018L01789
r 138.115	ad F2018L01789
r 138.120	ad F2018L01789
Division 138.B.5	
r 138.125	ad F2018L01789
r 138.130	ad F2018L01789
r 138.135	ad F2018L01789
Division 138.B.6	
r 138.140	ad F2018L01789
r 138.145	ad F2018L01789
Division 138.B.7	
r 138.150	ad F2018L01789
Division 138.B.8	
r 138.155	ad F2018L01789
r 138.157	ad F2018L01789
r 138.160	ad F2018L01789
r 138.165	ad F2018L01789
Division 138.B.9	
r 138.170	ad F2018L01789
r 138.175	ad F2018L01789
r 138.180	ad F2018L01789
r 138.185	ad F2018L01789
Division 138.B.10	
r 138.195	ad F2018L01789
r 138.200	ad F2018L01789
Subpart 138.C	
Division 138.C.1	
r 138.205	ad F2018L01789
Division 138.C.2	
r 138.210	ad F2018L01789
r 138.215	ad F2018L01789
Division 138.C.3	
r 138.220	ad F2018L01789
r 138.225	ad F2018L01789
Division 138.C.4	
r 138.230	ad F2018L01789
r 138.235	ad F2018L01789

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Provision affected	How affected
Subpart 138.D	
Division 138.D.2	
r 138.265	ad F2018L01789
Division 138.D.3	
r 138.270	ad F2018L01789
Division 138.D.4	
r 138.275	ad F2018L01789
Division 138.D.5	
r 138.280	ad F2018L01789
Division 138.D.6	
r 138.285	ad F2018L01789
r 138.290	ad F2018L01789
r 138.300	ad F2018L01789
r 138.302	ad F2018L01789
Division 138.D.7	
r 138.305	ad F2018L01789
r 138.320	ad F2018L01789
Division 138.D.8	
r 138.340	ad F2018L01789
r 138.345	ad F2018L01789
r 138.350	ad F2018L01789
Division 138.D.9	
r 138.370	ad F2018L01789
r 138.375	ad F2018L01789
r 138.380	ad F2018L01789
r 138.385	ad F2018L01789
Division 138.D.10	
r 138.400	ad F2018L01789
r 138.410	ad F2018L01789
Division 138.D.11	
r 138.425	ad F2018L01789
Division 138.D.12	
r 138.430	ad F2018L01789
r 138.432	ad F2018L01789
Subpart 138.F	
r 138.435	ad F2018L01789
r 138.440	ad F2018L01789
Subpart 138.J	
r 138.450	ad F2018L01789
r 138.460	ad F2018L01789

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Endnote 4—Amendment history

Provision affected	How affected
Subpart 138.K	
r 138.465	ad F2018L01789
Subpart 138.N	
r 138.475	ad F2018L01789
r 138.480	ad F2018L01789
r 138.485	ad F2018L01789
r 138.490	ad F2018L01789
r 138.500	ad F2018L01789
r 138.505	ad F2018L01789
Subpart 138.P	
Division 138.P.1	
r 138.535	ad F2018L01789
r 138.540	ad F2018L01789
r 138.550	ad F2018L01789
Division 138.P.2	
r 138.575	ad F2018L01789
r 138.580	ad F2018L01789
r 138.590	ad F2018L01789
Part 139	
Part 139 heading	rs No 58, 2003
Part 139	ad No 204, 2000
	rs No 167, 2002
	am No 345, 2004; No 80, 2013; No 274, 2013; No 275, 2013
Subpart 139.A	
Subpart 139.A	rs No 58, 2003; F2019L00176
r 139.000	ad No 167, 2002
	rs No 58, 2003
	am No 75, 2003
	rep No 345, 2004
r 139.001	ad F2019L00176
	am F2021L00200
r 139.005	ad No 58, 2003
	rs F2019L00176
r 139.010	ad No 58, 2003
	am No 77, 2011
	rs F2019L00176
r 139.015	ad No 58, 2003
	rs F2019L00176
Subpart 139.B	
Subpart 139.B	ad No 58, 2003

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Provision affected	How affected
	rs F2019L00176
r 139.020	ad No 58, 2003
	rep No 77, 2011
	ad F2019L00176
r 139.025	ad No 58, 2003
	rs F2019L00176
r 139.030	ad No 58, 2003
	rs No 265, 2011; F2019L00176
r 139.035	ad No 58, 2003
	rs F2019L00176
r 139.036	ad No 58, 2003
	rep No 345, 2004
Division 139.B.1 heading	rep F2019L00176
r 139.040	ad No 58, 2003
	am No 265, 2011
	rs F2019L00176
Subpart 139.C	
Subpart 139.C	ad No 58, 2003
	rs F2019L00176
Division 139.C.1	
r 139.045	ad No 58, 2003
	am No 77, 2011
	rs F2019L00176
r 139.050	ad No 58, 2003
	am No 77, 2011
	rs F2019L00176
r 139.055	ad No 58, 2003
	rep No 77, 2011
	ad F2019L00176
	am F2020L00913
r 139.060	ad No 58, 2003
	rep No 77, 2011
	ad F2019L00176
Division 139.C.2	
r 139.065	ad No 58, 2003
	rep No 77, 2011
	ad F2019L00176
r 139.070	ad No 58, 2003
	rs F2019L00176

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Provision affected	How affected
Division 139.C.3	
r 139.075	ad No 58, 2003
	rep No 77, 2011
	ad F2019L00176
r 139.080	ad No 58, 2003
	rep No 80, 2013
	ad F2019L00176
r 139.085	ad No 58, 2003
	am No 77, 2011
	rs F2019L00176
Division 139.B.2 heading	rep F2019L00176
r 139.090	ad No 58, 2003
	rs F2019L00176
Division 139.C.4	
r 139.095	ad No 58, 2003
	am No 77, 2011
	rs F2019L00176
r 139.100	ad No 58, 2003
	rs F2019L00176
r 139.105	ad No 58, 2003
	rs F2019L00176
Division 139.C.5	
r 139.110	ad No 58, 2003
	rs F2019L00176
r 139.115	ad No 58, 2004
	rs F2019L00176
Division 139.B.3 heading	rep F2019L00176
r 139.120	ad No 58, 2003
	rs F2019L00176
Division 139.C.6	
r 139.125	ad No 58, 2003
	rs F2019L00176
r 139.130	ad No 58, 2003
	rs F2019L00176
Division 139.C.7	
r 139.135	ad No 58, 2003
	rs F2019L00176
r 139.140	ad No 58, 2003
	rs F2019L00176
r 139.145	ad No 58, 2003

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Provision affected	How affected
	rs F2019L00176
Subpart 139.D	
Subpart 139.D	ad No 58, 2003
	rs F2019L00176
Division 139.D.1	
r 139.150	ad No 58, 2003
	rs F2019L00176
Division 139.D.2	
r 139.155	ad No 58, 2003
	rs F2019L00176
r 139.160	ad No 58, 2003
	rs F2019L00176
Subpart 139.E	
Subpart 139.E	ad No 58, 2003
	rs F2019L00176
Division 139.E.1	
r 139.165	ad No 58, 2003
	rs F2019L00176
r 139.170	ad No 58, 2003
	rs F2019L00176
Division 139.E.2	
r 139.175	ad No 58, 2003
	rs F2019L00176
r 139.180	ad No 58, 2003
	rs F2019L00176
r 139.185	ad No 58, 2003
	am No 77, 2011
	rs F2019L00176
r 139.190	ad No 58, 2003
	am No 345, 2004
	rep F2019L00176
r 139.195	ad No 58, 2003
	rep F2019L00176
r 139.200	ad No 58, 2003
	rep F2019L00176
r 139.205	ad No 58, 2003
	rep F2019L00176
r 139.210	ad No 58, 2003
	rep F2019L00176
r 139.215	ad No 58, 2003

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Provision affected	How affected
	rep F2019L00176
r 139.220	ad No 58, 2003
	rep F2019L00176
r 139.225	ad No 58, 2003
	rep F2019L00176
r 139.230	ad No 58, 2003
	rep F2019L00176
r 139.235	ad No 58, 2003
	rep F2019L00176
r 139.240	ad No 58, 2003
	rep F2019L00176
r 139.245	ad No 58, 2003
	rep F2019L00176
r 139.250	ad No 58, 2003
	rep F2019L00176
Division 139.B.4	ad No 265, 2011
	rep F2019L00176
r 139.251	ad No 265, 2011
	rep F2019L00176
r 139.252	ad No 265, 2011
	rep F2019L00176
r 139.254	ad No 265, 2011
	rep F2019L00176
r 139.255	ad No 58, 2003
	rep F2019L00176
r 139.260	ad No 58, 2003
	am No 345, 2004; No 265, 2011
	rep F2019L00176
r 139.265	ad No 58, 2003
	rep F2019L00176
r 139.270	ad No 58, 2003
	rep F2019L00176
r 139.275	ad No 58, 2003
	rep F2019L00176
r 139.280	ad No 58, 2003
	rep F2019L00176
r 139.285	ad No 58, 2003
	rep F2019L00176
r 139.290	ad No 58, 2003
	rep F2019L00176

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Provision affected	How affected
r 139.295	ad No 58, 2003
	rep F2019L00176
r 139.300	ad No 58, 2003
	rep F2019L00176
r 139.305	ad No 58, 2003
	rep F2019L00176
r 139.310	ad No 58, 2003
	rep F2019L00176
r 139.315	ad No 58, 2003
	am No 345, 2004
	rep F2019L00176
r 139.320	ad No 58, 2003
	am No 77, 2011
	rep F2019L00176
r 139.325	ad No 58, 2003
	rep F2019L00176
r 139.330	ad No 58, 2003
	rep F2019L00176
r 139.335	ad No 58, 2003
	rep F2019L00176
r 139.340	ad No 58, 2003
	rep F2019L00176
r 139.345	ad No 58, 2003
	am No 345, 2004
	rep F2019L00176
r 139.350	ad No 58, 2003
	rep F2019L00176
r 139.355	ad No 58, 2003
	rep F2019L00176
r 139.360	ad No 58, 2003
	rep F2019L00176
r 139.365	ad No 58, 2003
	am No 274, 2013
	rep F2019L00176
r 139.370	ad No 58, 2003
	am No 274, 2013
	rep F2019L00176
Subpart 139.F	ad No 58, 2003
	rep F2019L00176
r 139.375	ad No 58, 2003

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Endnote 4—Amendment history

Provision affected	How affected
	rep F2019L00176
r 139.380	ad No 58, 2003
	rep F2019L00176
r 139.385	ad No 58, 2003
	rep F2019L00176
r 139.390	ad No 58, 2003
	rep F2019L00176
r 139.395	ad No 58, 2003
	rep F2019L00176
r 139.400	ad No 58, 2003
	rep F2019L00176
r 139.405	ad No 58, 2003
	rep F2019L00176
r 139.410	ad No 58, 2003
	rep F2019L00176
r 139.415	ad No 58, 2003
	rep F2019L00176
r 139.420	ad No 58, 2003
	am No 77, 2011
	rep F2019L00176
r 139.425	ad No 58, 2003
	rep F2019L00176
r 139.430	ad No 58, 2003
	am No 77, 2011
	rep F2019L00176
r 139.435	ad No 58, 2003
	rep F2019L00176
Subpart 139.H	
Subpart H heading	rep No 75, 2003
Subpart H	ad No 167, 2002
Subpart 139.H heading	ad No 75, 2003
	rs No 77, 2011
Division 139.H.1	
Division 1 heading	rep No 75, 2003
Division 139.H.1 heading	ad No 75, 2003
r 139.700	ad No 167, 2002
	am No 75, 2003; No 77, 2011
r 139.705	ad No 167, 2002
	am No 75, 2003
r 139.710	ad No 167, 2002

