Explanatory Statement

Civil Aviation Safety Regulations 1998

Manual of Standards Part 90 Instrument 2010

Purpose
The purpose of the *Manual of Standards Part 90 Instrument 2010* is to make the Manual of Standards Part 90 (***MOS Part 90***).

Legislation — the Act
Under subsection 98 (1) of the *Civil Aviation Act 1988* (the ***Act***), the Governor-General may make regulations for the Act and in the interests of the safety of air navigation.

Under paragraph 98 (5A) (b) of the Act, the regulations may empower CASA to issue instruments in relation to the airworthiness of, or design standards for, aircraft.

Legislation — CASR Part 90
Some of these regulations are contained in the *Civil Aviation Safety Regulations 1998* (***CASR 1998***). In particular, Part 90 of CASR 1998 (***CASR Part 90***), Additional airworthiness requirements, sets out airworthiness requirements for relevant aircraft with a certificate of airworthiness. These airworthiness requirements are additional, that is, they supplement the existing design standards known as type certification requirements. Some parts of CASR Part 90 commenced on 1 December 2010 and other parts have different commencement dates.

CASR Part 90 does not apply to balloons, airships, sailplanes or powered sailplanes, light sport aircraft, experimental aircraft, amateur built aircraft or aircraft issued with a special flight permit or a provisional certificate of airworthiness. Under CASR Part 90, before conducting operations the registered operator of an aircraft must ensure compliance with the additional airworthiness requirements.

Under subregulation 90.020 (1) of CASR 1998, CASA is empowered to issue a Manual of Standards for CASR Part 90, setting out matters relating to the airworthiness of, or design standards for, aircraft. Under subregulation 90.020 (2) of CASR 1998, the Manual of Standards may, in particular, set out standards for the following:

(a) cabin crew seats and related equipment;
(b) escape devices;
(c) access to emergency exits;
(d) interior and exterior emergency exit marking;
(e) interior and exterior emergency lighting;
(f) floor proximity emergency escape paths,
(g) over-wing escape routes,
(h) materials used in the interior of cabins;
(i) symbols identifying emergency exits;
(j) landing gear aural warning systems and associated devices (effective from 1 March 2012).

Background
Like CASR Part 90 which empowers them, the standards in MOS Part 90 have been developed to be closely aligned with United States Federal Aviation Regulations (the ***FAR***) Part 121 (Operating requirements: Domestic, flag and supplemental operations), and FAR Part 135 (Operating requirements: Commuter and on-demand operations and rules governing persons on board such aircraft). It is also intended that CASR Part 90 and MOS Part 90 be closely aligned with the European Joint Aviation Requirements (***JAR***) contained in JAR-26 (Additional airworthiness requirements for operations). These alignments ensure harmonisation between Australian requirements and those of other major National Airworthiness Authorities.

Specific CASR Part 90 provisions
Various provisions of CASR Part 90 further empower the making of specific standards in MOS Part 90. These are summarised in Attachment 1. Unless otherwise stated, a regulation takes effect on, and from, 1 December 2010.

MOS Part 90
MOS Part 90, made under regulation 90.020 and these various provisions, sets out the airworthiness standards for relevant aircraft. Details of MOS Part 90 are contained in Attachment 2.

Legislative Instruments Act
Under subsections 98 (5B) and (5BA) of the Act, an instrument issued under a regulation made under paragraph 98 (5A) (b) of the Act, is a legislative instrument for the *Legislative Instruments Act 2003* (the ***LIA***) if it relates to an airworthiness standard and applies more broadly than to a particular aircraft, person or aeronautical product. The MOS Part 90 is of general application and is, therefore, a legislative instrument subject to registration, and tabling and disallowance in the Parliament, under sections 24, 38 and 42 of the LIA.

Consultation for section 17 of the LIA
Because they are being made simultaneously, consultation on MOS Part 90 has been subsumed in the consultation that occurred for the parent instrument, CASR Part 90.

In November 2003, CASA published a Notice of Proposed Rule Making (***NPRM***) about the proposed additional airworthiness requirements (NPRM 0305CS – Additional Airworthiness Requirements). CASA received 3 responses to the NPRM by the closing date, and these included some substantive and comprehensive submissions. All comments were evaluated by CASA and taken into account in preparing CASR Part 90 and MOS Part 90. Following the NPRM process, regular consultation continued with the Maintenance Sub-committee and the Certification Sub-committee of the Standards Consultative Committee (***SCC***), a major CASA/industry consultative forum, with CASA again taking into account the SCC proposals.

