I, WARREN CRAIG MARTIN, Acting Executive Manager, Regulatory Services & Surveillance, a delegate of CASA, make this instrument under regulations 11.056, 11.160 and 11.205 of the Civil Aviation Safety Regulations 1998 and paragraph 7.2 of Civil Aviation Order 29.5.

[Signed C. Martin]
Craig Martin
Acting Executive Manager, Regulatory Services & Surveillance
21 May 2019

CASA EX50/19 — Dropping of Articles (AeroRescue Pty Limited) Instrument 2019

1 Name
This instrument is CASA EX50/19 — Dropping of Articles (AeroRescue Pty Limited) Instrument 2019.

2 Definitions
Note In this instrument, certain terms and expressions have the same meaning as they have in the Act and the Regulations. These include: AGL, control zone and lowest safe altitude.

In this instrument:
AeroRescue means AeroRescue Pty Limited, ARN 599914.
AeroRescue aircraft means a Dornier 328-100 aircraft operated by AeroRescue.
CAO 29.5 means Civil Aviation Order 29.5, as in force from time to time.
dropping operation has the same meaning as in the note to paragraph 4.8 of CAO 29.5.
dropping site has the same meaning as in CAO 29.5.
EGPWS means enhanced ground proximity warning system.
GPWS means ground proximity warning system.
relevant dropping operation means a dropping operation conducted with an AeroRescue aircraft for:
(a) a SAR operation; or
(b) SAR training; or
(c) the delivery of emergency medical or emergency food supplies.
SAR operation means a search and rescue operation.
SAR training means training for a SAR operation.
3 Exemptions

(1) The pilot in command of an AeroRescue aircraft that is being used to conduct a relevant dropping operation is exempt from compliance with:
   (a) paragraph 150 (2) (a) of CAR, to the extent that it requires compliance with the directions in:
       (i) in relation to SAR training — in subsection 3 of CAO 29.5; and
       (ii) in paragraph 4.5 of CAO 29.5, to the extent that a lightweight trail line is dropped in a part of a dropping site, which part is not clear of persons or stock; and
   (b) in relation to SAR training — subsection 3 of CAO 29.5; and
   (c) paragraph 4.5 of CAO 29.5, to the extent that a lightweight trail line is dropped in a part of a dropping site, which part is not clear of persons or stock.

(2) The exemptions in subsection (1) are subject to the conditions mentioned in Schedule 1.

4 Permission — dropping at night

(1) For paragraph 7.2 of CAO 29.5, the pilot in command of an AeroRescue aircraft is permitted to conduct a relevant dropping operation at night.

(2) For regulation 11.056 of CASR, the authorisation mentioned in subsection (1) is subject to the conditions mentioned in Schedule 2.

5 Repeal

This instrument is repealed at the end of 30 April 2022.

Schedule 1 Conditions — exemptions

1 The pilot in command must ensure a relevant dropping operation is conducted in accordance with the following documents:
   (a) the AeroRescue operations manual, as existing at the time this instrument commences;
   (b) the Australian Maritime Safety Authority National Search and Rescue Manual, January 2019 edition, as existing at the time this instrument commences.

2 The pilot in command must ensure that if a flight below 500 feet AGL is required, it must be conducted in accordance with:
   (a) instrument CASA.LOFLY.0364, as existing at the time this instrument commences, while that instrument remains in force; and
   (b) the AeroRescue operations manual, as existing at the time this instrument commences.

   Note That instrument permits AeroRescue aircraft engaged in private operations, or aerial work operations, to operate at heights lower than the height mentioned in paragraph 157 (1) (b) of CAR, subject to conditions and limitations.

3 The pilot in command must ensure that for a relevant dropping operation, at least 1 of the following aircraft systems is operational:
   (a) Traffic Collision Avoidance System (TCAS);
   (b) Auto Dependent Surveillance Broadcast System (ADS-B).
4 The pilot in command must ensure that appropriate radio broadcasts on both the area and common traffic advisory frequencies (CTAF) are made if a relevant dropping operation is conducted within an aircraft lane of entry or 5 nautical miles of an aerodrome.

5 The pilot in command must obtain the approval of air traffic control before conducting a relevant dropping operation in a control zone.

6 The pilot in command must ensure that adequate separation is maintained if air traffic is identified in the area of a relevant dropping operation.

7 The pilot in command must ensure that the aircraft is not flown directly over any building during the approach of, or departure from, the dropping site.

8 The pilot in command must ensure the aircraft remains wings-level on the approach run to the dropping site.

**Schedule 2 Conditions — permission**

1 The pilot in command must ensure that for a relevant dropping operation conducted at night, dropping is not conducted below the lowest safe altitude.

2 The pilot in command must ensure that the EGPWS or GPWS is operational on the aircraft during the conduct of a dropping operation at night.