



# Australian Government

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## Civil Aviation Safety Authority

Instrument number CASA EX79/25

I, STEVEN JAMES CAMPBELL, 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 S. Campbell]**

Steven Campbell

Executive Manager, National Operations and Standards

28 August 2025

### **CASA EX79/25 — Task Specialist Operations (Australian Federal Police) Exemption 2025**

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#### **1 Name**

This instrument is *CASA EX79/25 — Task Specialist Operations (Australian Federal Police) Exemption 2025*.

#### **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 ***aerial work operation***, ***lowest safe altitude*** and ***task specialist operation***.

In this instrument:

***AFP*** means Australian Federal Police, ARN 1011643.

***air transport pilot licence*** has the same meaning as in Part 61 of CASR.

***class 1 medical certificate*** means a class 1 medical certificate issued under Subpart 67.C of CASR.

***commercial pilot licence*** has the same meaning as in Part 61 of CASR.

***Part 121 MOS*** means the Part 121 Manual of Standards, as in force on the commencement of this instrument.

***Part 138 MOS*** means the Part 138 Manual of Standards, as in force on the commencement of this instrument.

***relevant aircraft*** means a King Air B300 series aeroplane with registration number VH-EID or VH-85T of which the AFP is the registered operator.

***relevant operation*** means any of the following operations:

- (a) surveillance;
- (b) aerial mapping:
  - (i) to determine the extent of a disaster; or

*Note* For example, flood or fire area mapping.

- (ii) of an area in which a police operation may be conducted.

*Note* The relevant operations are task specialist operations, which are kinds of aerial work operations — see regulation 138.010 of CASR.

***system of maintenance*** has the same meaning as in Division 3 of Part 4A of CAR.

### **3 Application**

This instrument applies in relation to the operation by the AFP of a relevant aircraft for a relevant operation in Australian territory.

### **4 Exemptions**

- (1) The AFP is exempt from compliance with:
  - (a) Part 138 of CASR, to the extent that Part 138 applies in relation to the operation by the AFP of a relevant aircraft for a relevant operation; and
  - (b) Subpart 91.F of CASR, to the extent that it applies in relation to the operation by the AFP of a relevant aircraft for a relevant operation.
- (2) The pilot in command of a relevant aircraft is exempt from compliance with:
  - (a) Part 138 of CASR, to the extent that Part 138 applies in relation to a flight of the relevant aircraft for a relevant operation; and
  - (b) Subpart 91.F of CASR, to the extent that it applies in relation to a flight of a relevant aircraft for a relevant operation.
- (3) The exemption in subsection (1) is subject to the conditions in section 5.
- (4) The exemption in subsection (2) is subject to the conditions in section 6.

### **5 Conditions — AFP**

- (1) The AFP must comply, in relation to the operation of the relevant aeroplane for a relevant operation, and as if the AFP was an aerial work certificate holder, with the requirements prescribed in section 18.02 of the Part 138 MOS.

*Note 1* The prescribed requirements are those specified in Chapter 9 of the Part 121 MOS for the take-off and landing performance of large aeroplanes (as defined in section 18.01 of the Part 138 MOS) — see section 18.02 of the Part 138 MOS.

*Note 2* The relevant aircraft must also be operated by the AFP in accordance with all the general operating and flight rules in Part 91 of CASR, other than Subpart 91.F (Performance), that apply to the operator.

- (2) The AFP must ensure that the relevant aircraft carries only the following persons when operated for a relevant operation:
  - (a) AFP employees;
  - (b) persons authorised in writing by the AFP.
- (3) The AFP must ensure that the relevant aircraft is flown for a relevant operation by a pilot in command who holds the following:
  - (a) a class 1 medical certificate;
  - (b) either:
    - (i) an air transport pilot licence; or
    - (ii) a commercial pilot licence.
- (4) The AFP must:
  - (a) change its operations manual to include procedures for the conduct of each relevant operation; and

- (b) provide the revised operations manual to CASA within 6 months after this instrument commences.
- (5) The AFP must:
  - (a) conduct a scheduled review of its system of maintenance (**SOM**) for the relevant aircraft with registration VH-EID (**aircraft VH-EID**), as required under the SOM; and
 

*Note* The SOM for aircraft VH-EID requires a scheduled review to be carried out at intervals not exceeding 12 months.
  - (b) in accordance with regulation 42P of CAR, request approval of any proposed changes to the SOM for aircraft VH-EID; and
  - (c) operate aircraft VH-EID only if the proposed changes to the SOM for aircraft VH-EID have been approved under subregulation 42R(1) of CAR.
- (6) The AFP must:
  - (a) develop a proposed SOM for the relevant aircraft with registration VH-85T (**aircraft VH-85T**) that includes a requirement for 12-monthly reviews of the SOM; and
  - (b) in accordance with regulation 42J of CAR, request approval of the proposed SOM for aircraft VH-85T; and
  - (c) operate aircraft VH-85T only if the proposed SOM for aircraft VH-85T has been approved under subregulation 42M(1) of CAR.

## 6 Conditions — pilot in command

- (1) The pilot in command must not fly the relevant aircraft for a relevant operation unless the pilot holds:
  - (a) a class 1 medical certificate; and
  - (b) either:
    - (i) an air transport pilot licence; or
    - (ii) a commercial pilot licence.

*Note 1* The pilot in command must also be qualified and competent to fly the relevant aircraft for a relevant operation in accordance with Part 61 of CASR.

*Note 2* The pilot in command must also fly the aircraft in accordance with all the general operating and flight rules in Part 91 of CASR, other than Subpart 91.F (Performance), that apply to the pilot in command.

- (2) The pilot in command must comply, in relation to the operation of the relevant aeroplane for a relevant operation, with the requirements prescribed in section 18.02 of the Part 138 MOS that:
  - (a) relate to take-off performance and landing performance for a flight of an aeroplane to which Division 1 of Chapter 18 of the Part 138 MOS applies; and
  - (b) apply to a pilot in command.

*Note* The prescribed requirements are those specified in Chapter 9 of the Part 121 MOS for the take-off and landing performance of a large aeroplane (as defined in section 18.01 of the Part 138 MOS) — see section 18.02 of the Part 138 MOS.

- (3) The pilot in command must not fly the relevant aircraft for a relevant operation below the lowest safe altitude for the route or route segment flown for the relevant operation other than:
  - (a) when the aircraft is taking off or landing; or

- (b) if a circumstance mentioned in subregulation 91.265(4), 91.267(3), 91.277(3) or 91.305(3) of CASR applies.

## **7 Repeal**

This instrument is repealed at the end of 31 July 2028.

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