Office of Best Practice Regulation (*OBPR*)
OBPR assessed that CASR Part 90 is likely to have a low impact on business, and impose no or low compliance costs. Therefore, no further analysis (in the form of a Business Cost Calculator Report or Regulation Impact Statement) was required for CASR Part 90 (OBPR ID 10612). Having been made under CASR Part 90, the same OBPR outcome extends to MOS Part 90.

CASR commencement and MOS empowerment

Because of the way in which CASR Part 90 has been drafted, some provisions of MOS Part 90 are empowered by provisions of CASR Part 90 which do not commence until 1 March 2012. However, provided regulations are made and registered, subsection 13 of the LIA, and subsection 4 (6) of the *Acts Interpretation Act 1901* (***AIA***) apply to CASR Part 90 the facilitative provisions of subsection 4 (1) of the AIA. This provides (in effect) that where regulations, made but not immediately in operation, confer power to make an instrument of a legislative character, then, absent a contrary intention, the power to make the instrument may be exercised as if the regulations had come into operation. However, the instrument (in this case the relevant provisions of MOS Part 90) cannot take effect before the regulations empowering them take effect (subsection 4 (2A) of the AIA).

Making and commencement

MOS Part 90 commences as an instrument on 1 December 2010 after it is registered. Its provisions take effect as expressed in the various provisions of the MOS.

The instrument has been made by the Director of Aviation Safety, on behalf of CASA, in accordance with subsection 73 (2) of the Act.

[Manual of Standards Part 90 Instrument 2010]

Specific CASR Part 90 provisions

Various provisions of CASR Part 90, in addition to regulation 90.020, mention matters for which specific standards may be promulgated in MOS Part 90. Unless otherwise stated, a regulation takes effect on, and from, 1 December 2010.

Regulation 90.100 provides that **Subpart 90.B** of CASR Part 90 applies to aircraft other than excluded aircraft (as mentioned above).

Regulation 90.125 (cabin crew seats) provides that the registered operator (the ***RO***) of an aircraft commits a strict liability offence if the RO operates the aircraft, or permits a person to operate the aircraft, and while the aircraft is operating, a cabin crew seat or related equipment does not meet the standards set out in MOS Part 90.

Regulation 90.200 provides that **Subpart 90.C** of CASR Part 90 applies to large aeroplanes (with maximum take-off weight (***MTOW***) of more than 5 700 kg) engaged in air transport operations (newly defined in the Dictionary as, in effect, equivalent to regular public transport and charter operations).

Regulation 90.205 (escape devices) provides that (with a particular rear window exception) the RO of a passenger-carrying aeroplane with an emergency exit of certain dimensions commits a strict liability offence if the RO operates the aircraft, or permits a person to operate the aircraft, and while the aircraft is operating, the emergency exit escape device does not meet the standards set out in MOS Part 90.

Regulation 90.215 (access to emergency exits) provides that the RO of a passenger-carrying aeroplane commits a strict liability offence if the RO operates the aircraft, or permits a person to operate the aircraft, and while the aircraft is operating, a passageway leading to, or an area providing access to, an emergency exit does not meet the standards set out in MOS Part 90.

Regulation 90.220 (interior emergency exit marking) provides that the RO of a passenger-carrying aeroplane commits a strict liability offence if the RO operates the aircraft, or permits a person to operate the aircraft, and while the aircraft is operating, the identification marking for an emergency exit, or a location sign, or an instruction for opening, the emergency exit does not meet the standards set out in MOS Part 90.

Regulation 90.225 (interior emergency lighting) provides that the RO of a passenger-carrying transport category aeroplane commits a strict liability offence if the RO operates the aircraft, or permits a person to operate the aircraft, and while the aircraft is operating, the interior emergency lighting system does not meet the standards set out in MOS Part 90.

Regulation 90.230 (floor proximity emergency escape path) provides that the RO of a passenger-carrying transport category aeroplane with 31 or more seats (20 or more from 1 March 2012) and certificated on, or after, 1 January 1958, commits a strict liability offence if the RO operates the aircraft, or permits a person to operate the aircraft, and while the aircraft is operating, the floor proximity emergency escape path does not meet the standards set out in MOS Part 90.