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Provision affected	How affected
r 139.711	ad No 75, 2003
	am No 77, 2011
r 139.712	ad No 75, 2003
	am No 345, 2004; No 323, 2005; No 80, 2013; F2016L00170
r 139.712A	ad No 75, 2003
	rep No 345, 2004
r 139.712B	ad No 75, 2003
	rep No 345, 2004
r 139.712C	ad No 75, 2003
	rep No 345, 2004
r 139.712D	ad No 75, 2003
	rep No 345, 2004
r 139.712E	ad No 75, 2003
	rep No 345, 2004
r 139.712F	ad No 75, 2003
	rep No 345, 2004
r 139.712G	ad No 75, 2003
	rep No 345, 2004
r 139.712H	ad No 75, 2003
	rep No 345, 2004
r 139.715	ad No 167, 2002
Division 2	rep No 75, 2003
r 139.720	ad No 167, 2002
	rep No 75, 2003
r 139.725	ad No 167, 2002
	rep No 75, 2003
r 139.730	ad No 167, 2002
	rep No 75, 2003
r 139.735	ad No 167, 2002
	rep No 75, 2003
r 139.740	ad No 167, 2002
	rep No 75, 2003
r 139.745	ad No 167, 2002
	rep No 75, 2003
Division 139.H.3	
Division 3 heading	rep No 75, 2003
Division 139.H.3 heading	ad No 75, 2003
r 139.750	ad No 167, 2002
r 139.755	ad No 167, 2002
	rs No 75, 2003

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Provision affected	How affected
	am F2016L00170
r 139.760	ad No 167, 2002
r 139.765	ad No 167, 2002
r 139.770	ad No 167, 2002
	am No 75, 2003
r 139.771	ad No 75, 2003
r 139.772	ad No 75, 2003
r 139.773	ad No 75, 2003
r 139.775	ad No 167, 2002
	am No 75, 2003
r 139.780	ad No 167, 2002
r 139.785	ad No 167, 2002
r 139.795	ad No 167, 2002
r 139.800	ad No 167, 2002
r 139.805	ad No 167, 2002
r 139.810	ad No 167, 2002
r 139.815	ad No 167, 2002
r 139.820	ad No 167, 2002
	am No 5, 2013
r 139.825	ad No 167, 2002
r 139.830	ad No 167, 2002
r 139.835	ad No 167, 2002
r 139.840	ad No 167, 2002
r 139.845	ad No 167, 2002
r 139.850	ad No 167, 2002
r 139.855	ad No 167, 2002
r 139.860	ad No 167, 2002
r 139.865	ad No 167, 2002
r 139.870	ad No 167, 2002
r 139.875	ad No 167, 2002
r 139.880	ad No 167, 2002
r 139.885	ad No 167, 2002
r 139.890	ad No 167, 2002
r 139.895	ad No 167, 2002
r 139.900	ad No 167, 2002
r 139.905	ad No 167, 2002
r 139.910	ad No 167, 2002
	am No 75, 2003; No 77, 2011
Division 139.H.4	
Division 4 heading	rep No 75, 2003

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Provision affected	How affected
Division 139.H.4 heading	ad No 75, 2003
r 139.915	ad No 167, 2002
	am No 75, 2003; No 345, 2004
Division 139.H.5	
Division 5 heading	rep No 75, 2003
Division 139.H.5 heading	ad No 75, 2003
r 139.920	ad No 167, 2002
r 139.925	ad No 167, 2002
	am No 75, 2003; No 185, 2006; No 77, 2011
r 139.930	ad No 167, 2002
	rep No 77, 2011
r 139.935	ad No 167, 2002
	rep No 77, 2011
r 139.940	ad No 167, 2002
	rep No 77, 2011
r 139.945	ad No 167, 2002
	rep No 77, 2011
r 139.950	ad No 167, 2002
	rep No 77, 2011
r 139.955	ad No 167, 2002
	rep No 77, 2011
r 139.960	ad No 167, 2002
	rep No 77, 2011
r 139.965	ad No 167, 2002
	am No 75, 2003; No 77, 2011
r 139.970	ad No 167, 2002
	am No 77, 2011
r 139.975	ad No 167, 2002
	rep No 77, 2011
r 139.980	ad No 167, 2002
	rep No 77, 2011
r 139.985	ad No 167, 2002
	rep No 77, 2011
r 139.990	ad No 167, 2002
	rep No 77, 2011
r 139.995	ad No 167, 2002
	am No 77, 2011
r 139.1000	ad No 167, 2002
	rep No 77, 2011
r 139.1005	ad No 167, 2002

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Provision affected	How affected
	am No 345, 2004
r 139.1010	ad No 167, 2002
	am No 345, 2004
r 139.1015	ad No 167, 2002
r 139.1020	ad No 167, 2002
r 139.1022	ad No 75, 2003
r 139.1025	ad No 167, 2002
	rep No 77, 2011
Part 141	
Part 141	ad No 204, 2000
	rs No 5, 2013
	am No 274, 2013; No 125, 2014
Subpart 141.A	
r 141.005	ad No 5, 2013
r 141.010	ad No 5, 2013
r 141.015	ad No 5, 2013
	am No 274, 2013; F2021L00200
r 141.020	ad No 5, 2013
	am No 125, 2014
r 141.025	ad No 5, 2013
	am No 125, 2014
r 141.030	ad No 5, 2013
	am No 125, 2014
r 141.035	ad No 5, 2013
	am No 274, 2013
r 141.040	ad No 5, 2013
r 141.045	ad No 5, 2013
	am No 125, 2014
r 141.050	ad No 5, 2013
Subpart 141.B	
r 141.055	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 141.060	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 141.065	ad No 5, 2013
	am No 125, 2014
r 141.070	ad No 5, 2013
	am No 125, 2014
r 141.075	ad No 5, 2013

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Provision affected	How affected
Subpart 141.C	
r 141.080	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 141.085	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 141.090	ad No 5, 2013
	am No 125, 2014
r 141.095	ad No 5, 2013
	am No 125, 2014
r 141.100	ad No 5, 2013
	am No 125, 2014
Subpart 141.D	
r 141.105	ad No 5, 2013
	am No 125, 2014
r 141.110	ad No 5, 2013
r 141.115	ad No 5, 2013
r 141.120	ad No 5, 2013
	am No 125, 2014; F2017L00697
r 141.125	ad No 5, 2013
	am No 274, 2013
r 141.130	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 141.135	ad No 5, 2013
	rep No 125, 2014
r 141.140	ad No 5, 2013
	rep No 125, 2014
r 141.145	ad No 5, 2013
	rep No 125, 2014
r 141.150	ad No 5, 2013
	rep No 125, 2014
r 141.155	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 141.160	ad No 5, 2013
	am No 125, 2014
Subpart 141.E	
r 141.165	ad No 5, 2013
r 141.170	ad No 5, 2013
	am No 125, 2014
r 141.175	ad No 5, 2013
r 141.180	ad No 5, 2013

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Provision affected	How affected
r 141.185	ad No 5, 2013
r 141.190	ad No 5, 2013
r 141.195	ad No 5, 2013
r 141.200	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 141.205	ad No 5, 2013
r 141.210	ad No 5, 2013
	am No 125, 2014
Subpart 141.F	rep No 125, 2014
r 141.215	ad No 5, 2013
	rep No 125, 2014
r 141.220	ad No 5, 2013
	am No 274, 2013
	rep No 125, 2014
Subpart 141.G	
Subpart 141.G	rs No 125, 2014
r 141.225	ad No 5, 2013
	rs No 125, 2014
r 141.230	ad No 5, 2013
	rep No 125, 2014
Subpart 141.H	
Subpart 141.H	ad No 5, 2013
Subpart 141.I	
Subpart 141.I heading	am No 125, 2014
r 141.260	ad No 5, 2013
	am No 274, 2013; No 125, 2014
r 141.265	ad No 5, 2013
	am No 125, 2014
r 141.270	ad No 5, 2013
	am No 274, 2013; No 125, 2014
Subpart 141.J	
r 141.275	ad No 5, 2013
r 141.280	ad No 5, 2013
Subpart 141.K	
Subpart 141.K heading	rs No 274, 2013
r 141.285	ad No 5, 2013
r 141.290	ad No 5, 2013
r 141.295	ad No 5, 2013
r 141.300	ad No 5, 2013
r 141.305	ad No 5, 2013

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Provision affected	How affected
	rs No 274, 2013
	am No 125, 2014
r 141.306	ad No 274, 2013
r 141.310	ad No 5, 2013
	am No 125, 2014
r 141.315	ad No 274, 2013
Part 142	
Part 142 heading	am F2020L01283
Part 142	ad No 204, 2000
	rs No 5, 2013
	am No 274, 2013
Subpart 142.A	
r 142.005	ad No 5, 2013
	am F2020L01283
r 142.010	ad No 5, 2013
r 142.015	ad No 5, 2013
	am No 274, 2013; F2020L01283; F2021L00200
r 142.020	ad No 5, 2013
	am F2020L01283
	ed C93
r 142.025	ad No 5, 2013
r 142.030	ad No 5, 2013
r 142.035	ad No 5, 2013
	ed C81
	am F2020L01283
r 142.040	ad No 5, 2013
	am No 274, 2013
r 142.045	ad No 5, 2013
r 142.050	ad No 5, 2013
r 142.055	ad No 5, 2013
r 142.060	ad No 5, 2013
Subpart 142.B	
Division 142.B.1	
r 142.065	ad No 5, 2013
r 142.070	ad No 5, 2013
	am No 274, 2013
r 142.075	ad No 5, 2013
r 142.080	ad No 5, 2013
	am No 274, 2013
r 142.085	ad No 5, 2013

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Provision affected	How affected
	am No 274, 2013
r 142.090	ad No 5, 2013
	rep No 274, 2013
r 142.095	ad No 5, 2013
r 142.100	ad No 5, 2013
Division 142.B.2	
r 142.105	ad No 5, 2013
	am No 274, 2013
r 142.110	ad No 5, 2013
r 142.115	ad No 5, 2013
r 142.120	ad No 5, 2013
r 142.125	ad No 5, 2013
r 142.130	ad No 5, 2013
Subpart 142.C	
r 142.135	ad No 5, 2013
	am No 274, 2013
r 142.140	ad No 5, 2013
	am No 274, 2013
r 142.145	ad No 5, 2013
r 142.150	ad No 5, 2013
r 142.155	ad No 5, 2013
Subpart 142.D	
r 142.160	ad No 5, 2013
	am F2020L01283
r 142.165	ad No 5, 2013
r 142.170	ad No 5, 2013
r 142.175	ad No 5, 2013
r 142.180	ad No 5, 2013
r 142.185	ad No 5, 2013
r 142.190	ad No 5, 2013
	am No 274, 2013; F2020L01283
r 142.195	ad No 5, 2013
r 142.200	ad No 5, 2013
r 142.205	ad No 5, 2013
r 142.210	ad No 5, 2013
r 142.215	ad No 5, 2013
	am No 274, 2013
Subpart 142.E	
r 142.220	ad No 5, 2013
r 142.225	ad No 5, 2013

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Provision affected	How affected
r 142.230	ad No 5, 2013
r 142.235	ad No 5, 2013
r 142.240	ad No 5, 2013
r 142.245	ad No 5, 2013
Subpart 142.F	
r 142.250	ad No 5, 2013
r 142.255	ad No 5, 2013
	am F2020L01283
Subpart 142.G	
r 142.260	ad No 5, 2013
r 142.265	ad No 5, 2013
	am No 274, 2013; No 125, 2014
Subpart 142.H	
r 142.270	ad No 5, 2013
r 142.275	ad No 5, 2013
Subpart 142.I	
Subpart 142.I	ad No 5, 2013
Subpart 142.J	
r 142.310	ad No 5, 2013
r 142.315	ad No 5, 2013
	am No 125, 2014
r 142.320	ad No 5, 2013
	am No 125, 2014
r 142.325	ad No 5, 2013
r 142.330	ad No 5, 2013
r 142.335	ad No 5, 2013
	am No 274, 2013
Subpart 142.K	
r 142.340	ad No 5, 2013
	am No 274, 2013; F2020L01283
r 142.345	ad No 5, 2013
r 142.350	ad No 5, 2013
	am No 274, 2013
Subpart 142.L	
r 142.355	ad No 5, 2013
r 142.360	ad No 5, 2013
Subpart 142.M	
r 142.365	ad No 5, 2013
r 142.370	ad No 5, 2013
r 142.375	ad No 5, 2013

