



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX23/21

I, WARREN CRAIG MARTIN, Executive Manager, Regulatory Oversight, a delegate of CASA, make this instrument under regulations 11.160 and 11.245 of the *Civil Aviation Safety Regulations 1998*.

[Signed C. Martin]

Craig Martin

Executive Manager, Regulatory Oversight

26 February 2021

CASA EX23/21 — Airborne Collision Avoidance System Bombardier Dash 8 (Skippers Aviation) Exemption 2021

1 Name

This instrument is CASA EX23/21 — *Airborne Collision Avoidance System Bombardier Dash 8 (Skippers Aviation) Exemption 2021*.

2 Duration

This instrument:

- (a) commences on 1 March 2021; and
- (b) is repealed at the end of 28 February 2024.

Note For regulation 11.250 of CASR, the direction in section 5 ceases to be in force at the end of 28 February 2024.

3 Definitions

In this instrument:

approved TCAS II has the meaning given by regulation 262AA of CAR.

operator means Skippers Aviation Pty Ltd, ARN 440409.

relevant aircraft means the Bombardier DHC-8-106 aircraft, serial number 346, registered on the date this instrument is signed as VH-XFP, operated by the operator.

4 Exemption

The pilot in command of the relevant aircraft is exempt from compliance with subregulation 262AD (2) of CAR.

5 Direction

For subregulation 11.245 (1) of CASR, the operator is directed to ensure that the relevant aircraft is flown only if:

- (a) the relevant aircraft is fitted with a serviceable approved TCAS II; or

- (b) one of the following circumstances applies:
- (i) the purpose of the flight is to move the relevant aircraft to a place to fit it with an approved TCAS II Version 7.1;
 - (ii) the purpose of the flight is to move the relevant aircraft to a place to repair, replace or overhaul the approved TCAS II;
 - (iii) when the relevant aircraft begins the flight, the approved TCAS II fitted to the relevant aircraft being unserviceable is a permissible unserviceability for the relevant aircraft.
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