Regulation 90.235 (exterior emergency exit marking) provides that the RO of a passenger-carrying aeroplane commits a strict liability offence if the RO operates the aircraft, or permits a person to operate the aircraft, and while the aircraft is operating, the outside marking of an emergency exit does not meet the standards set out in MOS Part 90.

Regulation 90.240 (exterior emergency lighting) provides that the RO of a passenger-carrying transport category aeroplane commits a strict liability offence if the RO operates the aircraft, or permits a person to operate the aircraft, and while the aircraft is operating, the exterior emergency lighting system for an over-wing exit or an escape device does not meet the standards set out in MOS Part 90.

Regulation 90.245 (over-wing escape routes) provides that the RO of a passenger-carrying aeroplane commits a strict liability offence if the RO operates the aircraft, or permits a person to operate the aircraft, and while the aircraft is operating, the over-wing escape route for an over-wing emergency exit does not meet the standards set out in MOS Part 90.

Regulation 90.250 (cabin interiors materials) provides that the RO of a transport category aeroplane with 20 or more seats commits a strict liability offence if the RO operates the aircraft, or permits a person to operate the aircraft, and while the aircraft is operating, the material used in the interior of the cabin (except seat cushions) does not meet the standards set out in MOS Part 90.

Effective on, and from, 1 March 2012, regulation 90.290 (landing gear aural warning systems) provides that the RO of a large aeroplane engaged in air transport operations (other than one compliant with FAR 25.729 as in force on 6 January 1992) commits a strict liability offence if the RO operates the aircraft, or permits a person to operate the aircraft, and while the aircraft is operating, the landing gear aural warning system (and associated devices) does not meet the standards set out in MOS Part 90.

Regulation 90.400 provides that **Subpart 90.D** of CASR Part 90 applies to small aeroplanes (defined as those with MTOW 5 700 kg or less) engaged in air transport operations.

Regulation 90.410 (emergency exits) provides that the RO of a small aeroplane with 10 or more passenger seats engaged in regular public transport operations commits a strict liability offence if the RO operates the aircraft, or permits a person to operate the aircraft, and while the aircraft is operating, the emergency exits do not meet the standards set out in MOS Part 90.

Effective on, and from, 1 March 2012, regulation 90.415 (landing gear aural warning systems) provides that the RO of a non-amphibian small aeroplane engaged in air transport operations, with 10 or more passenger seats, wing flaps and retractable landing gear, commits a strict liability offence if the RO operates the aircraft, or permits a person to operate the aircraft, and while the aircraft is operating, the landing gear aural warning system (and associated devices) does not meet the standards set out in MOS Part 90.

Manual of Standards Part 90 Instrument 2010

1 Name of instrument

This section names the instrument as the *Manual of Standards Part 90 Instrument 2010*, and explains that it is for additional airworthiness standards.

2 Commencement

(1) Under this subsection, the instrument commences on 1 December 2010.

(2) Under this subsection, a provision in MOS Part 90 only takes effect on, and from, the date specified in MOS Part 90 for the provision.

3 MOS Part 90

Under this section, Schedule 1 makes MOS Part 90.

Schedule 1 Manual of Standards (*MOS*) — Part 90

Additional airworthiness standards

The Schedule contains MOS Part 90.

Part 1 General

1 Definitions

1.1 Under this subsection, unless otherwise defined in the MOS, words and phrases have the same meaning as in CASR Part 90.

1.2 Under this subsection, types of exit are defined.

1.3 Under this subsection, the meaning of references to aircraft whose type certificate application was filed **before** a specified date is explained.

1.4 Under this subsection, the meaning of references to aircraft whose type certificate application was filed **after** a specified date is explained.

1.5 Under this subsection, the provisions of Part 1 are expressed to take effect on, and from, 1 December 2010.

2 Background

2.1 This subsection explains that Part 90 of CASR 1998, Additional airworthiness requirements, sets out the airworthiness requirements for an aircraft that are in addition to:

(a) the type certification basis for the aircraft; and

(b) any requirements for the issue of a certificate of airworthiness for the aircraft under Part 21 of CASR 1998.

2.2 This subsection explains that, under regulation 90.020 of CASR 1998, the MOS sets out the additional airworthiness standards required for CASR Part 90.

A Note explains that to the extent that there is any inconsistency between a standard prescribed in ICAO Standards and a standard set out in this MOS, the standard in this MOS prevails.