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Provision affected	How affected
r 142.380	ad No 5, 2013
r 142.385	ad No 5, 2013
	rs No 274, 2013
r 142.386	ad No 274, 2013
r 142.390	ad No 5, 2013
r 142.395	ad No 274, 2013
Part 143	
Part 143	ad No 204, 2000
	rs No 167, 2002
	am No 345, 2004; No 80, 2013; No 274, 2013
Subpart 143.A	
Subpart A heading	rep No 345, 2004
Subpart 143.A heading	ad No 345, 2004
r 143.000	ad No 167, 2002
	am No 75, 2003
	rep No 345, 2004
r 143.005	ad No 167, 2002
	rs No 75, 2003
r 143.010	ad No 167, 2002
	am No 75, 2003; No 5, 2013
r 143.015	ad No 167, 2002
r 143.016	ad No 75, 2003
r 143.017	ad No 75, 2003
	am No 345, 2004; No 323, 2005; No 80, 2013; F2016L00170
r 143.017A	ad No 75, 2003
	rep No 345, 2004
r 143.017B	ad No 75, 2003
	rep No 345, 2004
r 143.017C	ad No 75, 2003
	rep No 345, 2004
r 143.017D	ad No 75, 2003
	rep No 345, 2004
r 143.017E	ad No 75, 2003
	rep No 345, 2004
r 143.017F	ad No 75, 2003
	rep No 345, 2004
r 143.017G	ad No 75, 2003
	rep No 345, 2004
r 143.017H	ad No 75, 2003
	rep No 345, 2004

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Provision affected	How affected
Subpart 143.B	
Subpart B heading	rep No 345, 2004
Subpart 143.B heading	ad No 345, 2004
r 143.020	ad No 167, 2002
	am No 75, 2003; No 5, 2013
r 143.025	ad No 167, 2002
	am No 75, 2003; No 5, 2013
r 143.027	ad No 75, 2003
	am No 77, 2011
r 143.030	ad No 167, 2002
	rep No 77, 2011
r 143.035	ad No 167, 2002
	rep No 80, 2013
r 143.040	ad No 167, 2002
	rep No 77, 2011
r 143.045	ad No 167, 2002
	rep No 77, 2011
r 143.050	ad No 167, 2002
	am No 77, 2011
Subpart 143.C	
Subpart C heading	rep No 345, 2004
Subpart 143.C heading	ad No 345, 2004
Division 143.C.1	
Division 1 heading	rep No 345, 2004
Division 143.C.1 heading	ad No 345, 2004
r 143.055	ad No 167, 2002
r 143.060	ad No 167, 2002
Division 143.C.2	
Division 2 heading	rep No 345, 2004
Division 143.C.2 heading	ad No 345, 2004
r 143.065	ad No 167, 2002
	am No 75, 2003
r 143.070	ad No 167, 2002
	am No 75, 2003
Division 143.C.3	
Division 3 heading	rep No 345, 2004
Division 143.C.3 heading	ad No 345, 2004
r 143.075	ad No 167, 2002
r 143.080	ad No 167, 2002
r 143.085	ad No 167, 2002

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Endnote 4—Amendment history

Provision affected	How affected
r 143.090	ad No 167, 2002
Subpart 143.D	
Subpart D heading	rep No 345, 2004
Subpart 143.D heading	ad No 345, 2004
r 143.095	ad No 167, 2002
r 143.100	ad No 167, 2002
r 143.105	ad No 167, 2002
	am No 75, 2003; No 5, 2013
Subpart 143.E	
Subpart E heading	rep No 345, 2004
Subpart 143.E heading	ad No 345, 2004
r 143.110	ad No 167, 2002
	am No 75, 2003; No 5, 2013
Subpart 143.F	
Subpart F heading	rep No 345, 2004
Subpart 143.F heading	ad No 345, 2004
	rs No 77, 2011
Division 143.F.1	
Division 1 heading	rep No 345, 2004
Division 143.F.1 heading	ad No 345, 2004
r 143.115	ad No 167, 2002
Division 143.F.2	
Division 2 heading	rep No 345, 2004
Division 143.F.2 heading	ad No 345, 2004
r 143.118	ad No 77, 2011
r 143.120	ad No 167, 2002
r 143.125	ad No 167, 2002
	rep No 77, 2011
r 143.130	ad No 167, 2002
	am No 75, 2003
	rs No 77, 2011
r 143.135	ad No 167, 2002
	rep No 77, 2011
r 143.140	ad No 167, 2002
	rep No 77, 2011
r 143.145	ad No 167, 2002
	rs No 77, 2011
r 143.150	ad No 167, 2002
	rep No 77, 2011
r 143.155	ad No 167, 2002

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Provision affected	How affected
	rep No 77, 2011
r 143.160	ad No 167, 2002
	rep No 77, 2011
r 143.165	ad No 167, 2002
	rep No 77, 2011
r 143.170	ad No 167, 2002
	rep No 77, 2011
r 143.175	ad No 167, 2002
	rs No 77, 2011
r 143.180	ad No 167, 2002
	am No 77, 2011
r 143.185	ad No 167, 2002
r 143.190	ad No 167, 2002
r 143.192	ad No 75, 2003
	reloc and renum No 77, 2011
r 143.195	ad No 167, 2002
	rep No 77, 2011
Division 3 heading	rep No 345, 2004
Division 143.F.3 heading	ad No 345, 2004
	rep No 77, 2011
Division 143.F.3	rep No 77, 2011
r 143.200	ad No 167, 2002
	rep No 77, 2011
r 143.205	ad No 167, 2002
	am No 345, 2004
	rep No 77, 2011
r 143.210	ad No 167, 2002
	rep No 77, 2011
Division 143.F.4	
Division 4 heading	rep No 345, 2004
Division 143.F.4 heading	ad No 345, 2004
r 143.215	ad No 167, 2002
r 143.220	ad No 167, 2002
r 143.225	ad No 167, 2002
	am No 345, 2004
r 143.230	ad No 167, 2002
r 143.235	ad No 167, 2002
	am No 77, 2011
r 143.240	ad No 167, 2002
	rep No 77, 2011

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Endnote 4—Amendment history

Provision affected	How affected
r 143.245 (prev r 143.192)	reloc and renum No 77, 2011
Part 144	
Part 144	ad No 204, 2000
Part 145	
Part 145	ad No 204, 2000
	rs No 328, 2010
	am No 80, 2013
Subpart 145.A	
r 145.005	ad No 328, 2010
	am No 275, 2013
r 145.010	ad No 328, 2010
r 145.015	ad No 328, 2010
r 145.020	ad No 328, 2010
Subpart 145.B	
r 145.025	ad No 328, 2010
r 145.030	ad No 328, 2010
r 145.035	ad No 328, 2010
r 145.040	ad No 328, 2010
r 145.045	ad No 328, 2010
Subpart 145.C	
r 145.050	ad No 328, 2010
r 145.055	ad No 328, 2010
r 145.060	ad No 328, 2010
r 145.065	ad No 328, 2010
Subpart 145.D	
r 145.070	ad No 328, 2010
r 145.075	ad No 328, 2010
r 145.080	ad No 328, 2010
r 145.085	ad No 328, 2010
Part 146	ad No 204, 2010
	rep No 328, 2010
Part 147	
Part 147	ad No 204, 2000
	rs No 328, 2010
	am No 80, 2013
Subpart 147.A	
r 147.005	ad No 328, 2010
r 147.010	ad No 328, 2010
	am No 5, 2013; No 80, 2013
r 147.015	ad No 328, 2010

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Provision affected	How affected
r 147.020	ad No 328, 2010
Subpart 147.B	
r 147.025	ad No 328, 2010
r 147.030	ad No 328, 2010
r 147.035	ad No 328, 2010
r 147.040	ad No 328, 2010
r 147.045	ad No 328, 2010
Subpart 147.C	
r 147.050	ad No 328, 2010
r 147.055	ad No 328, 2010
r 147.060	ad No 328, 2010
r 147.065	ad No 328, 2010
Subpart 147.D	
r 147.070	ad No 328, 2010
r 147.075	ad No 328, 2010
r 147.080	ad No 328, 2010
r 147.085	ad No 328, 2010
Part 148	ad No 204, 2000
	rep No 240, 2003
Part 149	
Part 149	ad No 204, 2000
	rs F2018L01030
Subpart 149.A	
r 149.005	ad F2018L01030
r 149.010	ad F2018L01030
r 149.015	ad F2018L01030
r 149.020	ad F2018L01030
Subpart 149.B	
r 149.060	ad F2018L01030
r 149.070	ad F2018L01030
r 149.075	ad F2018L01030
r 149.080	ad F2018L01030
r 149.085	ad F2018L01030
r 149.090	ad F2018L01030
Subpart 149.C	
r 149.110	ad F2018L01030
r 149.115	ad F2018L01030
r 149.120	ad F2018L01030
Subpart 149.D	
r 149.195	ad F2018L01030

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Endnote 4—Amendment history

Provision affected	How affected
r 149.200	ad F2018L01030
r 149.205	ad F2018L01030
r 149.210	ad F2018L01030
r 149.215	ad F2018L01030
r 149.220	ad F2018L01030
Subpart 149.E	
r 149.270	ad F2018L01030
r 149.275	ad F2018L01030
r 149.280	ad F2018L01030
r 149.285	ad F2018L01030
	am F2019L01621
r 149.290	ad F2018L01030
Subpart 149.F	
r 149.340	ad F2018L01030
r 149.345	ad F2018L01030
r 149.350	ad F2018L01030
Subpart 149.G	
r 149.400	ad F2018L01030
r 149.405	ad F2018L01030
r 149.410	ad F2018L01030
r 149.415	ad F2018L01030
	am F2021L00200
r 149.425	ad F2018L01030
r 149.430	ad F2018L01030
r 149.435	ad F2018L01030
r 149.440	ad F2018L01030
Subpart 149.H	
r 149.490	ad F2018L01030
r 149.495	ad F2018L01030
r 149.500	ad F2018L01030
Subpart 149.J	
r 149.540	ad F2018L01030
r 149.550	ad F2018L01030
Subpart 149.K	
r 149.605	ad F2018L01030
r 149.610	ad F2018L01030
r 149.615	ad F2018L01030
r 149.620	ad F2018L01030
r 149.625	ad F2018L01030
r 149.630	ad F2018L01030

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Provision affected	How affected
Part 171	
Part 171	ad No 204, 2000
	rs No 167, 2002
	am No 345, 2004; No 80, 2013
Subpart 171.A	
Subpart A heading	rep No 345, 2004
Subpart 171.A heading	ad No 345, 2004
r 171.000	ad No 167, 2002
	am No 75, 2003
	rep No 345, 2004
r 171.005	ad No 167, 2002
	rs No 75, 2003
r 171.010	ad No 167, 2002
	am No 75, 2003; No 124, 2006; No 265, 2011; F2020L00913; F2021L00200
r 171.012	ad No 75, 2003
r 171.015	ad No 167, 2002
r 171.017	ad No 75, 2003
	am No 345, 2004; No 323, 2005; No 80, 2013; F2016L00170
r 171.017A	ad No 75, 2003
	rep No 345, 2004
r 171.017B	ad No 75, 2003
	rep No 345, 2004
r 171.017C	ad No 75, 2003
	rep No 345, 2004
r 171.017D	ad No 75, 2003
	rep No 345, 2004
r 171.017E	ad No 75, 2003
	rep No 345, 2004
r 171.017F	ad No 75, 2003
	rep No 345, 2004
r 171.017G	ad No 75, 2003
	rep No 345, 2004
r 171.017H	ad No 75, 2003
	rep No 345, 2004
Subpart 171.B	
Subpart B heading	rep No 345, 2004
Subpart 171.B heading	ad No 345, 2004
	rs No 77, 2011
r 171.020	ad No 167, 2002
	am No 75, 2003; No 77, 2011

