



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX121/19

I, CHRISTOPHER PAUL MONAHAN, Executive Manager, National Operations & Standards, a delegate of CASA, make this instrument under regulation 11.160 of the *Civil Aviation Safety Regulations 1998*.

[Signed Christopher P. Monahan]

Christopher P. Monahan
Executive Manager, National Operations & Standards

31 October 2019

CASA EX121/19 — Powered Weight-Shift-Controlled Aeroplanes (Birds Eye View Aerial Spotting Pty Ltd) Exemption 2019

1 Name

This instrument is *CASA EX121/19 — Powered Weight-Shift-Controlled Aeroplanes (Birds Eye View Aerial Spotting Pty Ltd) Exemption 2019*.

2 Duration

This instrument:

- (a) commences on 1 November 2019; and
- (b) is repealed at the end of 31 October 2022.

3 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: *AOC* and *pilot in command*.

In this instrument:

Birds Eye View Aerial Spotting means Birds Eye View Aerial Spotting Pty Ltd, ARN 1003162.

CAO 95.32 means *Civil Aviation Order 95.32*, as in force from time to time.

relevant aircraft means a powered weight-shift-controlled aeroplane that is registered with SAFA.

SAFA means the Sports Aviation Federation of Australia Limited, ARN 217853.

weight-shift-controlled aeroplane has the same meaning as in paragraph 2.1 of CAO 95.32.

4 Application

This instrument applies in relation to Birds Eye View Aerial Spotting if, under an AOC, it operates a relevant aircraft for the aerial work purpose of aerial spotting or aerial photography.

5 Exemption — Birds Eye View Aerial Spotting

- (1) Subsection (2) applies if the aircraft is equipped with a serviceable altimeter that can be easily seen by the pilot in command of the aircraft during a flight for the operation.
Note See CAO 95.32 for the flight rules that also apply to Birds Eye View Aerial Spotting.
- (2) Birds Eye View Aerial Spotting is exempt from compliance with subparagraph 6 (b) of CAO 95.32 in relation to the flight.

6 Exemption — pilot in command

- (1) Subsection (2) applies if the pilot in command of the aircraft, during a flight for the operation, has accrued at least 100 hours as pilot in command of a powered weight-shift-controlled aeroplane.
- (2) The pilot in command is exempt from compliance with sub-subparagraph 6 (b) (ii) of CAO 95.32 in relation to the flight.

Note See subsection 6 of CAO 95.32 for other general conditions that continue to apply to the pilot in command in relation to the flight. These include that the pilot in command must hold an *appropriate pilot certificate*, as defined in paragraph 2.1 of CAO 95.32.
