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## Civil Aviation Amendment Regulations 2000 (No. 3)

Statutory Rules 2000 No.    /

204

I, WILLIAM PATRICK DEANE, Governor-General of the Commonwealth of Australia, acting with the advice of the Federal Executive Council, make the following Regulations under the *Civil Aviation Act 1988*.

Dated 24 JUL 2000 2000

**WILLIAM DEANE**  
Governor-General

By His Excellency's Command

JOHN ANDERSON  
Minister for Transport and Regional Services



# Civil Aviation Amendment Regulations 2000 (No. 3)<sup>1</sup>

Statutory Rules 2000 No. 3<sup>2</sup>

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made under the

*Civil Aviation Act 1988*

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2      *Civil Aviation Amendment Regulations 2000 (No. 1)*      2000, 1      3      204

**1 Name of Regulations**

These Regulations are the *Civil Aviation Amendment Regulations 2000 (No. /)*.

3

**2 Commencement**

These Regulations commence as follows:

- (a) on gazettal — regulations 1, 2 and 3, and Schedule 1;
- (b) on 1 October 2000 — regulations 4, 5, 6, 7 and 8, and Schedules 2 and 3.

**3 Amendment of *Civil Aviation Regulations 1998* commencing on gazettal**

Schedule 1 amends the *Civil Aviation Regulations 1998*.

**4 Amendment of *Civil Aviation Regulations 1998* and *Civil Aviation Regulations 1988* commencing on 1 October 2000**

- (1) Schedule 2 amends the *Civil Aviation Regulations 1998*.
- (2) Schedule 3 amends the *Civil Aviation Regulations 1988*.

**5 Transitional — Australian aircraft marked in accordance with CAR 1988**

Despite Part 45 of CAR 1998, an Australian aircraft registered before the commencement of this regulation need not bear markings that comply with that Part until it is repainted if, until then, the aircraft bears nationality marks and registration marks in accordance with Division 7 of Part 3 of CAR 1988 (as in force immediately before the commencement of this regulation).

**6 Transitional — aircraft registered under CAR 1988**

- (1) An aircraft whose registration under CAR 1988 was current immediately before the commencement of this regulation is taken to be registered under Part 47 of CAR 1998.
- (2) Its registration may be cancelled under Part 47 of CAR 1998.
- (3) If its registration under CAR 1988 was for a particular period, its registration, unless sooner cancelled, remains in force until the end of that period.
- (4) The certificate of registration, or a copy of the certificate of registration, issued under CAR 1988 for the aircraft is taken to be a certificate of registration, or a copy of such a certificate, issued under Part 47 of CAR 1998.
- (5) Also, the person who was the holder of the aircraft's certificate of registration immediately before this regulation commenced (within the meaning of CAR 1988 as in force at that time) is taken, for CAR 1998, to be the aircraft's registration holder.

**7 Transitional — application for registration of an aircraft pending immediately before commencement of Part 47**

- (1) This regulation applies if:
  - (a) immediately before the commencement of this regulation, an application for the registration of an aircraft was pending under CAR 1988; and
  - (b) the application was in accordance with Division 2 of Part 3 of those Regulations as then in force.
- (2) The application is taken to be an application for the registration of the aircraft made, on the commencement of this regulation, in accordance with Part 47 of CAR 1998.

**8 Transitional — registration marks reserved for assignment under CAR 1988**

- (1) This regulation applies if, before the commencement of this regulation, CASA had:
  - (a) reserved, under subregulation 16 (3) of CAR 1988, a group of symbols for assignment to an aircraft as its registration mark; and
  - (b) given written notice of the reservation to the person who requested it.
- (2) CASA is taken, for Part 47 of CAR 1998, to have assigned to the aircraft a registration mark consisting of the group of symbols.

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**Schedule 1      Amendments of *Civil Aviation Regulations 1998*  
commencing on gazettal**  
(regulation 3)

**[1]      Before regulation 1.1**

*insert*

**1.0      Make-up of this Part**

This Part is made up as follows:

|     |                           |
|-----|---------------------------|
| 1.0 | Make-up of this Part      |
| 1.1 | Name of regulations       |
| 1.2 | Commencement              |
| 1.3 | Harmonisation with FARs   |
| 1.4 | Dictionary                |
| 1.6 | Availability of documents |
| 1.7 | Status of notes           |

**[2]      Regulation 1.4**

*substitute*

**1.4      Dictionary**

- (1) The Dictionary at the end of these Regulations consists of 2 parts.
- (2) Part 1 contains:
  - (a) definitions of certain expressions; and
  - (b) signpost references to expressions that are explained in Part 2 or elsewhere in these Regulations.