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Provision affected	How affected
r 171.022 (prev r 171.165)	reloc and renum No 77, 2011
r 171.025	ad No 167, 2002
	am No 77, 2011
r 171.026	ad No 77, 2011
r 171.027	ad No 77, 2011
r 171.028	ad No 77, 2011
r 121.029	ad No 77, 2011
Subpart 171.C	
Subpart C heading	rep No 345, 2004
Subpart 171.C heading	ad No 345, 2004
r 171.030	ad No 167, 2002
r 171.035	ad No 167, 2002
	am No 124, 2006; No 77, 2011
r 171.040	ad No 167, 2002
r 171.045	ad No 167, 2002
	rs No 75, 2003
	rep No 124, 2006
r 171.050	ad No 167, 2002
r 171.055	ad No 167, 2002
	am No 124, 2006
r 171.060	ad No 167, 2002
	rep No 124, 2006
r 171.065	ad No 167, 2002
r 171.070	ad No 167, 2002
r 171.075	ad No 167, 2002
r 171.080	ad No 167, 2002
r 171.085	ad No 167, 2002
r 171.086	ad No 124, 2006
Subpart 171.D	
Subpart D heading	rep No 345, 2004
Subpart 171.D heading	ad No 345, 2004
r 171.090	ad No 167, 2002
r 171.095	ad No 167, 2002
r 171.100	ad No 167, 2002
r 171.105	ad No 167, 2002
	am No 75, 2003
r 171.110	ad No 167, 2002
r 171.115	ad No 167, 2002
r 171.120	ad No 167, 2002
r 171.125	ad No 167, 2002

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Provision affected	How affected
	rs No 124, 2006
r 171.130	ad No 167, 2002
	rep No 124, 2006
r 171.135	ad No 167, 2002
	rep No 124, 2006
r 171.140	ad No 167, 2002
r 171.145	ad No 167, 2002
r 171.150	ad No 167, 2002
r 171.155	ad No 167, 2002
r 171.160	ad No 167, 2002
Subpart 171.E	
Subpart E heading	rep No 345, 2004
Subpart 171.E heading	ad No 345, 2004
	rs No 77, 2011
r 171.165	ad No 167, 2002
	reloc and renum No 77, 2011
r 171.170	ad No 167, 2002
	rep No 77, 2011
r 171.175	ad No 167, 2002
	rep No 77, 2011
r 171.180	ad No 167, 2002
	rep No 77, 2011
r 171.185	ad No 167, 2002
	rep No 77, 2011
r 171.190	ad No 167, 2002
	rep No 77, 2011
r 171.195	ad No 167, 2002
	rep No 77, 2011
r 171.200	ad No 167, 2002
	rep No 77, 2011
r 171.205	ad No 167, 2002
	am No 75, 2003
	rep No 77, 2011
r 171.210	ad No 167, 2002
	rep No 77, 2011
r 171.215	ad No 167, 2002
	rep No 77, 2011
r 171.220	ad No 167, 2002
	am No 345, 2004
r 171.225	ad No 167, 2002

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Endnote 4—Amendment history

Provision affected	How affected
r 171.230	ad No 167, 2002
	am No 345, 2004
r 171.235	ad No 167, 2002
r 171.237	ad No 75, 2003
r 171.240	ad No 167, 2002
	rep No 77, 2011
r 171.245	ad No 167, 2002
r 171.250	ad No 167, 2002
	am No 124, 2006
	rep No 77, 2011
r 171.255	ad No 167, 2002
	rep No 77, 2011
Part 172	
Part 172	ad No 204, 2000
	rs No 167, 2002
	am No 345, 2004; No 80, 2013
Subpart 172.A	
Subpart A heading	rep No 345, 2004
Subpart 172.A heading	ad No 345, 2004
r 172.000	ad No 167, 2002
	am No 75, 2003
	rep No 345, 2004
r 172.005	ad No 167, 2002
	rs No 75, 2003
r 172.010	ad No 167, 2002
	am No 75, 2003; No 172, 2007; F2020L00913
r 172.015	ad No 167, 2002
r 172.020	ad No 167, 2002
r 172.022	ad No 75, 2003
	am No 345, 2004; No 323, 2005; No 80, 2013; F2016L00170
r 172.022A	ad No 75, 2003
	rep No 345, 2004
r 172.022B	ad No 75, 2003
	rep No 345, 2004
r 172.022C	ad No 75, 2003
	rep No 345, 2004
r 172.022D	ad No 75, 2003
	rep No 345, 2004
r 172.022E	ad No 75, 2003
	rep No 345, 2004

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Provision affected	How affected
r 172.022F	ad No 75, 2003
	rep No 345, 2004
r 172.022G	ad No 75, 2003
	rep No 345, 2004
r 172.022H	ad No 75, 2003
	rep No 345, 2004
Subpart 172.B	
Subpart B heading	rep No 345, 2004
Subpart 172.B heading	ad No 345, 2004
r 172.024	ad No 75, 2003
r 172.025	ad No 167, 2002
	am No 345, 2004
	rep No 77, 2011
r 172.030	ad No 167, 2002
	am No 345, 2004
r 172.035	ad No 167, 2002
	rep No 77, 2011
r 172.040	ad No 167, 2002
	rep No 80, 2013
r 172.045	ad No 167, 2002
	am No 345, 2004
	rep No 77, 2011
r 172.050	ad No 167, 2002
	am No 345, 2004; No 77, 2011
r 172.055	ad No 167, 2002
	am No 345, 2004
Subpart 172.C	
Subpart C heading	rep No 345, 2004
Subpart 172.C heading	ad No 345, 2004
Division 172.C.1	
Division 1 heading	rep No 345, 2004
Division 172.C.1 heading	ad No 345, 2004
r 172.060	ad No 167, 2002
Division 172.C.2	
Division 2 heading	rep No 345, 2004
Division 172.C.2 heading	ad No 345, 2004
r 172.065	ad No 167, 2002
r 172.070	ad No 167, 2002
r 172.075	ad No 167, 2002
r 172.080	ad No 167, 2002

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Provision affected	How affected
r 172.085	ad No 167, 2002
r 172.090	ad No 167, 2002
Division 172.C.3	
Division 3 heading	rep No 345, 2004
Division 172.C.3 heading	ad No 345, 2004
r 172.095	ad No 167, 2002
Division 172.C.4	
Division 4 heading	rep No 345, 2004
Division 4	ad No 167, 2002
Division 172.C.4 heading	ad No 345, 2004
r 172.100	ad No 167, 2002
r 172.105	ad No 167, 2002
r 172.110	ad No 167, 2002
r 172.115	ad No 167, 2002
r 172.120	ad No 167, 2002
Division 172.C.5	
Division 5 heading	rep No 345, 2004
Division 172.C.5 heading	ad No 345, 2004
r 172.125	ad No 167, 2002
r 172.130	ad No 167, 2002
r 172.135	ad No 167, 2002
Division 172.C.6	
Division 6 heading	rep No 345, 2004
Division 172.C.6 heading	ad No 345, 2004
r 172.140	ad No 167, 2002
r 172.145	ad No 167, 2002
r 172.150	ad No 167, 2002
r 172.155	ad No 167, 2002
Division 172.C.7	
Division 7 heading	rep No 345, 2004
Division 172.C.7 heading	ad No 345, 2004
r 172.160	ad No 167, 2002
r 172.165	ad No 167, 2002
r 172.170	ad No 167, 2002
r 172.175	ad No 167, 2002
Division 172.C.8	
Division 8 heading	rep No 345, 2004
Division 172.C.8 heading	ad No 345, 2004
r 172.180	ad No 167, 2002
	am No 265, 2011

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Provision affected	How affected
Subpart 172.D	
Subpart D heading	rep No 345, 2004
Subpart 172.D heading	ad No 345, 2004
r 172.185	ad No 167, 2002
r 172.190	ad No 167, 2002
Subpart 172.E	
Subpart E heading	rep No 345, 2004
Subpart 172.E heading	ad No 345, 2004
r 172.195	ad No 167, 2002
Subpart 172.F	
Subpart F heading	rep No 345, 2004
Subpart 172.F heading	ad No 345, 2004
	rs No 77, 2011
Division 172.F.1	
Division 1 heading	rep No 345, 2004
Division 172.F.1 heading	ad No 345, 2004
r 172.200	ad No 167, 2002
Division 172.F.2	
Division 2 heading	rep No 345, 2004
Division 172.F.2 heading	ad No 345, 2004
r 172.202	ad No 77, 2011
r 172.205	ad No 167, 2002
r 172.210	ad No 167, 2002
	rep No 77, 2011
r 172.215	ad No 167, 2002
	rs No 77, 2011
r 172.220	ad No 167, 2002
	rep No 77, 2011
r 172.225	ad No 167, 2002
	rep No 77, 2011
r 172.230	ad No 167, 2002
	rs No 77, 2011
r 172.235	ad No 167, 2002
	rep No 77, 2011
r 172.240	ad No 167, 2002
	rep No 77, 2011
r 172.245	ad No 167, 2002
	rep No 77, 2011
r 172.250	ad No 167, 2002
	rep No 77, 2011

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Provision affected	How affected
r 172.255	ad No 167, 2002
	rep No 77, 2011
r 172.260	ad No 167, 2002
	rs No 77, 2011
r 172.265	ad No 167, 2002
	am No 77, 2011
r 172.270	ad No 167, 2002
	rs No 77, 2011
r 172.275	ad No 167, 2002
	rep No 77, 2011
r 172.280	ad No 167, 2002
	rep No 77, 2011
Division 3 heading	rep No 345, 2004
Division 172.F.3 heading	ad No 345, 2004
Division 172.F.3	rep No 77, 2011
r 172.285	ad No 167, 2002
	rep No 77, 2011
r 172.290	ad No 167, 2002
	am No 345, 2004
	rep No 77, 2011
r 172.295	ad No 167, 2002
	am No 75, 2003
	rep No 77, 2011
Division 172.F.4	
Division 4 heading	rep No 345, 2004
Division 172.F.4 heading	ad No 345, 2004
r 172.300	ad No 167, 2002
Division 172.F.5	
Division 5 heading	rep No 345, 2004
Division 172.F.5 heading	ad No 345, 2004
r 172.305	ad No 167, 2002
r 172.310	ad No 167, 2002
	am No 345, 2004
r 172.315	ad No 167, 2002
	am No 345, 2004
r 172.320	ad No 167, 2002
r 172.325	ad No 167, 2002
r 172.327	ad No 75, 2003
r 172.330	ad No 167, 2002
	rep No 77, 2011

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Provision affected	How affected
Part 173	
Part 173	ad No 204, 2000
	rs No 189, 2003
	am No 345, 2004; No 80, 2013
Subpart 173.A	
r 173.000	ad No 189, 2003
	rep No 345, 2004
r 173.005	ad No 189, 2003
r 173.010	ad No 189, 2003
	am No 265, 2011
r 173.015	ad No 189, 2003
r 173.020	ad No 189, 2003
r 173.025	ad No 189, 2003
r 173.030	ad No 189, 2003
	am No 80, 2013; F2016L01448
r 173.035	ad No 189, 2003
	rs No 265, 2011
r 173.040	ad No 189, 2003
Subpart 173.B	
Division 173.B.1	
Division 173.B.1 heading	rs No 77, 2011
r 173.045	ad No 189, 2003
	am No 77, 2011
r 173.050	ad No 189, 2003
r 173.055	ad No 189, 2003
	am No 77, 2011
r 173.060	ad No 189, 2003
	rep No 77, 2011
r 173.065	ad No 189, 2003
	rs No 77, 2011
r 173.070	ad No 189, 2003
	rs No 77, 2011
Division 173.B.2	
r 173.075	ad No 189, 2003
r 173.080	ad No 189, 2003
r 173.085	ad No 189, 2003
r 173.090	ad No 189, 2003
r 173.095	ad No 189, 2003
r 173.100	ad No 189, 2003
r 173.105	ad No 189, 2003

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Endnote 4—Amendment history

Provision affected	How affected
r 173.110	ad No 189, 2003
r 173.115	ad No 189, 2003
r 173.120	ad No 189, 2003
r 173.125	ad No 189, 2003
r 173.130	ad No 189, 2003
r 173.135	ad No 189, 2003
r 173.140	ad No 189, 2003
r 173.145	ad No 189, 2003
r 173.150	ad No 189, 2003
r 173.155	ad No 189, 2003
r 173.160	ad No 189, 2003
Division 173.B.3	
r 173.165	ad No 189, 2003
r 173.170	ad No 189, 2003
r 173.175	ad No 189, 2003
r 173.180	ad No 189, 2003
r 173.185	ad No 189, 2003
r 173.190	ad No 189, 2003
Division 173.B.4	
r 173.195	ad No 189, 2003
	am No 265, 2011
r 173.200	ad No 189, 2003
r 173.205	ad No 189, 2003
r 173.210	ad No 189, 2003
r 173.215	ad No 189, 2003
Subpart 173.C	
Division 173.C.1	
Division 173.C.1 heading	rs No 77, 2011
r 173.220	ad No 189, 2003
	am No 77, 2011
r 173.225	ad No 189, 2003
r 173.230	ad No 189, 2003
	rep No 77, 2011
r 173.235	ad No 189, 2003
	rep No 77, 2011
r 173.240	ad No 189, 2003
	rs No 77, 2011
r 173.245	ad No 189, 2003
	rs No 77, 2011

