

INSTRUMENT NUMBER: CASA 524/04

CIVIL AVIATION REGULATIONS 1988
CIVIL AVIATION ORDERS
HELICOPTER MUSTERING OPERATIONS
FLIGHT TIME AND DUTY TIME

I, BRUCE ROBERT GEMMELL, Deputy Chief Executive and Chief Operating Officer, a delegate of CASA, under regulation 5.55 of the *Civil Aviation Regulations 1988* (CAR 1988), issue the following directions to the pilots and operators of helicopters engaged in helicopter mustering operations.

DIRECTIONS

1 Interpretation

1.1 In these directions:

duty free day, in relation to a pilot, means a day on which he or she is not rostered for piloting or other aviation-related duties.

entry level pilot means a pilot who holds, or is undergoing training for, a mustering approval and has less than 500 hours flying time in mustering operations as pilot in command or acting as pilot in command under supervision.

experienced pilot means the holder of a mustering approval who has a minimum of 500 hours flying time in helicopter mustering operations as pilot in command or acting as pilot in command under supervision.

flight time has the same meaning as in section 48.0 of the Orders.

helicopter mustering operations means activities related to the aerial supervision and control of livestock, that are carried out by helicopter and includes:

- (a) aerial stock mustering;
- (b) aerial stock spotting;
- (c) animal culling;
- (d) flying training to carry out such activities.

mustering approval means an approval to engage in aerial stock mustering given under subsection 6 of section 29.10 of the Orders.

Orders means the Civil Aviation Orders.

2 Application of directions to mustering operations

- 2.1 An operator may conduct helicopter mustering operations in accordance with these directions only after the operator has, in writing:
- (a) notified CASA that he or she intends to do so; and
 - (b) specified the date on which he or she intends to start doing so.
- 2.2 These directions apply to an operator on and after the date specified by the operator in accordance with subparagraph 2.1 (b).
- 2.3 An operator who no longer wishes to conduct helicopter mustering operations in accordance with these directions must give CASA not less than 7 days notice in writing, specifying the day on which the directions are to stop applying.
- 2.4 An operator to whom these directions do not apply must conduct helicopter mustering operations in accordance with Part 48 of the Orders.

3 Helicopter mustering operations

- 3.1 Helicopter mustering operations must be carried out under the V.F.R. by day by an entry level pilot or an experienced pilot.

4 Maximum duty free period

- 4.1 On any day on which an entry level pilot or an experienced pilot is rostered for piloting or other aviation-related duty by an operator engaged in helicopter stock mustering, the pilot must not be rostered for duty for a period that exceeds the hours of daylight at that particular place and time, plus an additional half hour.

5 Flight time limitations

- 5.1 Operators engaged in helicopter mustering operations must not knowingly roster a pilot to fly if the pilot's total flight time as a flight crew member will, as a result, exceed:
- (a) in the case of an experienced pilot:
 - (i) 100 hours in any 16 consecutive days; or
 - (ii) subject to subparagraph (iii) — 1200 hours in any 365 consecutive days; or
 - (iii) if the pilot has had a period of 42 consecutive days free of piloting or other aviation-related duty during that period — 1400 hours in any period of 365 consecutive days; or
 - (b) in the case of an entry level pilot:
 - (i) 10 hours in any 24 consecutive hours; or
 - (ii) 120 hours in any 30 consecutive days; or
 - (iii) 1200 hours in any 365 consecutive days.
- 5.2 A pilot carrying out helicopter mustering operations must notify the operator if his or her total flight time as a flight crew member will, as a result of being rostered to fly in such operations, exceed a limit set out in subparagraph 5.1 (a) or (b), whichever is applicable.

- 5.3 A pilot who is rostered to carry out a flight for the purpose of a helicopter mustering operation must not do so if, as a result, he or she would exceed a limit set out in subparagraph 5.1 (a) or (b), whichever is applicable.
- 5.4 In respect of operations to which these directions do not apply, operators and pilots must comply with the applicable limitations on flight time or duty time:
- (a) as determined in accordance with Part 48 of the Orders; or
 - (b) as otherwise directed under regulation 5.55 of CAR 1988.

6 Duty free days

- 6.1 In any 16 consecutive days, a pilot must have at least 2 duty free days that may be consecutive or taken separately.
- 6.2 A duty free day, or 2 or more consecutive duty free days, is, for the purposes of these directions, to be taken to commence at the end of the evening civil twilight before the duty free day, or first duty free day, and to end at the beginning of the morning civil twilight on the day following the duty free day or the last duty free day.
- 6.3 An operator must not knowingly require a pilot to fly in a helicopter mustering operation if the pilot is unfit for duty because of fatigue, illness or injury or for any other reason.
- 6.4 A pilot required to engage in a helicopter mustering operation:
- (a) must notify the operator if he or she is unfit for duty because of fatigue, illness or injury or for any other reason; and
 - (b) must not engage in the operation.

7 Restrictions on carriage of persons

- 7.1 The operator and pilot in command of a helicopter engaged in a helicopter mustering operation under these directions must ensure that only persons approved by the chief pilot as essential to the conduct of the operation are carried in the helicopter.

8 Display of warning

- 8.1 The operator and pilot in command of a helicopter engaged in a helicopter mustering operation must ensure that a conspicuously placed placard in the helicopter clearly displays the following warning:

WARNING

**THE CARRIAGE OF PERSONS AS PASSENGERS DURING
HELICOPTER MUSTERING OPERATIONS IS LIMITED TO PERSONS
WHO HAVE BEEN APPROVED BY THE CHIEF PILOT AS PERSONS
ESSENTIAL TO THE CONDUCT OF THE HELICOPTER MUSTERING
OPERATION.**

9 Recording of pilots' flight time and duty time

- 9.1 Records kept by an operator engaged in helicopter mustering operations must be in a form that facilitates the ready determination of a pilot's cumulative flight and duty time.

10 Recording of helicopter flying time

- 10.1 Operators engaged in helicopter mustering operations must record daily flying time for a helicopter by using:

- (a) an electronic data recording device, approved by CASA, installed on a helicopter engaged in stock mustering operations; or
- (b) a form of Daily Flying Return, howsoever described, containing at least the following details:
 - (i) helicopter registration;
 - (ii) the date;
 - (iii) the name of the pilot, or each pilot, flying the helicopter;
 - (iv) the maintenance release number;
 - (v) in respect of each flight:
 - (A) the departure point;
 - (B) start engine time;
 - (C) take-off time;
 - (D) landing time;
 - (E) shutdown time;
 - (F) landing point;
 - (G) flight time (as entered in the pilot's log book);
 - (H) time-in-service (as entered in the maintenance release);
 - (I) comments (if any);
 - (J) the pilot's signature;
 - (K) the client's signature (where possible).

This instrument starts having effect on 1 November 2004 and stops having effect at the end of October 2007.

[Signed B. Gemmell]

Bruce Gemmell
Deputy Chief Executive and
Chief Operating Officer

22 October 2004