*Note* A signpost reference to an expression explained elsewhere than in the Dictionary (eg *ATSO authorisation* see paragraph 21.601 (2) (b)) is included in the Dictionary only if the definition

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of the word or expression applies outside the regulation in which the word or expression is defined.

- (3) Part 2 consists of numbered clauses that explain certain other expressions otherwise than by means of definitions.
- (4) Unless the contrary intention appears, the definition or explanation of an expression in these Regulations applies to each use of the expression in these Regulations.
- (5) The Dictionary is part of these Regulations.

**[3] Regulation 1.5**

*omit*

**[4] After Part 1**

*insert*

**Part 11 Rule making and  
regulatory procedures**

*Note* This Part heading is reserved for future use.

**Part 13 Investigative and  
enforcement procedures**

*Note* This Part heading is reserved for future use.



**[5] Before regulation 21.1***insert***21.0 Make-up of this Part**

This Part is made up as follows:

| <b>Subpart A</b> | <b>General</b>   |
|------------------|--|
| 21.0             | Make-up of this Part   |
| 21.1             | Applicability  |
| 21.1A            | Definition for Subpart   |
| 21.1B            | Application of Part  |
| 21.2             | Falsification of applications, reports or records  |
| 21.2A            | Requests for information   |
| 21.2B            | Applicants to be told about decisions  |
| 21.2C            | Suspension or cancellation of an instrument  |
| 21.2D            | Show cause notices   |
| 21.2E            | Cancellation of an instrument at the request of the holder   |
| 21.3             | Reporting failures, malfunctions, and defects  |
| 21.5             | Aeroplane or rotorcraft flight manual  |
| <b>Subpart B</b> | <b>Type certificates and type acceptance certificates</b>  |
| 21.11            | Applicability  |
| 21.12            | Recognised foreign countries   |
| 21.13            | Eligibility  |
| 21.13A           | Issue of type certificate  |
| 21.14            | Recognition of foreign certification   |
| 21.15            | Application for type certificate   |
| 21.16            | Special standards and other conditions on type certificates  |
| 21.17            | Designation of applicable airworthiness standards  |
| 21.19            | Changes requiring a new type certificate   |
| 21.21            | Type certificate: normal, utility, acrobatic, commuter, and transport category aircraft; manned free balloons; special classes of aircraft; aircraft engines; propellers |
| 21.24            | Type certificate: primary category aircraft  |
| 21.25            | Issue of type certificate: restricted category aircraft  |

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|                  |   |
|------------------|---|
| 21.26            | Type certificate: intermediate category aircraft  |
| 21.27            | Type certificate: surplus aircraft of the Armed Forces  |
| 21.29            | Type certificate for imported aircraft not type certificated by NAA of recognised country                                 |
| 21.29A           | Type acceptance certificate for imported aircraft certificated by NAA of recognised country                               |
| 21.29B           | Issue of type acceptance certificates subject to conditions   |
| 21.29C           | Refusal to issue type acceptance certificate  |
| 21.31            | Type design — meaning   |
| 21.33            | Inspection and tests  |
| 21.35            | Flight tests  |
| 21.37            | Flight test pilot   |
| 21.39            | Flight test instrument calibration and correction report  |
| 21.41            | Type certificate — meaning  |
| 21.43            | Location of manufacturing facilities  |
| 21.47            | Transferability   |
| 21.49            | Availability  |
| 21.50            | Instructions for continued airworthiness and manufacturer's maintenance manuals having airworthiness limitations sections |
| 21.51            | Type certificates and type acceptance certificates — duration and suspension or cancellation                              |
| 21.53            | Statement of conformity   |
| <b>Subpart C</b> | <b>Provisional type certificates</b>  |
| 21.71            | Applicability   |
| 21.73            | Eligibility   |
| 21.75            | Application   |
| 21.76            | Issue of provisional type certificate   |
| 21.77            | Duration  |
| 21.78            | Suspension and cancellation   |
| 21.79            | Transferability   |
| 21.81            | Requirements for issue and amendment of Class I provisional type certificates   |
| 21.83            | Requirements for issue and amendment of Class II provisional type certificates  |
| 21.85            | Provisional amendments to type certificates   |