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Provision affected	How affected
Division 173.C.2	
r 173.250	ad No 189, 2003
r 173.255	ad No 189, 2003
r 173.260	ad No 189, 2003
r 173.265	ad No 189, 2003
	am F2016L01448
r 173.270	ad No 189, 2003
r 173.275	ad No 189, 2003
r 173.280	ad No 189, 2003
r 173.285	ad No 189, 2003
r 173.290	ad No 189, 2003
	am No 265, 2011
Division 173.C.3	
r 173.295	ad No 189, 2003
r 173.300	ad No 189, 2003
r 173.305	ad No 189, 2003
Subpart 173.D	
r 173.310	ad No 189, 2003
r 173.315	ad No 189, 2003
Subpart 173.E	
Subpart 173.E heading	rs No 77, 2011
Division 173.E.1	
Division 173.E.1 heading	rs No 77, 2011
r 173.320	ad No 189, 2003
	rep No 77, 2011
r 173.325	ad No 189, 2003
	rep No 77, 2011
r 173.330	ad No 189, 2003
	rs No 77, 2011
r 173.335	ad No 189, 2003
	rs No 77, 2011
r 173.340	ad No 189, 2003
	rep No 77, 2011
r 173.345	ad No 189, 2003
	am No 77, 2011
r 173.350	ad No 189, 2003
	am No 77, 2011
r 173.355	ad No 189, 2003
	rep No 77, 2011
r 173.360	ad No 189, 2003

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Endnote 4—Amendment history

Provision affected	How affected
	rep No 77, 2011
Division 173.E.2	rep No 77, 2011
r 173.365	ad No 189, 2003
	rep No 77, 2011
r 173.370	ad No 189, 2003
	rep No 77, 2011
Division 173.E.3	
r 173.375	ad No 189, 2003
Division 173.E.4	
r 173.380	ad No 189, 2003
r 173.385	ad No 189, 2003
	rep No 77, 2011
Division 173.E.5	
r 173.390	ad No 189, 2003
r 173.395	ad No 189, 2003
r 173.400	ad No 189, 2003
	am No 265, 2011
Part 175	
Part 175	ad No 135, 2014
Subpart 175.A	
r 175.005	ad No 135, 2014
r 175.010	ad No 135, 2014
r 175.015	ad No 135, 2014
r 175.020	ad No 135, 2014
r 175.025	ad No 135, 2014
Subpart 175.B	
Division 175.B.1	
r 175.030	ad No 135, 2014
r 175.035	ad No 135, 2014
Division 175.B.2	
r 175.040	ad No 135, 2014
r 175.045	ad No 135, 2014
r 175.050	ad No 135, 2014
r 175.055	ad No 135, 2014
r 175.060	ad No 135, 2014
r 175.065	ad No 135, 2014
r 175.067	ad No 135, 2014
Division 175.B.3	
r 175.070	ad No 135, 2014
r 175.075	ad No 135, 2014

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Provision affected	How affected
r 175.080	ad No 135, 2014
r 175.085	ad No 135, 2014
Division 175.B.4	
r 175.090	ad No 135, 2014
r 175.095	ad No 135, 2014
r 175.100	ad No 135, 2014
r 175.105	ad No 135, 2014
r 175.110	ad No 135, 2014
r 175.115	ad No 135, 2014
r 175.120	ad No 135, 2014
r 175.125	ad No 135, 2014
r 175.130	ad No 135, 2014
r 175.135	ad No 135, 2014
r 175.140	ad No 135, 2014
	am F2020L00913
r 175.145	ad No 135, 2014
Division 175.B.5	
r 175.150	ad No 135, 2014
r 175.155	ad No 135, 2014
r 175.160	ad No 135, 2014
r 175.165	ad No 135, 2014
r 175.170	ad No 135, 2014
r 175.175	ad No 135, 2014
r 175.180	ad No 135, 2014
r 175.185	ad No 135, 2014
r 175.190	ad No 135, 2014
r 175.195	ad No 135, 2014
Division 175.B.6	
r 175.200	ad No 135, 2014
r 175.205	ad No 135, 2014
r 175.210	ad No 135, 2014
r 175.215	ad No 135, 2014
r 175.220	ad No 135, 2014
r 175.225	ad No 135, 2014
r 175.230	ad No 135, 2014
r 175.235	ad No 135, 2014
r 175.240	ad No 135, 2014
r 175.245	ad No 135, 2014
r 175.250	ad No 135, 2014
r 175.255	ad No 135, 2014

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Endnote 4—Amendment history

Provision affected	How affected
r 175.260	ad No 135, 2014
Subpart 175.C	
Division 175.C.1	
r 175.265	ad No 135, 2014
r 175.270	ad No 135, 2014
r 175.275	ad No 135, 2014
Division 175.C.2	
r 175.280	ad No 135, 2014
r 175.285	ad No 135, 2014
r 175.290	ad No 135, 2014
r 175.295	ad No 135, 2014
r 175.300	ad No 135, 2014
r 175.305	ad No 135, 2014
Division 175.C.3	
r 175.310	ad No 135, 2014
r 175.315	ad No 135, 2014
r 175.320	ad No 135, 2014
r 175.325	ad No 135, 2014
r 175.330	ad No 135, 2014
Division 175.C.4	
r 175.335	ad No 135, 2014
r 175.340	ad No 135, 2014
r 175.345	ad No 135, 2014
Division 175.C.5	
r 175.350	ad No 135, 2014
r 175.355	ad No 135, 2014
r 175.360	ad No 135, 2014
r 175.365	ad No 135, 2014
r 175.370	ad No 135, 2014
r 175.375	ad No 135, 2014
Division 175.C.6	
r 175.380	ad No 135, 2014
r 175.385	ad No 135, 2014
r 175.390	ad No 135, 2014
r 175.395	ad No 135, 2014
r 175.400	ad No 135, 2014
r 175.405	ad No 135, 2014
r 175.410	ad No 135, 2014
r 175.415	ad No 135, 2014
r 175.420	ad No 135, 2014

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Provision affected	How affected
r 175.425	ad No 135, 2014
r 175.430	ad No 135, 2014
r 175.435	ad No 135, 2014
r 175.440	ad No 135, 2014
Subpart 175.D	
Division 175.D.1	
r 175.445	ad No 135, 2014
r 175.450	ad No 135, 2014
r 175.455	ad No 135, 2014
r 175.460	ad No 135, 2014
r 175.465	ad No 135, 2014
r 175.470	ad No 135, 2014
Division 175.D.2	
r 175.475	ad No 135, 2014
Subpart 175.E	
r 175.480	ad No 135, 2014
	am F2020L00913
r 175.485	ad No 135, 2014
r 175.490	ad No 135, 2014
r 175.495	ad No 135, 2014
r 175.500	ad No 135, 2014
Part 183	ad No 204, 2000
	rep No 77, 2011
Part 200	
Part 200 heading	rs No 345, 2004
	am No 345, 2004; No 80, 2013; No 274, 2013
	rs F2018L01030
Subpart 200.A	
Subpart A	ad No 204, 2000
Subpart 200.A (prev Subpart A)	renum No 350, 2002
	rep No 345, 2004
	ad F2018L01030
	rep F2021L00200
r 200.0	ad No 204, 2000
r 200.000 (prev r 200.0)	renum No 350, 2002
	rep No 345, 2004
r 200.001A	ad F2018L01030
	rep F2021L00200
Subpart 200.B	
Division 1 heading	rep No 204, 2000

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Endnote 4—Amendment history

Provision affected	How affected
Subpart B heading	ad No 204, 2000
Subpart 200.B heading	rs F2018L01030
Subpart 200.B (prev Subpart B)	renum No 350, 2002
r 200.1	am No 227, 2000; No 350, 2002
r 200.001 (prev r 200.1)	renum No 350, 2002
	rs F2018L01030
	rep F2021L00200
r 200.2	am No 227, 2000; No 350, 2002
r 200.002 (prev r 200.2)	renum No 350, 2002
	am No 216, 2004
	rs F2018L01030
	rep F2021L00200
r 200.3	am No 227, 2000; No 350, 2002
r 200.003 (prev r 200.3)	renum No 350, 2002
	rs No 226, 2007
	am F2018L01030
	rep F2021L00200
r 200.4	am No 227, 2000; No 350, 2002
r 200.004 (prev r 200.4)	renum No 350, 2002
	rs No 321, 2005
	am F2018L01030
	rep F2021L00200
r 200.5	am No 227, 2000
	rs No 349, 2001
r 200.005 (prev r 200.5)	renum No 350, 2002
	am No 350, 2002
	rs F2018L01030
r 200.6	am No 227, 2000
	rep No 349, 2001
r 200.006	ad F2018L01030
	rep F2021L00200
r 200.7	rep No 7, 2000
r 200.8	am No 227, 2000; No 350, 2002
r 200.008 (prev r 200.8)	renum No 350, 2002
	am F2018L01030
r 200.9	am No 227, 2000
	rep No 349, 2001
r 200.10	rs No 7, 2000
	am No 350, 2002

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Provision affected	How affected
r 200.010 (prev r 200.10)	renum No 350, 2002
	rep F2021L00200
r 200.11	rep No 7, 2000
r 200.12	rep No 7, 2000
r 200.13	am No 166, 1999; No 227, 2000; No 350, 2002
r 200.013 (prev r 200.13)	renum No 350, 2002
	am No 216, 2004
	rs No 321, 2005
	am F2018L01030
	rep F2021L00200
r 200.14	am No 227, 2000; No 350, 2002
r 200.014 (prev r 200.14)	renum No 350, 2002
	rs No 321, 2005
	am F2018L01030
	rep F2021L00200
Subpart 200.C	
Division 2 heading	rep No 204, 2000
Subpart C heading	ad No 204, 2000
Subpart 200.C (prev Subpart C)	renum No 350, 2002
r 200.20	am No 227, 2000; No 350, 2002
r 200.020 (prev r 200.20)	renum No 350, 2002
	am F2018L01030; F2021L00200
r 200.025	ad No 5, 2013
	am No 274, 2013; F2021L00200
r 200.030	ad No 274, 2013
	am F2021L00200
Part 201	
Part 201	am No 345, 2004; No 80, 2013; No 274, 2013
r 201.0	ad No 204, 2000
r 201.000 (prev r 201.0)	renum No 350, 2002
	rep No 345, 2004
r 201.1	am No 227, 2000; No 350, 2002
r 201.001 (prev r 201.1)	renum No 350, 2002
	am F2021L00200
r 201.2	am No 227, 2000; No 350, 2002
r 201.002 (prev r 201.2)	renum No 350, 2002
	rep No 345, 2004
	ad F2021L00200
r 201.002A	ad F2021L00200

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Endnote 4—Amendment history

Provision affected	How affected
r 201.003 (prev r 201.3)	renum No 350, 2002
	am F2019L00176
r 201.4	am No 166, 1999; No 262, 1999; No 204, 2000; No 227, 2000; No 350, 2002
r 201.004 (prev r 201.4)	renum No 350, 2002
	am No 345, 2004; No 41, 2007; No 64, 2009; No 277, 2010; No 328, 2010; No 77, 2011; No 265, 2011
	rs No 80, 2013
	am No 274, 2013; No 275, 2013; No 204, 2014; No 245, 2015; No 246, 2015; F2016L01655; F2018L01030; F2019L01027; F2020L00913; F2021L00200
r 201.005	ad No 345, 2004
	rep No 80, 2013
r 201.010	ad No 345, 2004
	rep No 80, 2013
r 201.015	ad No 345, 2004
	rep No 77, 2011
r 201.016	ad No 258, 2005
	am No 192, 2008; F2019L01027
r 201.020	ad No 345, 2004
	rs No 77, 2011
r 201.022	ad F2021L00200
r 201.025	ad No 274, 2013
r 201.030	ad F2021L00200
Part 202	
Part 202	ad No 262, 1999
	am No 345, 2004; No 80, 2013; No 188, 2013; No 274, 2013; No 275, 2013; No 40, 2014; No 125, 2014; No 135, 2014
Subpart 202.AA heading	ad No 321, 2002
	rep No 345, 2004
Subpart 202.AA	rep No 345, 2004
r 202.0	ad No 204, 2000
	rep No 321, 2002
r 202.000	ad No 321, 2002
	am No 58, 2003; No 75, 2003; No 240, 2003
	rep No 345, 2004
Subpart 202.AB	
Subpart 202.AB	ad No 321, 2002
	rs No 77, 2011
Subpart 202.AD	
Subpart 202.AD	ad No 321, 2002
	rs No 345, 2004