Part 2 Cabin crew seats and related equipment

3 Application and date of effect — CASR 90.125 (1) (b)

3.1 Under this subsection, the standards set out in this Part apply for paragraph 90.125 (1) (b) of CASR 1998.

3.2 Under this subsection, the provisions in Part 2 take effect on, and from, 1 December 2010.

4 Cabin crew seats

This section sets out the standards for a cabin crew member's seat.

5 Cabin crew seats — alternative standards

This section sets out alternative standards for certain aeroplanes.

Part 3 Large aeroplanes engaged in air transport operations

Division 1 General

6 Application and date of effect

6.1 Under this subsection, unless otherwise stated, the standards set out in Part 3 apply only to a large aeroplane engaged in air transport operations.

6.2 Under this subsection, unless otherwise stated, the provisions in this Part take effect on, and from, 1 December 2010.

A Note explains that ***Air transport operations*** are defined in the CASR 1998 Dictionary as operations for a commercial purpose mentioned in paragraph 206 (1) (b) or (c) of the *Civil Aviation Regulations 1988* (i.e. regular public transport and charter).

A further Note explains that, unless otherwise stated, the relevant provisions apply to aeroplanes in the transport and the non-transport categories.

Division 2 Emergency exits

Subdivision 2.1 Application

7 Application — CASR Subpart 90.C

Under this section, the standards set out in this Division are expressed to apply for the CASR Subpart 90.C regulation for which they are expressed to apply.

Subdivision 2.2 Escape devices

8 Application — CASR 90.205 (3)

Under this section, the standards set out in this Subdivision apply for subregulation 90.205 (3) of CASR 1998.

9 Passenger-carrying aeroplanes

Under this subsection, the standards set out in the Subdivision are for a passenger-carrying large aeroplane.

10 Escape devices — requirements

This section sets out the standards for escape devices.

Subdivision 2.3 Access to emergency exits

11 Application — CASR 90.215 (1) (b)

Under this section, the standards set out in this Subdivision apply for paragraph 90.215 (1) (b) of CASR 1998.

12 Passenger-carrying aeroplanes

The standards set out in the Subdivision are for a passenger-carrying large aeroplane.

13 Transport category aeroplane

This section explains that standards for access to emergency exits for a transport category aeroplane must be in accordance with sections 14 to 21, inclusive, of this Subdivision.

14 Passageways — Type I and Type II exits

This section sets out the standards for passageways between individual passenger areas, or leading to a Type I or Type II emergency exit.

15 Passageways — Type III and Type IV exits

This section sets out the standards for the main aisle to each Type III or Type IV emergency exit.

16 Filed before 1 January 1958 — Type III and Type IV exits

This section sets out the Type III or Type IV emergency exit access standards for an aeroplane whose type certificate application was filed before 1 January 1958.

17 Filed after 1 January 1958 but before 2 June 1992 — 60 or more seats — Type III exit

This section sets out the Type III emergency exit standards for an aeroplane with a passenger seating configuration of 60 or more, and a type certificate application filed after 1 January 1958 but before 2 June 1992. The section also sets out some alternative and special circumstances standards.

18 Filed after 1 January 1958 but before 2 June 1992 — 20 or more seats — Type III and Type IV exits

This section sets out the Type III or Type IV emergency exit access standards for an aeroplane with a passenger seating configuration of 20 or more and a type certificate application filed after 1 January 1958 but before 2 June 1992.

19 Filed after 1 January 1958 but before 2 June 1992 — 19 or less seats — Type III and Type IV exits

This sections sets out the Type III or Type IV emergency exit access standards for an aeroplane with a passenger seating configuration of 19 or less and a type certificate application filed after 1 January 1958 but before 2 June 1992.

20 Filed after 1 January 1958 but before 2 June 1992 — Type III exit placards

This section sets out the Type III placard standards for an aeroplane with a Type III exit and a type certificate application filed after 1 January 1958 but before 2 June 1992.

21 Filed on, or after, 3 June 1992 — emergency exit access

This section sets out the emergency exit access standards for an aeroplane:

(a) whose type certificate application was filed on, or after, 3 June 1992; or

(b) whose certification basis includes FAR 25.813 as in force on, or after, 3 June 1992.

22 Non-transport category aeroplane

This section provides that for a passenger-carrying large aeroplane in the non-transport category only, access to a window-type emergency exit must not be obstructed by any seat or seat back.

23 Passenger compartment obstructions, curtains and doorways

This section sets out the standards for ensuring that passageways for a passenger-carrying large aeroplane are appropriately unobstructed.