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|                  |   |
|------------------|---|
| <b>Subpart D</b> | <b>Changes to type certificates</b>   |
| 21.91            | Applicability   |
| 21.93            | Classification of changes in type design  |
| 21.95            | Approval of minor changes in type design  |
| 21.97            | Eligibility for approval of major changes in type design                        |
| 21.98            | Issue of approval of major change in type design                                |
| 21.99            | Required design changes   |
| 21.101           | Designation of applicable regulations   |
| <b>Subpart E</b> | <b>Supplemental type certificates</b>   |
| 21.111           | Applicability   |
| 21.113           | Eligibility for supplemental type certificate                                   |
| 21.113A          | Issue of supplemental type certificate  |
| 21.114           | Foreign supplemental type certificates  |
| 21.115           | Applicable requirements   |
| 21.117           | Entitlement to supplemental type certificates                                   |
| 21.118           | Duration, suspension and cancellation of supplemental type certificates         |
| 21.119           | Duration, suspension and cancellation of foreign supplemental type certificates |
| <b>Subpart F</b> | <b>Production under type certificate only</b>                                   |
| 21.121           | Applicability   |
| 21.123           | Production under type certificate   |
| 21.125           | Production inspection system: Materials Review Board                            |
| 21.127           | Tests: aircraft   |
| 21.128           | Tests: aircraft engines   |
| 21.129           | Tests: variable pitch propellers  |
| 21.130           | Statement of conformity   |
| 21.130A          | Records to be kept by manufacturer  |
| <b>Subpart G</b> | <b>Production certificates</b>  |
| 21.131           | Applicability   |
| 21.133           | Eligibility   |
| 21.134           | Issue of production certificate   |
| 21.135           | Requirements for entitlement  |
| 21.137           | Location of manufacturing facilities  |
| 21.139           | Quality system  |

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- 21.143 Quality system data requirements: prime manufacturer
  - 21.144 Production inspection system
  - 21.145 Materials Review Board
  - 21.147 Changes in quality system
  - 21.149 Multiple products
  - 21.151 Production limitation record
  - 21.153 Amendment of production certificate
  - 21.155 Transferability
  - 21.157 Inspections and tests
  - 21.159 Duration
  - 21.161 Display
  - 21.163 Privileges
  - 21.165 Responsibility of holder
  - 21.166 Records to be kept by holder of production certificate

**Subpart H Certificates of airworthiness (except provisional certificates of airworthiness) and special flight permits**

- 21.171 Applicability
- 21.173 Eligibility
- 21.175 Certificates of airworthiness: classification
- 21.176 Issue of certain certificates of airworthiness
- 21.179 Transferability
- 21.181 Duration of certain certificates of airworthiness
- 21.183 Standard certificates of airworthiness
- 21.184 Special certificates of airworthiness for primary category aircraft
- 21.184A Special certificates of airworthiness for intermediate category aircraft
- 21.185 Certificates of airworthiness for restricted category aircraft
- 21.187 Multiple-category airworthiness certification
- 21.189 Special certificate of airworthiness for limited category aircraft
- 21.190 Special certificates of airworthiness — amateur-built category aircraft accepted under an ABAA
- 21.191 Experimental certificates
- 21.192 Experimental certificates: eligibility
- 21.193 Experimental certificates: general