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Provision affected	How affected
Division 202.AD.1	
Division 202.AD.1 heading	ad F2019L01027
	rep F2021L00200
Division 202.AD.1	rep F2021L00200
r 202.010	ad No 345, 2004
	am No 77, 2011
	rep F2021L00200
r 202.011	ad No 345, 2004
	am No 77, 2011; No 80, 2013
	rep F2021L00200
r 202.011A	ad No 77, 2011
	rep F2021L00200
r 202.011B	ad No 77, 2011
	rep F2021L00200
r 202.011C	ad No 77, 2011
	rep F2021L00200
r 202.011D	ad No 77, 2011
	rep F2021L00200
r 202.011E	ad No 77, 2011
	am No 80, 2013
	rep F2021L00200
r 202.011F	ad No 77, 2011
	am No 80, 2013
	rep F2021L00200
r 202.011G	ad No 77, 2011
	rep F2021L00200
r 202.012	ad No 345, 2004
	rep F2021L00200
r 202.013	ad No 77, 2011
	rep F2021L00200
Division 202.AD.2	
Division 202.AD.2	ad F2019L01027
r 202.014	ad F2019L01027
Subpart 202.AF	
Subpart 202.AF	ad No 321, 2002
Subpart 202.AJ	
Subpart 202.AJ heading	ad No 321, 2002
Division 202.AJ.1	
Division 202.AJ.1 heading	ad No 76, 2011

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Endnote 4—Amendment history

Provision affected	How affected
Subdivision 202.AJ.1.A	
Subdivision 202.AJ.1.A heading	ad No 188, 2013
r 202.049A	ad No 76, 2011
Subdivision 202.AJ.1.B	
Subdivision 202.AJ.1.B heading	ad No 188, 2013
r 202.1	ad No 262, 1999
r 202.050 (prev r 202.1)	renum No 321, 2002
	am No 350, 2002 (md not incorp); F2016L01448
r 202.2	ad No 262, 1999
r 202.051 (prev r 202.2)	renum No 321, 2002
	am No 350, 2002 (md not incorp); F2016L01448
r 202.3	ad No 262, 1999
r 202.052 (prev r 202.3)	renum No 321, 2002
	am No 350, 2002 (md not incorp); F2016L01448
Subdivision 202.AJ.1.C	
Subdivision 202.AJ.1.C	ad No 188, 2013
r 202.052A	ad No 188, 2013
	exp 1 Mar 2017 (r 202.052A(5))
Subdivision 202.AJ.1.D	
Subdivision 202.AJ.1.D	ad F2016L01655
r 202.052AA	ad F2016L01655
r 202.052B	ad F2016L01655
r 202.052C	ad F2016L01655
r 202.052D	ad F2016L01655
r 202.052E	ad F2016L01655
Division 202.AJ.2	
Division 202.AJ.2	ad No 76, 2011
Subdivision 202.AJ.2.A	
Subdivision 202.AJ.2.A heading	ad No 40, 2014
r 202.053	ad No 76, 2011
r 202.054	ad No 76, 2011
r 202.055	ad No 76, 2011
r 202.056	ad No 76, 2011
r 202.057	ad No 76, 2011
	rep No 40, 2014
r 202.058	ad No 76, 2011
Subdivision 202.AJ.2.B	
Subdivision 202.AJ.2.B	ad No 40, 2014

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Provision affected	How affected
r 202.058A	ad No 40, 2014
Division 202.AJ.3	
Division 202.AJ.3	ad No 76, 2011
Subdivision 202.AJ.3.A	
Subdivision 202.AJ.3.A heading	ad No 40, 2014
r 202.059	ad No 76, 2011
Subpart 202.AK	
Subpart 202.AK	ad No 321, 2002
	rs No 147, 2009
r 202.060	ad No 147, 2009
Subpart 202.AL	
Subpart 202.AL	ad No 321, 2002
	rs No 147, 2009
r 202.070	ad No 147, 2009
Subpart 202.AM	ad No 321, 2002
	rep No 345, 2004
Subpart 202.AN	
Subpart 202.AN	ad No 321, 2002
	rs No 147, 2009
r 202.090	ad No 147, 2009
Subpart 202.AO	
Subpart 202.AO	ad No 321, 2002
Subpart 202.AP	
Subpart 202.AP	ad No 321, 2002
Subpart 202.AR	
Subpart 202.AR	ad No 321, 2002
Subpart 202.AT	
Subpart 202.AT	ad No 321, 2002
Subpart 202.AU	
Subpart 202.AU	ad No 321, 2002
	rs No 147, 2009
r 202.140	ad No 147, 2009
Subpart 202.AV	
Subpart 202.AV	ad No 321, 2002
Subpart 202.AX	
Subpart 202.AX	ad No 321, 2002
Subpart 202.AZ	
Subpart 202.AZ heading	ad No 321, 2002
	rs No 345, 2004

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Endnote 4—Amendment history

Provision affected	How affected
Subpart 202.AZ	rs No 345, 2004
r 202.4	ad No 262, 1999
r 202.170 (prev r 202.4)	renum No 321, 2002
	am No 350, 2002 (md not incorp)
	rs No 345, 2004
r 202.5	ad No 262, 1999
r 202.171 (prev r 202.5)	renum No 321, 2002
	am No 350, 2002 (md not incorp)
	rs No 345, 2004
r 202.6	ad No 262, 1999
r 202.172 (prev r 202.6)	renum No 321, 2002
	am No 350, 2002 (md not incorp)
	rs No 345, 2004
Subpart 202.BA	
Subpart 202.BA	ad No 328, 2010
r 202.180	ad No 328, 2010
	rs No 275, 2013
	am F2021L00200
r 202.181	ad No 328, 2010
	rs No 275, 2013
	am F2021L00200
r 202.182	ad No 328, 2010
	rep No 275, 2013
r 202.183	ad No 328, 2010
r 202.184	ad No 328, 2010
	am No 107, 2012
	rep No 275, 2013
r 202.185	ad No 328, 2010
r 202.186	ad No 328, 2010
r 202.187	ad No 328, 2010
	am No 275, 2013
r 202.188	ad No 328, 2010
	rs No 80, 2013
r 202.189	ad No 328, 2010
	rep No 275, 2013
r 202.190	ad No 328, 2010
	rep No 275, 2013
r 202.191	ad No 328, 2010
	am No 80, 2013
r 202.192	ad No 328, 2010

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Provision affected	How affected
	rep No 275, 2013
r 202.193	ad No 328, 2010
	am No 80, 2013
r 202.194	ad No 328, 2010
Subpart 202.BB	ad No 321, 2002
	rep No 328, 2010
Subpart 202.BD	
Subpart 202.BD	ad No 321, 2002
	rs No 345, 2004
Division 202.BD.1	
Division 202.BD.1 heading	ad No 245, 2015
r 202.200	ad No 345, 2004
Division 202.BD.2	
Division 202.BD.2	ad No 245, 2015
r 202.205	ad No 245, 2015
r 202.210	ad No 245, 2015
r 202.215	ad No 245, 2015
r 202.220	ad No 245, 2015
Subpart 202.BF	
Subpart 202.BF	ad No 321, 2002
	rs No 134, 2004
Division 202.BF.1	
Division 202.BF.1 heading	ad No 204, 2014
r 202.220	ad No 134, 2004
	am No 204, 2014
r 202.221	ad No 134, 2004
r 202.222	ad No 134, 2004
r 202.223	ad No 134, 2004
	am No 345, 2004; No 242, 2005
r 202.224	ad No 134, 2004
r 202.225	ad No 134, 2004
	am No 242, 2005
Division 202.BF.2	
Division 202.BF.2	ad No 204, 2014
r 202.226	ad No 134, 2004
	rep No 242, 2005
	ad No 204, 2014
r 202.227	ad No 204, 2014
r 202.228	ad No 204, 2014

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Endnote 4—Amendment history

Provision affected	How affected
Division 202.BF.3	
Division 202.BF.3	ad F2019L01027
r 202.229	ad F2019L01027
	am F2019L01364; F2022L00157; F2022L00499
r 202.230	ad F2019L01027
	am F2019L01364
	rep F2022L00157
r 202.231	ad F2019L01027
	am F2019L01364; F2022L00157; F2022L00499
r 202.232	ad F2019L01027
	rs F2019L01364
	am F2022L00157; F2022L00499
Subpart 202.CA	ad No 321, 2002
	rs No 240, 2003
	rep F2016L01448
r 202.240	ad No 240, 2003
	am No 345, 2004
	rep F2016L01448
r 202.241	ad No 240, 2003
	am No 345, 2004
	rep F2016L01448
Subpart 202.CB	
Subpart 202.CB	ad No 321, 2002
	rs No 5, 2013
Division 202.CB.1	
Division 202.CB.1 heading	rs No 274, 2013; No 125, 2014
	exp end of 31 Aug 2025 (r 202.281)
Division 202.CB.1	exp end of 31 Aug 2025 (r 202.281)
Subdivision 202.CB.1.1	
Subdivision 202.CB.1.1 heading	ad No 274, 2013
	exp end of 31 Aug 2025 (r 202.281)
r 202.260	ad No 5, 2013
	rs No 274, 2013
	exp end of 31 Aug 2025 (r 202.281)
r 202.261	ad No 5, 2013
	am No 274, 2013; No 125, 2014; F2016L01448
	exp end of 31 Aug 2025 (r 202.281)
r 202.262	ad No 274, 2013
	exp end of 31 Aug 2025 (r 202.281)

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Provision affected	How affected
Subdivision 202.CB.1.2	
Division 202.CB.2 heading.....	rep No 274, 2013
Subdivision 202.CB.1.2..... heading	ad No 274, 2013 exp end of 31 Aug 2018 (r 202.271)
Subdivision 202.CB.1.2.....	exp end of 31 Aug 2018 (r 202.271)
r 202.263	ad No 5, 2013
	am No 274, 2013
	exp end of 31 Aug 2018 (r 202.271)
r 202.264	ad No 5, 2013
	exp end of 31 Aug 2018 (r 202.271)
r 202.265	ad No 5, 2013
	exp end of 31 Aug 2018 (r 202.271)
r 202.266	ad No 5, 2013
	exp end of 31 Aug 2018 (r 202.271)
r 202.267	ad No 5, 2013
	am No 274, 2013
	exp end of 31 Aug 2018 (r 202.271)
r 202.268	ad No 5, 2013
	rs No 274, 2013
	am No 125, 2014
	exp end of 31 Aug 2018 (r 202.271)
r 202.268A.....	ad No 274, 2013
	exp end of 31 Aug 2018 (r 202.271)
r 202.269	ad No 5, 2013
	exp end of 31 Aug 2018 (r 202.271)
r 202.270	ad No 5, 2013
	am No 274, 2013; No 125, 2014
	exp end of 31 Aug 2018 (r 202.271)
r 202.271	ad No 5, 2013
	rs No 274, 2013
	exp end of 31 Aug 2018 (r 202.271)
Subdivision 202.CB.1.3	
Division 202.CB.3 heading.....	rep No 274, 2013
Subdivision 202.CB.1.3..... heading	ad No 274, 2013 rs F2018L01131 exp end of 31 Aug 2025 (r 202.281)
Subdivision 202.CB.1.3.....	rs F2018L01131 exp end of 31 Aug 2025 (r 202.281)
r 202.272	ad No 5, 2013
	am No 274, 2013; No 125, 2014