Subdivision 2.4 Interior emergency exit marking

24 Application — CASR 90.220 (1) (b)

This section explains that subject to section 30, the standards set out in this Subdivision apply for paragraph 90.220 (1) (b) of CASR 1998.

25 Passenger-carrying aeroplanes

This section explains that the standards set out in this Subdivision are for a passenger-carrying large aeroplane.

26 Passenger emergency exit marking and locating signs

This section sets out the standards for marking passenger emergency exits and their means of access.

27 Filed before 1 May 1972 — emergency exit marking and locating sign – transport category

This section sets out the standards for passenger emergency exit marking, colouration and locating signs for those aeroplanes whose application for the type certificate for a transport category aeroplane was filed before 1 May 1972.

28 Filed on, or after, 1 May 1972 — emergency exit marking and locating sign – transport category

This section sets out the emergency exit marking, colouration and locating sign standards for those aeroplanes whose application for the type certificate for a transport category aeroplane was filed on, or after, 1 May 1972.

29 Type-certificated after 31 December 1964 — emergency exit marking and locating sign – non-transport category turbo-propeller

This section sets out the emergency exit marking, colouration and locating sign standards for those turbo-propeller powered non-transport category aeroplane type certificated after 31 December 1964.

30 Alternative standards — emergency exit marking and locating sign

This section provides alternative standards for passenger emergency exit marking and locating signs.

31 Emergency exit operating handle marking, illumination and instructions

This section provides standards for passenger emergency exit markings and emergency exit operating handle illumination.

Subdivision 2.5 Interior emergency lighting, including FPEEPM

32 Application — CASR 90.225 (1) (b) and 90.230 (2) (b)

Under this section, the standards set out in this Subdivision apply for paragraphs 90.225 (1) (b) and 90.230 (2) (b) of CASR 1998.

33 Passenger-carrying aeroplanes

Under this section, the standards set out in this Subdivision are for a passenger-carrying large aeroplane that is a transport category aeroplane.

34 Interior emergency lighting system — requirements

This section sets out interior emergency lighting system standards, including power supply.

35 Type certificated on, or after, 1 January 1958 — floor proximity emergency escape path marking

This section sets out the interior lighting standards for the floor proximity emergency escape path marking for a large aeroplane that was type certificated after 1 January 1958, with 31 or more seats (from 1 December 2010) or with 20 or more seats (from 1 March 2012).

36 Interior emergency lighting system — further requirements

This section sets out further interior emergency lighting system standards.

37 Interior emergency lighting system — if cannot be switched off

This section sets out certain alternative interior emergency lighting system standards.

Subdivision 2.6 Exterior emergency exit marking

38 Application — CASR 90.235 (1) (b)

Under this section, the standards set out in this Subdivision apply for paragraph 90.235 (1) (b) of CASR 1998.

39 Passenger-carrying aeroplanes

Under this section, the standards set out in this Subdivision are for a passenger-carrying large aeroplane.

40 Exterior emergency exit marking — requirements

This section sets out the standards for marking the outside of the aeroplane for emergency exits capable of being opened from the outside.

Subdivision 2.7 Exterior emergency lighting

41 Application — CASR 90.240 (1) (b)

Under this section, the standards set out in this Subdivision apply for paragraph 90.240 (1) (b) of CASR 1998, including in relation to escape devices required by regulation 90.205.

42 Passenger-carrying aeroplanes

Under this section, the standards set out in this Subdivision are for a passenger-carrying, large aeroplane that is a transport category aeroplane.

43 Filed before 1 May 1972 — exterior emergency lighting for over-wing

This section sets out the illumination standards for the emergency lighting for each over-wing emergency exit for an aeroplane whose type certificate application was filed before 1 May 1972.

44 Filed before 1 May 1972 — exterior emergency lighting – escape device illumination

This section sets out the exterior emergency lighting illumination standards for emergency exit escape devices, including for over-wing emergency exits.

45 Filed on, or after, 1 May 1972 — exterior emergency lighting for over-wing

Under this section for an aeroplane whose type certificate application was filed on, or after, 1 May 1972, the exterior emergency lighting must meet the exterior emergency lighting requirements under which the aeroplane was type certificated.

Subdivision 2.8 Over-wing escape routes

46 Application — CASR 90.245 (1) (b)

Under this section, the standards set out in this Subdivision apply for paragraph 90.245 (1) (b) of CASR 1998.