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|                  |   |
|------------------|---|
| 21.195           | Experimental certificates: aircraft to be used for market surveys, sales demonstrations, and customer crew training |
| 21.195A          | Issue of experimental certificates  |
| 21.195B          | Duration of experimental certificates   |
| 21.196           | Special flight permits: eligibility   |
| 21.197           | Special flight permits  |
| 21.199           | Applications for special flight permits   |
| 21.200           | Issue of special flight permits   |
| 21.201           | Duration of special flight permits  |
| <b>Subpart I</b> | <b>Provisional certificates of airworthiness</b>  |
| 21.211           | Applicability   |
| 21.213           | Eligibility   |
| 21.215           | Application   |
| 21.216           | Issue of provisional certificates of airworthiness  |
| 21.217           | Duration  |
| 21.219           | Transferability   |
| 21.221           | Class I provisional certificates of airworthiness   |
| 21.223           | Class II provisional certificates of airworthiness  |
| 21.225           | Provisional certificates of airworthiness corresponding with provisional amendments to type certificates            |
| <b>Subpart J</b> | <b>Delegation option authorisation procedures</b>   |
| 21.231           | Applicability   |
| 21.235           | Application   |
| 21.239           | Eligibility   |
| 21.243           | Duration  |
| 21.245           | Maintenance of eligibility  |
| 21.247           | Transferability   |
| 21.249           | Inspections   |
| 21.251           | Use of delegation option authorisation  |
| 21.253           | Type certificates: application  |
| 21.257           | Type certificates: issue  |
| 21.261           | Equivalent safety provisions  |
| 21.267           | Production certificates   |
| 21.269           | Export airworthiness approvals  |
| 21.271           | Airworthiness tag/release note — criteria for issue   |

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|                  |   |
|------------------|---|
| 21.273           | Certificates of airworthiness   |
| 21.275           | Experimental certificates   |
| 21.277           | Data review and service experience  |
| 21.289           | Major repairs, rebuilding and alteration  |
| 21.293           | Records to be kept by a manufacturer under a delegation option authorisation            |
| <b>Subpart K</b> | <b>Approval of materials, parts, processes and appliances</b>                           |
| 21.301           | Applicability   |
| 21.303           | Replacement and modification parts  |
| 21.305           | Approval of materials, parts, processes and appliances                                  |
| 21.305A          | Approval of materials, parts, processes and appliances not covered by regulation 21.305 |
| 21.306           | Use of standard parts and materials   |
| <b>Subpart L</b> | <b>Export airworthiness approvals</b>   |
| 21.321           | Applicability   |
| 21.323           | Eligibility   |
| 21.324           | Issue of export airworthiness approvals   |
| 21.325           | Export airworthiness approvals  |
| 21.327           | Application   |
| 21.329           | Issue of export airworthiness approvals for Class I products                            |
| 21.331           | Issue of airworthiness approvals for Class II products                                  |
| 21.333           | Issue of export airworthiness approvals for Class III products                          |
| 21.337           | Performance of inspections and overhauls  |
| 21.339           | Export airworthiness approval for aircraft  |
| <b>Subpart N</b> | <b>Approval of engines, propellers, materials, parts and appliances: imported</b>       |
| 21.500           | Approval of imported aircraft engines and propellers                                    |
| 21.500A          | Approval of other imported aircraft engines and propellers                              |
| 21.502           | Approval of imported materials, parts and appliances                                    |
| 21.502A          | Approval of other imported materials, parts and appliances                              |

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| <b>Subpart O</b> | <b>Australian Technical Standard Order Authorisations</b>   |
|------------------|---|
| 21.601           | Applicability   |
| 21.603           | ATSO marking and privileges                                 |
| 21.605           | Application and issue                                       |
| 21.607           | General rules governing holders of ATSO authorisations      |
| 21.609           | Approval for deviation                                      |
| 21.611           | Design changes  |
| 21.613           | Record keeping requirements                                 |
| 21.615           | CASA inspection   |
| 21.617           | Issue of letters of ATSO design approval: import appliances |
| 21.619           | Non-compliance  |
| 21.621           | Transferability and duration                                |

**[6] Before regulation 22.1**

*insert*

**22.0 Make-up of this Part**

This Part is made up as follows:

|      |  |
|------|--|
| 22.0 | Make-up of this Part   |
| 22.1 | Airworthiness standards  |
| 22.2 | Incidental provisions  |
| 22.3 | Changes to JAR-22 (Sailplanes and Powered Sailplanes)                                |
| 22.4 | Changes to Section E of the British Civil Airworthiness Requirements                 |
| 22.5 | Changes to the Airworthiness Requirements for Sailplanes and Powered Sailplanes      |
| 22.6 | Approvals under JAR-22 (Sailplanes and Powered Sailplanes)                           |
| 22.7 | Approvals under Section E of the British Civil Airworthiness Requirements            |
| 22.8 | Approvals under the Airworthiness Requirements for Sailplanes and Powered Sailplanes |
| 22.9 | Approvals under OSTIV Airworthiness Standards for Sailplanes                         |

