



# Australian Government

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## Civil Aviation Safety Authority

Instrument number CASA EX127/23

I, JOSEPH ANTHONY RULE, Acting Executive Manager, National Operations & Standards, a delegate of CASA, make this instrument under regulations 11.160 and 11.205 of the *Civil Aviation Safety Regulations 1998*.

### [Signed J. Rule]

Joe Rule

Acting Executive Manager, National Operations & Standards

22 December 2023

## CASA EX127/23 — Calibration of Aircraft Weighing Equipment (Auscan) Exemption 2023

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### 1 Name

This instrument is *CASA EX127/23 — Calibration of Aircraft Weighing Equipment (Auscan) Exemption 2023*.

### 2 Definitions

*Note* In this instrument, certain terms and expressions have the same meaning as they have in the *Civil Aviation Act 1988* and the regulations. These include *aircraft*.

In this instrument:

**Auscan** means Auscan Aviation Associates Pty. Ltd., ARN 437982.

**CAO 100.7** means Civil Aviation Order 100.7, as in force from time to time.

**Electric Force Measurement** means the business registered under that name on the ASIC Business Names Register with the holder Statall Pty Ltd.

**out of tolerance condition** means that either of the following identifies that relevant weighing equipment is not within the manufacturer's specified limits:

- (a) a review by Auscan of the relevant weighing equipment;
- (b) a calibration of the relevant weighing equipment in accordance with paragraph 4.3 of CAO 100.7.

**relevant weighing equipment** means the aircraft weighing set consisting of 3 weighing scale platforms and a digital indicator:

- (a) manufactured by Electric Force Measurement; and
- (b) calibrated in accordance with paragraph 4.3 of CAO 100.7 within the 12 month period before the date on which this instrument commences; and
- (c) with:
  - (i) the model number EFM A3000; and
  - (ii) the serial number LC7-1 160-574; and

- (iii) the red scale platform with the serial number 1500-36-574; and
- (iv) the blue scale platform with the serial number 1500-34-574; and
- (v) the yellow scale platform with the serial number 1500-32-574; and
- (vi) the digital indicator with the serial number LC7-1 160-574.

*Note* To be calibrated in accordance with paragraph 4.3 of CAO 100.7 within the 12 month period before this instrument commences, relevant weighing equipment must have been calibrated during that period by:

- (a) the manufacturer — see subparagraph 4.3(a); or
- (b) an organisation that is approved by the National Measurement Institute for a purpose that covers the purpose of calibrating the weighing equipment — see subparagraph 4.3(b); or
- (c) under subparagraph 4.3(c) — an organisation using a reference standard in respect of which there is:
  - (i) a valid certificate of calibration (however described) issued by an accredited organisation; or
  - (ii) a valid certificate of verification issued under regulation 13 of the *National Measurement Regulations 1999*.

See subparagraph 4.3A(a) of CAO 100.7 for a description of when a certificate of calibration or verification is valid. See also subparagraph 4.3A(b) of CAO 100.7 for the definition of *accredited organisation*.

### **3 Exemption**

- (1) Auscan is, in relation to using relevant weighing equipment to weigh an aircraft, exempt from compliance with paragraph 4.3 of CAO 100.7.

*Note* Under paragraph 4.3 of CAO 100.7, a scale mentioned in paragraph 4.2 may be used to weigh an aircraft only if it was calibrated, within the 12 month period ending on the date the scale is used to weigh the aircraft, by a person or entity of a kind mentioned in subparagraph 4.3(a), (b) or (c).

- (2) The exemption in subsection (1) is subject to the conditions mentioned in Schedule 1.

### **4 Repeal of this instrument**

This instrument is repealed at the end of 14 May 2026.

## **Schedule 1 Conditions**

- 1 Auscan must, before each use of relevant weighing equipment to weigh an aircraft:
  - (a) inspect the condition of the relevant weighing equipment; and
  - (b) in particular, check the relevant weighing equipment for the following defects:
    - (i) corrosion;
    - (ii) wear and tear;
    - (iii) loose wires;
    - (iv) failures related to hardware.
- 2 If relevant weighing equipment has one or more of the defects mentioned in paragraph 1(b), Auscan must not use the relevant weighing equipment to weigh an aircraft unless:
  - (a) each defect has been repaired or (in the case of corrosion) removed; and

- (b) after each defect has been repaired or removed — the relevant weighing equipment has been calibrated in accordance with paragraph 4.3 of CAO 100.7.
- 3 If Auscan becomes aware of a reason to doubt the accuracy of relevant weighing equipment, Auscan must ensure that, before being used to weigh an aircraft, the relevant weighing equipment is calibrated in accordance with paragraph 4.3 of CAO 100.7.
  - 4 When weighing an aircraft using relevant weighing equipment, Auscan must apply the corrections identified during the most recent calibration of the relevant weighing equipment.
  - 5 If a particular platform scale mentioned in the definition of ***relevant weighing equipment*** requires replacement, Auscan must ensure that, before being used to weigh an aircraft, the relevant weighing equipment that includes the particular platform scale is calibrated in accordance with paragraph 4.3 of CAO 100.7.
  - 6 If Auscan suspects that an out of tolerance condition has occurred on relevant weighing equipment, Auscan must:
    - (a) on or before the next business day — notify CASA, in writing, about the suspected out of tolerance condition; and
    - (b) within 3 business days after suspecting the out of tolerance condition — notify all affected aircraft operators and affected aircraft owners about the suspected out of tolerance condition; and
    - (c) review the aircraft load data; and
    - (d) ensure that the aircraft load data is within the relevant weighing equipment manufacturer’s specified limits for carrying out a weighing using a known weight; and
    - (e) take all reasonable steps to ensure that, before allowing a flight in an affected aircraft to commence, all affected aircraft operators and affected aircraft owners complete an investigation of the effects of the out of tolerance condition on the aircraft load data.
  - 7 Auscan must ensure that the relevant weighing equipment is in a serviceable condition.
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