Instrument number CASA EX130/19

I, WARREN CRAIG MARTIN, Acting Executive Manager, Regulatory Services & Surveillance, a delegate of CASA, make this instrument under regulations 11.160 and 11.205 of the Civil Aviation Safety Regulations 1998.

[Signed C. Martin]
Craig Martin
Acting Executive Manager, Regulatory Services & Surveillance

29 November 2019

CASA EX130/19 — Approved Cockpit Voice Recorder System (Airbus EC175B Helicopters) Exemption 2019

1 Name
This instrument is CASA EX130/19 — Approved Cockpit Voice Recorder System (Airbus EC175B Helicopters) Exemption 2019.

2 Duration
This instrument:
(a) commences on 1 December 2019; and
(b) is repealed at the end of 30 August 2020.

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: air traffic control, AOC, approved, flight crew member, flight training, pilot in command and V.M.C.
In this instrument:
Babcock means Babcock Offshore Services Australasia Pty Ltd, ARN 800160.
relevant aircraft means an Airbus EC175B helicopter operated by Babcock under its AOC.
serviceable has the meaning given by subregulation 42.015 (6) of CASR.
type rating has the meaning given by regulation 61.010 of CASR.

4 Exemption
(1) Babcock and the pilot in command of a relevant aircraft are each exempt from compliance with a provision mentioned in the following paragraphs, to the extent that the provision requires a relevant aircraft to be equipped with an approved cockpit voice recorder system that complies with Civil Aviation Order (CAO) 103.20:
(a) subregulations 207 (2) and (3) of CAR;
(b) subparagraphs 6.1 (a) and 6.2 (a) of CAO 20.18.
(2) The exemption is subject to the conditions mentioned in sections 5 and 6.

5 **Condition — relevant aircraft**

Babcock must ensure that the aircraft audio system of a relevant aircraft is set:
(a) for maximum cockpit voice recorder clarity at all times; and
(b) in accordance with any system settings notified by CASA, in writing, to Babcock.

*Note*  A relevant aircraft must also be equipped with a flight data recorder system that complies with CAO 103.19 — see subparagraphs 6.1 (a) and 6.2 (a) of CAO 20.18.

6 **Condition — relevant aircraft being operated for flight training, or testing the aircraft or equipment**

(1) The condition mentioned in subsection (2) applies to a relevant aircraft that:
(a) is being operated for the purpose of flight training; or
(b) is being operated for the purpose of testing that the aircraft, or equipment, other than a cockpit voice recording system, installed on the aircraft, complies with the manufacturer’s specifications.

(2) Babcock must ensure that the aircraft is operated:
(a) by flight crew members who each hold a type rating for the aircraft; and
(b) by day in V.M.C.; and
(c) in the circuit area of an aerodrome; and
(d) while maintaining continuous 2-way communication with Babcock’s operations management, and with air traffic control; and
(e) at aerodromes where emergency services are available for the duration of the operation; and
(f) with the aircraft’s cockpit camera recording system being serviceable and operating; and
(g) in conjunction with Babcock’s satellite flight tracking system; and
(h) in simulated 1 engine inoperative time only to the minimum extent required for the purpose of the operation.