Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX09/25

I, DANIEL BERNARD O'HAGAN, Section Manager Drafting, Legal, International & Regulatory Affairs Division, a delegate of CASA, make this instrument under regulations 11.160 and 11.205 of the *Civil Aviation Safety Regulations 1998*.

[Signed D.B. O'Hagan]
Danny O'Hagan
Section Manager Drafting
Legal, International & Regulatory Affairs Division

31 January 2025

CASA EX09/25 – Royal Flying Doctor Service (Queensland Section) – Part 135 Factoring – Exemption (Short-term Extension) Instrument 2025

1 Name

This instrument is *CASA EX09/25 – Royal Flying Doctor Service (Queensland Section) – Part 135 Factoring – Exemption (Short-term Extension) Instrument 2025*.

2 Duration

This instrument:

(a) commences on 1 February 2025; and

(b) is repealed at the end of 30 June 2025.

Note This instrument provides, in effect, for the short-term extension, for 5 months only, of *CASA EX35/24 – Royal Flying Doctor Service (Queensland Section) – Part 135 Factoring – Exemption (Short-term Extension) Instrument 2024* which expired at the end of 31 January 2025.

3 Application

(1) This instrument applies to the operator for a relevant operation in a relevant aeroplane.

(2) This instrument applies to the pilot in command of a relevant aeroplane in a relevant operation for the operator.

4 Definitions

(1) In this instrument:

approved foreign flight manual, in relation to an aeroplane, means the flight manual approved by the relevant regulatory aviation authority of the country where the aeroplane is, or was, manufactured.

Australian air transport operation has the meaning given by the CASR Dictionary.

CASR means the *Civil Aviation Safety Regulations 1998*.

Civil Aviation Order 20.7.4 means Section 20.7.4 of the Civil Aviation Orders as in force immediately before 2 December 2021.

landing distance available means the distance specified by CASA as being the effective operational length available for use by an aeroplane for landing at a certified aerodrome, or the distance available for landing on an aeroplane landing area.

manufacturer's data manual, in relation to an aeroplane, means a publication (however described) produced by the manufacturer of the aeroplane as a guide for the flight crew in the operation of the aeroplane.

medical transport operation has the meaning given in the CASR Dictionary.

MOS means the Part 135 MOS.

operator means the Royal Flying Doctor Service of Australia (Queensland Section) Limited, ARN 119145.

Part 135 MOS means the *Part 135 (Australian Air Transport Operations—Smaller Aeroplanes) Manual of Standards 2020*.

relevant aeroplane means the Beechcraft King Air B200 aeroplane.

relevant operation means an Australian air transport operation that is a medical transport operation under Part 135 of CASR, conducted in Australian territory.

(2) Unless the contrary intention appears, words and phrases in this instrument have the same meaning as in Part 135 of CASR and the Part 135 MOS.

5 Exemptions — for take-off weight

For a relevant operation, the operator and the pilot in command of a relevant aeroplane are each exempted from compliance with the following subregulations of CASR (as applicable):

(a) 135.345(3);

(b) 135.345(4);

(c) 135.345(5);

but only to the extent of the requirement under section 10.06 of the Part 135 MOS that the relevant aeroplane's weight at take-off must not exceed the weight mentioned in paragraph 10.06(c) of the MOS.

Note 1 The provisions of CASR relate to offences for contravening provisions of the Part 135 MOS relating to take-off performance for a flight of an aeroplane.

Note 2 Paragraph 10.06(c) references a weight that will ensure a landing weight that complies with Subdivision 3 of Part 10 of the Part 135 MOS (Landing performance).

6 Exemptions — for landing weight

(1) For a relevant operation, the operator and the pilot in command of a relevant aeroplane are each exempted from compliance with the following subregulations of CASR (as applicable):

(a) 135.350(3);

(b) 135.350(4);

(c) 135.350(5);

but only to the extent of the requirement under section 10.13 of the Part 135 MOS that the relevant aeroplane's weight for landing must not exceed the weight mentioned in paragraph 10.13(a) of the MOS.