47 Passenger-carrying aeroplanes

Under this section, the standards set out in this Subdivision are for a passenger-carrying large aeroplane.

48 Over-wing escape route — requirements

This section sets out the standards for escape routes from each over-wing emergency exit of the aeroplane.

Division 3 Fire protection

Subdivision 3.1 General

49 Application and date of effect — CASR 90.250 (2) (b)

49.1 Under this subsection, the standards set out in this Division apply for paragraph 90.250 (2) (b) of CASR 1998.

49.2 Under this subsection, the provisions in this Division take effect on, and from, 1 December 2010.

50 Passenger-carrying aeroplanes — 20 seats or more

The standards set out in this Subdivision are for a passenger-carrying large aeroplane that is a transport category aeroplane, and that:

(a) has a passenger seating configuration of 20 seats or more; and

(b) was type certificated on, or after, 1 January 1958.

Subdivision 3.2 Cabin interior materials

51 Passenger compartment interior materials — requirements

Unless CASA approves otherwise in writing for an operator, this section sets out the standards for the materials used in the cabin interior components described in FAR 25.853 (d) as in force on 6 March 1995.

Division 4 Systems and equipment

Subdivision 4.1 General

52 Application and date of effect — CASR Subpart 90.C

52.1 Under this section, the standards set out in this Division apply for the CASR Subpart 90.C regulation for which they are expressed to apply.

52.2 Under this section, the provisions in this Division take effect on, and from, 1 March 2012.

Subdivision 4.2 Landing gear aural warning systems and associated devices

53 Application — CASR 90.290 (1) (b)

Under this section, the standards set out in this Subdivision apply for paragraph 90.290 (1) (b) of CASR 1998.

54 Passenger-carrying and other aeroplanes

Under this section, the standards set out in this Subdivision are for a large aeroplane, whether passenger-carrying or otherwise.

55 FAR 25.729 compliant

This section provides that the standards set out in this Subdivision do not apply for an aeroplane that complies with FAR 25.729 as in force on 6 January 1992. A Note explains that FAR 25.729 as in force on 6 January 1992 relates to aeroplanes with retractable landing gear.

56 Landing gear aural warning — aeroplanes

This section sets out certain functional requirements for a landing gear aural warning (***LGAW***) device.

57 Landing gear aural warning — requirements

This section sets out standards for the LGAW device.

58 Landing gear aural warning — flap position sensing unit

For section 56, this section deals with the installation of the flap position sensing unit.

Part 4 Small aeroplanes engaged in air transport operations

Division 1 General

59 Application and date of effect — small aeroplanes

59.1 Under this section, the standards set out in this Part apply only to a small aeroplane engaged in air transport operations.

59.2 Under this section, unless otherwise stated, the provisions in this Part take effect on, and from, 1 December 2010.

Division 2 Emergency exits

Subdivision 2.1 Application

60 Application — CASR Subpart 90.D

Under this section, the standards set out in this Division apply for the CASR Subpart 90.D regulation for which they are expressed to apply.

Subdivision 2.2 Emergency exits

61 Application — CASR 90.410 (2) (b)

Under this section, the standards set out in this Subdivision apply for paragraph 90.410 (2) (b) of CASR 1998.

62 Passenger-carrying aeroplanes

Under this section, the standards set out in this Subdivision are for a small aeroplane, engaged in regular public transport operations, that has 10 or more passenger seats.

63 Emergency exits — requirements

This section sets out certain aeroplane flight crew compartment emergency exit standards and other emergency exit standards.

Division 3 Landing gear aural warning

Subdivision 3.1 Application

64 Application — CASR Subpart 90.D

Under this section, the standards set out in this Division apply for the CASR Subpart 90.D regulation for which they are expressed to apply.

Subdivision 3.2 Landing gear aural warning

65 Application and date of effect — CASR 90.415 (2) (b)

65.1 Under this subsection, the standards set out in this Subdivision apply for paragraph 90.415 (2) (b) of CASR 1998.

65.2 Under this subsection, the provisions in this Subdivision take effect on, and from, 1 March 2012.

66 Passenger-carrying aeroplanes

Under this section, the standards set out in this Subdivision are for a small aeroplane, engaged in air transport operations, that has 10 or more passenger seats.

67 Landing gear aural warning

This section sets out the aural landing gear warning device standards for a small aeroplane that has wing flaps and retractable landing gear, and is not an amphibian aeroplane.