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**[7] Before regulation 23.1**

*insert*

**23.0 Make-up of this Part**

This Part is made up as follows:

|      |                                     |
|------|-------------------------------------|
| 23.0 | Make-up of this Part                |
| 23.1 | Airworthiness standards             |
| 23.2 | Incidental provisions               |
| 23.3 | Changes to Part 23 of the FARs      |
| 23.4 | Changes to JAR-VLA                  |
| 23.5 | Changes to JAR-23                   |
| 23.6 | Approvals under Part 23 of the FARs |
| 23.7 | Approvals under JAR-VLA             |
| 23.8 | Approvals under JAR-23              |

**[8] Before regulation 25.1**

*insert*

**25.0 Make-up of this Part**

This Part is made up as follows:

|      |                                     |
|------|-------------------------------------|
| 25.0 | Make-up of this Part                |
| 25.1 | Airworthiness standards             |
| 25.2 | Incidental provisions               |
| 25.3 | Changes to Part 25 of the FARs      |
| 25.4 | Changes to JAR-25                   |
| 25.5 | Approvals under Part 25 of the FARs |
| 25.6 | Approvals under JAR-25              |



**[9] Before regulation 26.1**

*insert*

**26.0 Make-up of this Part**

This Part is made up as follows:

|      |                         |
|------|-------------------------|
| 26.0 | Make-up of this Part    |
| 26.1 | Airworthiness standards |
| 26.2 | Incidental provisions   |

**[10] Before regulation 27.1**

*insert*

**27.0 Make-up of this Part**

This Part is made up as follows:

|      |                                     |
|------|-------------------------------------|
| 27.0 | Make-up of this Part                |
| 27.1 | Airworthiness standards             |
| 27.2 | Incidental provisions               |
| 27.3 | Changes to Part 27 of the FARs      |
| 27.4 | Approvals under Part 27 of the FARs |

**[11] Before regulation 29.1**

*insert*

**29.0 Make-up of this Part**

This Part is made up as follows:

|      |                                     |
|------|-------------------------------------|
| 29.0 | Make-up of this Part                |
| 29.1 | Airworthiness standards             |
| 29.2 | Incidental provisions               |
| 29.3 | Changes to Part 29 of the FARs      |
| 29.4 | Approvals under Part 29 of the FARs |

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**[12] Before regulation 31.1**

*insert*

**31.0 Make-up of this Part**

This Part is made up as follows:

|      |                         |
|------|-------------------------|
| 31.0 | Make-up of this Part    |
| 31.1 | Airworthiness standards |
| 31.2 | Incidental provisions   |

**[13] Before regulation 32.1**

*insert*

**32.0 Make-up of this Part**

This Part is made up as follows:

|      |                                     |
|------|-------------------------------------|
| 32.0 | Make-up of this Part                |
| 32.1 | Airworthiness standards             |
| 32.2 | Incidental provisions               |
| 32.3 | Changes to Subpart H of JAR-22      |
| 32.4 | Approvals under Subpart H of JAR-22 |

**[14] Before regulation 33.1**

*insert*

**33.0 Make-up of this Part**

This Part is made up as follows:

|      |                                     |
|------|-------------------------------------|
| 33.0 | Make-up of this Part                |
| 33.1 | Airworthiness standards             |
| 33.2 | Incidental provisions               |
| 33.3 | Changes to Part 33 of the FARs      |
| 33.4 | Approvals under Part 33 of the FARs |

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**[15] Before regulation 35.1***insert***35.0 Make-up of this Part**

This Part is made up as follows:

- |      |                                     |
|------|-------------------------------------|
| 35.0 | Make-up of this Part                |
| 35.1 | Airworthiness standards             |
| 35.2 | Incidental provisions               |
| 35.3 | Changes to Part 35 of the FARs      |
| 35.4 | Approvals under Part 35 of the FARs |

**[16] Before regulation 39.1***insert***39.0 Make-up of this Part**

This Part is made up as follows:

- |      |  |
|------|--|
| 39.0 | Make-up of this Part   |
| 39.1 | CASA may issue airworthiness directives  |
| 39.2 | Aircraft etc covered by AD   |
| 39.3 | Australian aircraft covered by AD etc not to be operated   |
| 39.4 | Aircraft etc excluded from operation of AD on adoption of alternative method for correcting unsafe condition |
| 39.5 | Aircraft etc excluded from operation of AD because unsafe condition has ceased to exist                      |
| 39.6 | Request for review of operation of AD  |
| 39.7 | Action to be taken by CASA on receiving request under regulation 39.6  |

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[17] **After Part 39**

*insert*

**Part 43**                      **Maintainers'  
responsibilities**

*Note* This Part heading is reserved for future use.