Note 1 The provisions of CASR relate to offences for contravening provisions of the Part 135 MOS relating to landing performance for a flight of an aeroplane.

Note 2 Paragraph 10.13(a) references a weight that would enable the aeroplane to meet the requirements under section 10.14 of the MOS (Landing distance requirement).

7 Conditions

(1) Each exemption under section 5 and section 6 is subject to each of the conditions in this section.

(2) The operator and the pilot in command of a relevant aeroplane must each comply with the requirements of section 10.06 of the Part 135 MOS as if paragraph 10.06(c) read as follows:

(c) a weight:

(i) which (allowing for normal consumption of fuel and oil in flight, and taking into account the forecast temperature and pressure at the planned destination aerodrome) permits compliance with the landing distance limitations specified in subsection 10 in Schedule 1 of CASA EX09/25; and

(ii) that has been calculated with reference to the longest distance available for landing at the planned destination aerodrome under conditions of zero wind.

Note 1 This instrument is CASA EX09/25.

Note 2 Substituted paragraph (c) is a marginally modified version of subparagraph 4.1(d) of Civil Aviation Order 20.7.4 as in force immediately before 2 December 2021.

Note 3 Schedule 1 of this instrument (CASA EX09/25) contains subsection 10, Landing distance required, from Civil Aviation Order 20.7.4 as in force immediately before 2 December 2021.

(3) The operator and the pilot in command of a relevant aeroplane must each comply with the requirements of section 10.13 of the Part 135 MOS as if paragraph 10.13(a) read as follows:

(a) a weight at which the landing distance required in accordance with subsection 10 in Schedule 1 of CASA EX09/25 for the pressure height, temperature, runway slope (if in excess of 1%), and wind component along the runway at the time of landing, is equal to or less than the landing distance available in the direction of landing;

Note 1 This instrument is CASA EX09/25.

Note 2 Substituted paragraph (a) is a marginally modified version of subparagraph 5.1(a) of Civil Aviation Order 20.7.4 as in force immediately before 2 December 2021.

Note 3 Schedule 1 of this instrument (CASA EX09/25) contains subsection 10, Landing distance required, from Civil Aviation Order 20.7.4 as in force immediately before 2 December 2021.

Schedule 1 Subsection 10 of Civil Aviation Order 20.7.4

Note See subsections 7(2) and (3) above.

10 Landing distance required

10.1 Subject to paragraphs 10.3 and 10.4, an aeroplane must not land unless the landing distance available is equal to or greater than the distance required to bring the aeroplane to a complete stop or, in the case of aeroplanes operated on water, to a speed of 3 knots, following an approach to land at a speed not less

than 1.3V_S maintained to within 50 feet of the landing surface. This distance is to be measured from the point where the aeroplane first reaches a height of 50 feet above the landing surface and must be multiplied by the following factors:

(a) 1.15 for aeroplanes with maximum take-off weights of 2 000 kg or less;

(b) 1.43 for aeroplanes with maximum take-off weights of 4 500 kg or greater;

(c) for aeroplanes with maximum take-off weights between 2 000 kg and 4500 kg, a factor derived by linear interpolation between 1.15 and 1.43 according to the maximum take-off weight of the aeroplane.

10.2 For aeroplanes operated on land, landing distances are to be determined for a level short dry grass surface. For aeroplanes operated on water, landing distances are to be determined on flat broken water.

10.3 Subject to paragraph 10.4, where there is an approved foreign flight manual or a manufacturer's data manual for an aeroplane that sets out the landing distance required for that aeroplane, then that aeroplane must be operated so as to comply with the requirements set out in paragraphs 10.1 and 10.2 or the requirements relating to landing distance set out in either of those manuals.

Note The data contained in some manufacturers' data manuals is unfactored and makes no allowance for degraded aeroplane performance. Where there is a considerable difference between the data in a manufacturer's data manual and the data in the flight manual for the aeroplane then the manufacturer's data should be treated with caution.

10.4 This subsection does not apply in the case of an emergency.
