



# Australian Government

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## Civil Aviation Safety Authority

Instrument number CASA EX118/13

I, GERARD JOHN CAMPBELL, Executive Manager, Operations Division, a delegate of CASA, make this instrument under regulation 11.160 of the *Civil Aviation Safety Regulations 1998* and subsection 33 (3) of the *Acts Interpretation Act 1901*.

**[Signed G.J. Campbell]**

Gerard J. Campbell  
Executive Manager  
Operations Division

31 October 2013

### **Exemption – recency requirements for night flying – Virgin Australia International Airlines Pty Ltd**

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#### **1 Duration**

This instrument:

- (a) commences on the day of registration; and
- (b) expires at the end of 31 October 2014, as if it had been repealed by another instrument.

#### **2 Revocation**

Instrument CASA EX163/12 is revoked.

#### **3 Application**

The instrument applies to a flight undertaken by a commercial (aeroplane) pilot or an air transport (aeroplane) pilot:

- (a) at night; and
- (b) as the pilot in command of an aeroplane operated by Virgin Australia International Airlines Pty Ltd, Aviation Reference Number 768593 (the *operator*).

#### **4 Exemption**

A pilot in command to whom this exemption applies is exempt from compliance with paragraphs 5.109 (1) (b) and 5.170 (1) (b) of the *Civil Aviation Regulations 1988* (**CAR 1988**).

#### **5 Conditions**

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

## Schedule 1      Conditions

- 1 In this Schedule:

***approved type simulator*** means a Level C or Level D qualified flight simulator approved by CASA:

- (a) as a training device for the type of aircraft to be used in the night operation; and
- (b) for use in the tests and checks provided for in the operator's training and checking organisation.

***electronic or visual slope guidance system*** means a precision approach path indicator or a visual approach slope indicator.

- 2 The operator must have a currently approved training and checking organisation as required under regulation 217 of CAR 1988.
- 3 A flight must be conducted only to an aerodrome that:
- (a) is a certified aerodrome; and
  - (b) has an authorised instrument approach procedure for night operations.
- 4 The pilot in command of the aeroplane must not carry out a flight to which this exemption applies, unless:
- (a) within the period of 90 days immediately before the date of the proposed flight — he or she has carried out at least 1 night take-off and 1 night landing in an aeroplane of the same type or in an approved type simulator; and
  - (b) within the period of 180 days immediately before the day of the proposed flight — he or she has carried out at least 3 night take-offs and 3 night landings in an aeroplane of the same type or in an approved type simulator.
- 5 In addition to satisfying the requirements of clause 4, the pilot in command of the aeroplane must have completed, within the period of 180 days immediately before the date of the proposed flight, a proficiency check:
- (a) related to carrying out night operations; and
  - (b) conducted in an aeroplane of the same type or in an approved type simulator.
- 6 A flight to which this exemption applies must not include a circling approach unless, within the period of 90 days immediately before the date of the flight, the pilot in command of the aeroplane has carried out at least 1 circling approach under night conditions in an aeroplane of the same type or in an approved type simulator.
- 7 A flight must not be carried out to an aerodrome that does not have a serviceable electronic or visual slope guidance system unless, within the period of 180 days immediately before the date of the flight, the pilot in command of the aeroplane has conducted at least 1 approach under night conditions, without a serviceable electronic or visual slope guidance system, in an aeroplane of the same type or in an approved type simulator.

*Note* Clause 7 does not affect the operation of paragraph 5.4 of Civil Aviation Order (CAO) 82.3 and paragraph 5.3 of CAO 82.5 in relation to the provision of electronic or visual approach slope guidance.