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Endnote 4—Amendment history

Provision affected	How affected
	rs F2018L01131
	exp end of 31 Aug 2025 (r 202.281)
r 202.273	ad No 5, 2013
	rs No 274, 2013; F2018L01131
	exp end of 31 Aug 2025 (r 202.281)
Subdivision 202.CB.1.4	
Division 202.CB.4 heading	rep No 274, 2013
Subdivision 202.CB.1.4 heading	ad No 274, 2013 exp end of 31 Aug 2025 (r 202.281)
r 202.274	ad No 5, 2013
	am No 274, 2013
	exp end of 31 Aug 2018 (r 202.274(3))
r 202.275	ad No 5, 2013
	am No 274, 2013
	exp end of 31 Aug 2018 (r 202.275(4))
r 202.276	ad No 5, 2013
	am No 274, 2013
	exp end of 31 Aug 2018 (r 202.276(5))
r 202.277	ad No 5, 2013
	rs F2018L01131
	exp end of 31 Aug 2025 (r 202.281)
r 202.277A	ad No 274, 2013
	am F2017L00697
	rep end of 31 Aug 2018 (r 202.277A(3))
r 202.277B	ad No 274, 2013
	am F2017L00697
	rep end of 31 Aug 2018 (r 202.277B(3))
r 202.277C	ad No 274, 2013
	exp end of 31 Aug 2025 (r 202.281)
r 202.277D	ad No 274, 2013
	rep No 125, 2014
r 202.278	ad No 5, 2013
	rs No 274, 2013
	am F2018L01131; F2020L01051
	exp end of 31 Aug 2023 (r 202.278(2))
r 202.279	ad No 274, 2013
	am F2018L01131; F2020L01051
	exp end of 31 Aug 2023 (r 202.279(3))
r 202.280	ad No 274, 2013
	rep 31 May 2015 (r 202.280(4))

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Provision affected	How affected
r 202.281	ad No 274, 2013
	exp end of 31 Aug 2025 (r 202.281)
Division 202.CB.2	
Division 202.CB.2	ad F2020L01051
r 202.290	ad F2020L01051
Subpart 202.CD	ad No 321, 2002
	rep No 5, 2013
Subpart 202.CE	
Subpart 202.CE	ad No 321, 2002
	rs No 5, 2013
Division 202.CE.1	
Division 202.CE.1 heading	rs No 274, 2013; No 125, 2014
	exp end of 31 Aug 2025 (r 202.312(2))
Division 202.CE.1	exp end of 31 Aug 2025 (r 202.312(2))
Subdivision 202.CE.1.1	
Subdivision 202.CE.1.1 heading	ad No 274, 2013
	exp end of 31 Aug 2025 (r 202.312(2))
r 202.300	ad No 5, 2013
	am No 274, 2013; No 125, 2014
	exp end of 31 Aug 2025 (r 202.312(2))
r 202.301	ad No 5, 2013
	am No 274, 2013
	exp end of 31 Aug 2018 (r 202.312(1))
r 202.302	ad No 5, 2013
	am No 274, 2013
	exp end of 31 Aug 2018 (r 202.312(1))
r 202.303	ad No 5, 2013
	exp end of 31 Aug 2018 (r 202.312(1))
r 202.304	ad No 5, 2013
	am No 274, 2013
	rs F2018L01131
	exp end of 31 Aug 2025 (r 202.312(2))
r 202.304A	ad F2018L01131
	exp end of 31 Aug 2025 (r 202.312(2))
r 202.305	ad No 5, 2013
	exp end of 31 Aug 2018 (r 202.312(1))
Subdivision 202.CE.1.2	
Division 202.CE.2 heading	rep No 274, 2013
Subdivision 202.CE.1.2 heading	ad No 274, 2013
	exp end of 31 Aug 2018 (r 202.312(1))

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Endnote 4—Amendment history

Provision affected	How affected
r 202.307	ad No 5, 2013
	am No 274, 2013; No 125, 2014
	exp end of 31 Aug 2018 (r 202.312(1))
r 202.308	ad No 5, 2013
	am No 125, 2014
	exp end of 31 Aug 2018 (r 202.312(1))
r 202.309	ad No 5, 2013
	am No 125, 2014
	exp end of 31 Aug 2018 (r 202.312(1))
r 202.310	ad No 5, 2013
	exp end of 31 Aug 2018 (r 202.312(1))
r 202.311	ad No 5, 2013
	am No 274, 2013; No 125, 2014
	exp end of 31 Aug 2018 (r 202.312(1))
Subdivision 202.CE.1.3	
Subdivision 202.CE.1.3	ad No 274, 2013
	exp end of 31 Aug 2025 (r 202.312(2))
r 202.312	ad No 5, 2013
	rs No 274, 2013; F2018L01131
	exp end of 31 Aug 2025 (r 202.312(2))
Subpart 202.CF	
Subpart 202.CF	ad No 321, 2002
	rs No 75, 2003
r 202.320	ad No 75, 2003
	am No 345, 2004
r 202.321	ad No 345, 2004
Subpart 202.CG	
Subpart 202.CG	ad No 321, 2002
	rs No 328, 2010
r 202.340	ad No 328, 2010
	rs No 246, 2015
r 202.341	ad No 328, 2010
	rs No 246, 2015
r 202.342	ad No 328, 2010
	rs No 246, 2015
r 202.343	ad No 328, 2010
	rs No 246, 2015
r 202.344	ad No 328, 2010
	am No 107, 2012; No 80, 2013; No 275, 2013
	exp 26 June 2015 (r 202.344(5))

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Provision affected	How affected
	rep 26 June 2015 (r 202.344(6))
r 202.345	ad No 328, 2010
	rep No 246, 2015
	ad No 246, 2015
	am F2020L00824
	rep 1 July 2022 (r 202.345(3))
r 202.345A	ad No 80, 2013
	am No 275, 2013
	exp 26 June 2015 (r 202.345A(5))
	rep 26 June 2015 (r 202.345A(6))
r 202.345B	ad No 80, 2013
	am No 275, 2013
	exp 26 June 2015 (r 202.345B(5))
	rep 26 June 2015 (r 202.345B(6))
r 202.345C	ad No 80, 2013
	am No 275, 2013
	exp 26 June 2015 (r 202.345C(5))
	rep 26 June 2015 (r 202.345C(6))
r 202.346	ad No 328, 2010
	rs No 80, 2013
	rep No 246, 2015
r 202.347	ad No 328, 2010
	rep No 246, 2015
r 202.348	ad No 80, 2013
	rep No 246, 2015
r 202.350	ad No 246, 2015
	rep 1 Jan 2017 (r 202.350(3))
r 202.355	ad F2016L01448
Subpart 202.CH	
Subpart 202.CH	ad No 321, 2002
	rs No 232, 2003
r 202.360	ad No 232, 2003
	am No 345, 2004
r 202.361	ad No 232, 2003
	am No 345, 2004
r 202.362	ad No 232, 2003
	am No 345, 2004
r 202.363	ad No 232, 2003
	rs No 345, 2004

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Endnote 4—Amendment history

Provision affected	How affected
Subpart 202.DA	
Subpart 202.DA	ad No 321, 2002
Subpart 202.EA	
Subpart 202.EA	ad No 321, 2002
	am F2017L01149
r 202.400	ad F2017L01149
Subpart 202.EAA	
Subpart 202.EAA	ad F2021L00200
Division 202.EAA.1	
Subdivision 202.EAA.1.1	
r 202.405	ad F2021L00200
r 202.405A	ad F2021L00200
r 202.405B	ad F2021L00200
r 202.405C	ad F2021L00200
Subdivision 202.EAA.1.2	
r 202.406	ad F2021L00200
Subdivision 202.EAA.1.3	
r 202.407	ad F2021L00200
Subdivision 202.EAA.1.4	
r 202.408	ad F2021L00200
r 202.408A	ad F2021L00200
Subdivision 202.EAA.1.5	
r 202.409	ad F2021L00200
Subdivision 202.EAA.1.6	
r 202.410	ad F2021L00200
Subdivision 202.EAA.1.7	
r 202.411	ad F2021L00200
r 202.411A	ad F2021L00200
r 202.411B	ad F2021L00200
Subdivision 202.EAA.1.8	
Subdivision 202.EAA.1.8	ad F2021L00200
r 202.412	ad F2021L00200
r 202.412A	ad F2021L00200
r 202.412B	ad F2021L00200
r 202.412C	ad F2021L00200
Subdivision 202.EAA.1.9	
Subdivision 202.EAA.1.9	ad F2021L00200
r 202.413	ad F2021L00200
r 202.413A	ad F2021L00200

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Provision affected	How affected
Subdivision 202.EAA.1.10	
Subdivision 202.EAA.1.10	ad F2021L00200
r 202.414	ad F2021L00200
Subdivision 202.EAA.1.11	
Subdivision 202.EAA.1.11	ad F2021L00200
r 202.415	ad F2021L00200
Subdivision 202.EAA.1.12	
Subdivision 202.EAA.1.12	ad F2021L00200
r 202.416	ad F2021L00200
r 202.416A	ad F2021L00200
r 202.416B	ad F2021L00200
r 202.416C	ad F2021L00200
Subdivision 202.EAA.1.13	
Subdivision 202.EAA.1.13	ad F2021L00200
r 202.417	ad F2021L00200
Subdivision 202.EAA.1.14	
Subdivision 202.EAA.1.14	ad F2021L00200
r 202.418	ad F2021L00200
r 202.418A	ad F2021L00200
r 202.418B	ad F2021L00200
Subdivision 202.EAA.1.15	
Subdivision 202.EAA.1.15	ad F2021L00200
r 202.419	ad F2021L00200
r 202.419A	ad F2021L00200
r 202.419B	ad F2021L00200
r 202.419C	ad F2021L00200
r 202.419D	ad F2021L00200
r 202.419E	ad F2021L00200
r 202.419F	ad F2021L00200
r 202.419G	ad F2021L00200
r 202.419H	ad F2021L00200
r 202.419J	ad F2021L00200
r 202.419K	ad F2021L00200
r 202.419L	ad F2021L00200
r 202.419M	ad F2021L00200
r 202.419N	ad F2021L00200
r 202.419P	ad F2021L00200
r 202.419Q	ad F2021L00200
r 202.419R	ad F2021L00200
	rep end of 2 Dec 2024 (r 202.419R(2))

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Provision affected	How affected
r 202.419S	ad F2021L00200
	rep end of 2 Dec 2024 (r 202.419S(2))
r 202.419T	ad F2021L00200
	am F2022L00978
	rep end of 1 Dec 2023 (r 202.419T(3))
Subpart 202.EB	
Subpart 202.EB	ad No 321, 2002
Subpart 202.EC	
Subpart 202.EC	ad No 321, 2002
	rs No 365, 2003
r 202.440	ad No 365, 2003
	am No 365, 2003; No 345, 2004; No 275, 2013
Subpart 202.FA	
Subpart 202.FA	ad No 321, 2002
	rs No 345, 2004
Division 202.FA.1	
Division 202.FA.1	ad F2016L00400
r 202.455	ad F2016L00400
r 202.460	ad No 345, 2004
	rs F2016L00400
r 202.461	ad F2016L00400
r 202.462	ad F2016L00400
Division 202.FA.2	
Division 202.FA.2	ad F2019L01027
r 202.463	ad F2019L01027
	am F2019L01364
	ed C83
	am F2022L00157; F2022L00499
r 202.464	ad F2019L01027
	am F2019L01364
r 202.465	ad F2019L01027
	am F2019L01364
	rep F2022L00157
r 202.466	ad F2019L01027
	am F2019L01364; F2022L00157; F2022L00499
	ed C95
Subpart 202.FC	
Subpart 202.FC	ad No 321, 2002
Subpart 202.FE	
Subpart 202.FE	ad No 321, 2002

