

Civil Aviation Amendment Order (No. R78) 2004

I, WILLIAM BRUCE BYRON, Director of Aviation Safety, on behalf of CASA, issue the following Civil Aviation Order under subregulation 308 (1) of the *Civil Aviation Regulations 1988*.

[Signed Bruce Byron]

Bruce Byron
Director of Aviation Safety and
Chief Executive Officer

12 December 2004

1 Name of Order

This Order is the Civil Aviation Amendment Order (No. R78) 2004.

2 Commencement

This Order commences on gazettal.

3 Replacement of section 95.31 of the Civil Aviation Orders

Section 95.31 of the Civil Aviation Orders is omitted and a new section substituted as set out in Schedule 1.

Schedule 1 Substitution of section 95.31 of the Civil Aviation Orders

SECTION 95.31

EXEMPTION FROM PROVISIONS OF THE *CIVIL AVIATION REGULATIONS 1988* AND THE *CIVIL AVIATION SAFETY REGULATIONS 1998*— KAMAN SUPER SEASPRITE SH-2G(A) AIRCRAFT

1 APPLICATION

- 1.1 This section applies to KAMAN Super Seasprite SH-2G(A) aircraft undergoing production flight testing or acceptance flight testing in Australia.
- 1.2 For the purposes of regulation 200.010 of the *Civil Aviation Safety Regulations 1998* (CASR 1998), this section sets out the conditions with which the aircraft to which this section applies must comply in order to be exempt from compliance with the *Civil Aviation Regulations 1988* and CASR 1998.

2 DEFINITIONS

- 2.1 In this section:
 - production flight testing* means production flight testing as defined in regulation 200.010 of CASR 1998.
 - acceptance flight testing* means acceptance flight testing as defined in regulation 200.010 of CASR 1998.
 - flight testing* means production flight testing or acceptance flight testing.
 - RAN* means Royal Australian Navy.
 - Joint Aviation Standards and Procedures (JASAP)* means the standards and procedures issued under that title by Airservices Australia and the Department of Defence.
 - KAMAN AIC* means KAMAN Aerospace International Corporation.

3 CONDITIONS

- 3.1 The authorisation and control of flight testing of KAMAN Super Seasprite SH-2G(A) aircraft to the extent necessary to ensure that the aircraft are airworthy is to be exercised by KAMAN AIC.
- 3.2 The authorisation and control of flight testing of KAMAN Super Seasprite SH-2G(A) aircraft to the extent necessary to ensure that the

aircrew have appropriate ratings, medical classification and flying experience must be exercised by the RAN in accordance with military standards.

- 3.3 Before beginning flight testing, KAMAN AIC personnel must conduct an inspection of the aircraft to determine whether:
 - (a) it complies with the design standard; and
 - (b) it is suitable for flight testing.
- 3.4 Before beginning flight testing, the RAN must ensure that all RAN pilots conducting tests are properly authorised to do so.
- 3.5 Production flight testing must be conducted in accordance with:
 - (a) the publication known as NAVAIR 01-260HCG-1 dated 1 May 1995 and issued by the United States Navy; and
 - (b) the publication known as KAMAN Procedure KPP 6414 and issued by KAMAN AIC.
- 3.6 Acceptance flight testing must be conducted in accordance with:
 - (a) the publication known as ABR 5150 Naval Aviation Instructions and issued by the RAN; and
 - (b) the Flight Manual for the KAMAN Super Seasprite SH-2G(A) aircraft known as NAP 7210-029-1-1 and issued by the RAN; and
 - (c) the Operational Test and Evaluation Schedule for KAMAN Super Seasprite SH-2G(A) aircraft and issued by the RAN; and
 - (d) aircraft operating limitations issued from time to time by KAMAN AIC.
- 3.7 Flight testing conducted outside military airspace must be conducted in accordance with the provisions of JASAP as in force from time to time.