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Provision affected	How affected
	rs F2019L01621
Division 202.FE.1	
r 202.500	ad F2019L01621
r 202.501	ad F2019L01621
r 202.502	ad F2019L01621
	am F2022L00978
	rep end of 1 Dec 2023 (r 202.502(4))
r 202.503	ad F2019L01621
	am F2022L00978
	rep end of 1 Dec 2023 (r 202.503(2))
Subpart 202.FJ	
Subpart 202.FJ	ad No 321, 2002
Subpart 202.FL	
Subpart 202.FL	ad No 321, 2002
Subpart 202.FN	
Subpart 202.FN	ad No 321, 2002
Subpart 202.FO	
Subpart 202.FO	ad No 321, 2002
Subpart 202.FR	
Subpart 202.FR	ad No 321, 2002
	rs No 247, 2015
Division 202.FR.1	rep 20 Apr 2018 (r 202.603)
r 202.600	ad No 247, 2015
	rep 20 Apr 2018 (r 202.603)
r 202.601	ad No 247, 2015
	rep 20 Apr 2018 (r 202.603)
r 202.602	ad No 247, 2015
	rep 20 Apr 2018 (r 202.603)
r 202.603	ad No 247, 2015
	rep 20 Apr 2018 (r 202.603)
Subpart 202.FS	
Subpart 202.FS	ad F2016L01655
Division 202.FS.1	
r 202.609	ad F2016L01655
r 202.610	ad F2016L01655
r 202.611	ad F2016L01655
r 202.612	ad F2016L01655
r 202.613	ad F2016L01655
r 202.614	ad F2016L01655
Subpart 202.FT	

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Provision affected	How affected
Subpart 202.FT	ad No 321, 2002
Subpart 202.FV	
Subpart 202.FV	ad No 321, 2002
Subpart 202.FW	
Subpart 202.FW	ad No 321, 2002
Subpart 202.FX	
Subpart 202.FX	ad No 321, 2002
Subpart 202.FY	
Subpart 202.FY	ad No 321, 2002
	rs No 58, 2003; F2020L00913
Division 202.FY.1	
r 202.700	ad No 58, 2003
	am No 345, 2004
	rs F2020L00913
r 202.701	ad No 58, 2003
	rs No 345, 2004; F2020L00913
r 202.702	ad No 58, 2003
	am No 345, 2004
	rs F2020L00913
r 202.703	ad No 58, 2003
	am No 345, 2004
	rs F2020L00913
r 202.704	ad No 58, 2003
	am No 345, 2004
	rs F2020L00913
r 202.705	ad No 58, 2003
	rs No 345, 2004
	rep F2020L00913
Subpart 202.FYH	
Subpart 202.FYH	ad No 75, 2003
r 202.710	ad No 75, 2003
	am No 345, 2004
Subpart 202.GA	
Subpart 202.GA heading	rs No 274, 2013
Subpart 202.GA	ad No 321, 2002
	rs No 5, 2013
Division 202.GA.1 heading	ad No 274, 2013
	rs No 125, 2014
	rep end of 31 Aug 2018 (r 202.729)
Division 202.GA.1	rep end of 31 Aug 2018 (r 202.729)

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Provision affected	How affected
r 202.720	ad No 5, 2013
	rs No 274, 2013
	rep end of 31 Aug 2018 (r 202.729)
r 202.721	ad No 5, 2013
	am No 274, 2013; F2017L00697
	rep end of 31 Aug 2018 (r 202.729)
r 202.722	ad No 5, 2013
	am No 274, 2013; F2017L00697
	rep end of 31 Aug 2018 (r 202.729)
r 202.723	ad No 5, 2013
	am No 274, 2013; F2017L00697
	rep end of 31 Aug 2018 (r 202.729)
r 202.724	ad No 5, 2013
	am No 125, 2014
	rep end of 31 Aug 2018 (r 202.729)
r 202.725	ad No 5, 2013
	rep No 125, 2014
r 202.726	ad No 5, 2013
	am No 125, 2014
	rep end of 31 Aug 2018 (r 202.729)
r 202.727	ad No 5, 2013
	am No 125, 2014
	rep end of 31 Aug 2018 (r 202.729)
r 202.727A	ad No 125, 2014
	rep end of 31 Aug 2018 (r 202.729)
r 202.728	ad No 5, 2013
	am No 274, 2013
	rep end of 31 Aug 2018 (r 202.729)
r 202.729	ad No 5, 2013
	rs No 274, 2013; F2017L00697
	rep end of 31 Aug 2018 (r 202.729)
Subpart 202.GB	
Subpart 202.GB heading	rs No 274, 2013
	am F2020L01283
Subpart 202.GB	ad No 321, 2002
	rs No 5, 2013
Division 202.GB.1 heading	ad No 274, 2013
	rs No 125, 2014
	rep end of 31 Aug 2018 (r 202.752)
Division 202.GB.1	rep end of 31 Aug 2018 (r 202.752)

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Provision affected	How affected
r 202.740	ad No 5, 2013
	rs No 274, 2013
	rep end of 31 Aug 2018 (r 202.752)
r 202.741	ad No 5, 2013
	rs No 274, 2013
	rep end of 31 Aug 2018 (r 202.752)
r 202.742	ad No 5, 2013
	rs No 274, 2013
	rep end of 31 Aug 2018 (r 202.752)
r 202.743	ad No 5, 2013
	rs No 274, 2013
	rep end of 31 Aug 2018 (r 202.752)
r 202.744	ad No 5, 2013
	am F2017L00697
	rep end of 31 Aug 2018 (r 202.752)
r 202.745	ad No 5, 2013
	am F2017L00697
	rep end of 31 Aug 2018 (r 202.752)
r 202.746	ad No 5, 2013
	am F2017L00697
	rep end of 31 Aug 2018 (r 202.752)
r 202.747	ad No 5, 2013
	am No 274, 2013
	rep end of 31 Aug 2018 (r 202.752)
r 202.748	ad No 5, 2013
	rep end of 31 Aug 2018 (r 202.752)
r 202.749	ad No 5, 2013
	am No 274, 2013
	rep end of 31 Aug 2018 (r 202.752)
r 202.750	ad No 5, 2013
	am No 274, 2013
	rep end of 31 Aug 2018 (r 202.752)
r 202.751	ad No 5, 2013
	am No 274, 2013
	rep end of 31 Aug 2018 (r 202.752)
r 202.752	ad No 5, 2013
	rs No 274, 2013; F2017L00697
	rep end of 31 Aug 2018 (r 202.752)
Subpart 202.GC	
Subpart 202.GC heading	rs No 345, 2004

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Provision affected	How affected
Subpart 202.GC	ad No 321, 2002
	rs No 75, 2003
r 202.760	ad No 75, 2003
	am No 345, 2004
Subpart 202.GD	
Subpart 202.GD	ad No 321, 2002
Subpart 202.GE	
Subpart 202.GE	ad No 321, 2002
	rs No 328, 2010
Division 202.GE.1	
Division 202.GE.1 heading	ad No 275, 2013
r 202.800	ad No 328, 2010
Division 202.GE.2	
Division 202.GE.2	ad No 275, 2013
Subdivision 202.GE.2.1	
r 202.801	ad No 275, 2013
r 202.802	ad No 275, 2013
r 202.803	ad No 275, 2013
r 202.804	ad No 275, 2013
Subdivision 202.GE.2.2	
r 202.805	ad No 275, 2013
r 202.806	ad No 275, 2013
r 202.807	ad No 275, 2013
r 202.808	ad No 275, 2013
r 202.809	ad No 275, 2013
Subdivision 202.GE.2.3	
r 202.810	ad No 275, 2013
Subpart 202.GF	ad No 321, 2002
	rep No 328, 2010
Subpart 202.GG	
Subpart 202.GG	ad No 321, 2002
	rs No 328, 2010
r 202.840	ad No 328, 2010
r 202.841	ad No 328, 2010
r 202.842	ad No 328, 2010
Subpart 202.GI	
Subpart 202.GI	ad No 321, 2002
	rs F2018L01030
Division 202.GI.1	
r 202.860	ad F2018L01030

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Provision affected	How affected
r 202.861	ad F2018L01030
	am F2022L00978
	rep end of 1 Dec 2023 (r 202.861(2))
r 202.862	ad F2018L01030
	am F2021L00200
Subpart 202.HA	
Subpart 202.HA	ad No 321, 2002
	rs No 75, 2003
r 202.880	ad No 75, 2003
	am No 345, 2004
Subpart 202.HB	
Subpart 202.HB heading	rs No 345, 2004
Subpart 202.HB	ad No 321, 2002
	rs No 75, 2003
r 202.900	ad No 75, 2003
	am No 345, 2004
Subpart 202.HC	
Subpart 202.HC	ad No 321, 2002
Subpart 202.HD	
Subpart 202.HD	ad No 321, 2002
Subpart 202.HE	
Subpart 202.HE	ad No 135, 2014
Division 202.HE.1	rep 4 Mar 2016 (r 202.964(1))
r 202.960	ad No 135, 2014
	exp (r 202.960(3))
	rep 4 Mar 2016 (r 202.964(1))
r 202.961	ad No 135, 2014
	rep 4 Mar 2016 (r 202.964(1))
r 202.962	ad No 135, 2014
	rep 4 Mar 2016 (r 202.964(1))
r 202.963	ad No 135, 2014
	exp (r 202.963(3))
	rep 4 Mar 2016 (r 202.964(1))
r 202.964	ad No 135, 2014
	rep 4 Mar 2016 (r 202.964(1))
Subpart 202.HJ	ad No 321, 2002
	rep No 77, 2011
Subpart 202.HL	
Subpart 202.HL	ad No 321, 2002
Subpart 202.HM	

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Provision affected	How affected
Subpart 202.HM	ad No 321, 2002
Dictionary	
Dictionary	am No 166, 1999; No 262, 1999
Part 1	
Part 1 heading	ad No 204, 2000
Part 1	am No 204, 2000; No 227, 2000; No 34, 2001; No 242, 2001; No 349, 2001; No 167, 2002; No 268, 2002; No 321, 2002; No 350, 2002; No 58, 2003; No 189, 2003; No 232, 2003; No 240, 2003; No 365, 2003; No 134, 2004; No 222, 2004; No 230, 2004; No 345, 2004; No 321, 2005; No 323, 2005; No 172, 2007; No 192, 2008; No 274, 2008; No 64, 2009; No 147, 2009; No 277, 2010; No 328, 2010; No 76, 2011; No 77, 2011; No 265, 2011; No 107, 2012; No 5, 2013; No 80, 2013; No 188, 2013; No 274, 2013; No 125, 2014; No 135, 2014; No 166, 2014; No 245, 2015; No 247, 2015; F2016L00400; F2016L01448
	ed C72; C73
	am F2016L01655; F2018L01030; F2019L00176; F2019L00372; F2019L00557; F2019L01027; F2019L01621; F2020L00913; F2021L00200; F2022L00157
Part 2	
Part 2	ad No 204, 2000
	rs No 345, 2004
c 1	ad No 204, 2000
	rs No 345, 2004; No 328, 2010
c 3	ad No 247, 2015
	rs F2019L00557; F2021L00200
c 5	ad No 204, 2000
	rs No 345, 2004
c 10	ad No 349, 2001
	rs No 345, 2004
	rep No 277, 2010
c 12	ad No 230, 2004
	rep No 345, 2004
c 15	ad No 75, 2003
	rs No 345, 2004
c 18	ad No 328, 2010
	am No 275, 2013
c 20	ad No 345, 2004
	rep No 77, 2011
c 25	ad No 345, 2004
c 30	ad No 345, 2004
	rep No 274, 2013
c 35	ad No 345, 2004
c 36	ad No 5, 2013
c 37	ad No 76, 2011

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Endnote 4—Amendment history

Provision affected	How affected
	am No 274, 2013; No 166, 2014
c 40	ad No 345, 2004
c 45	ad No 345, 2004
	rs No 147, 2009
c 50	ad No 345, 2004
c 55	ad No 345, 2004
	rep F2016L01655
c 60	ad No 345, 2004
	am F2021L00200
c 65	ad No 345, 2004
c 70	ad F2019L00557
c 75	ad F2021L00200
Part 3	
Part 3	ad No 328, 2010
c 1	ad No 328, 2010
	am No 80, 2013; No 275, 2013; No 246, 2015; F2019L00557
c 5	ad No 328, 2010
c 10	ad No 328, 2010
	am No 76, 2011; No 245, 2015
c 15	ad No 328, 2010
c 20	ad No 328, 2010
	am No 275, 2013
c 21	ad No 275, 2013
c 25	ad No 328, 2010
c 30	ad No 328, 2010

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