**Part 45**                      **Display of nationality  
and registration marks  
and aircraft registration  
identification plates**

*Note* This Part heading is reserved for future use.

**Part 47**                      **Registration of aircraft  
and related matters**

*Note* This Part heading is reserved for future use.

**Part 61**                      **Pilot licensing**

*Note* This Part heading is reserved for future use.

**Part 63**                      **Flightcrew licensing  
other than pilots**

*Note* This Part heading is reserved for future use.

**Part 64**                      **Ground operations  
personnel licensing**

*Note* This Part heading is reserved for future use.

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**Part 65**                      **Air traffic controller  
licensing**

*Note* This Part heading is reserved for future use.

**Part 66**                      **Maintenance personnel  
licensing**

*Note* This Part heading is reserved for future use.

**Part 67**                      **Medical standards**

*Note* This Part heading is reserved for future use.

**Part 71**                      **Airspace**

*Note* This Part heading is reserved for future use.

**Part 90**                      **Additional airworthiness  
standards**

*Note* This Part heading is reserved for future use.

**Part 91**                      **General operating and  
flight rules**

*Note* This Part heading is reserved for future use.

**Part 101**                      **Unmanned aircraft and  
rocket operations**

*Note* This Part heading is reserved for future use.

**Part 103**                      **Sport and recreational  
aviation operations**

*Note* This Part heading is reserved for future use.

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**Part 105 Sport and recreational  
parachuting from aircraft**

*Note* This Part heading is reserved for future use.

**Part 115 Commercial sport and  
recreational aviation  
operations**

*Note* This Part heading is reserved for future use.

**Part 119 Air operator  
certification —  
commercial air transport**

*Note* This Part heading is reserved for future use.

**Part 121 Commercial air transport  
operations (aeroplanes)**

*Note* This Part heading is reserved for future use.

**Part 129 Commercial air transport  
operations (foreign  
operators)**

*Note* This Part heading is reserved for future use.

**Part 133 Commercial air transport  
and aerial work  
operations (rotorcraft)**

*Note* This Part heading is reserved for future use.

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**Part 137**                      **Aerial work operations  
(other than rotorcraft)**

*Note* This Part heading is reserved for future use.

**Part 138**                      **Search and rescue  
operations**

*Note* This Part heading is reserved for future use.

**Part 139**                      **Aerodrome certification  
and operation**

*Note* This Part heading is reserved for future use.

**Part 141**                      **Flying training  
organisations**

*Note* This Part heading is reserved for future use.

**Part 142**                      **Flight crew training and  
checking organisations**

*Note* This Part heading is reserved for future use.

**Part 143**                      **Air traffic services  
training organisations**

*Note* This Part heading is reserved for future use.

**Part 144**                      **Distribution  
organisations**

*Note* This Part heading is reserved for future use.

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**Part 145**                      **Maintenance  
organisations**

*Note* This Part heading is reserved for future use.

**Part 146**                      **Design organisations**

*Note* This Part heading is reserved for future use.

**Part 147**                      **Maintenance training  
organisations**

*Note* This Part heading is reserved for future use.

**Part 148**                      **Synthetic training  
devices**

*Note* This Part heading is reserved for future use.

**Part 149**                      **Recreational aviation  
administration  
organisations**

*Note* This Part heading is reserved for future use.

**Part 171**                      **Aeronautical  
telecommunications  
organisations**

*Note* This Part heading is reserved for future use.

**Part 172**                      **Air traffic services  
organisations**

*Note* This Part heading is reserved for future use.



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## **Part 173                      Aeronautical information services**

*Note* This Part heading is reserved for future use.

## **Part 183                      Authorised representatives**

*Note* This Part heading is reserved for future use.

### **[18] Part 200, before Division 1**

*insert*

### **Subpart A                      General**

#### **200.0 Make-up of this Part**

This Part is made up as follows:

|                  |  |
|------------------|--|
| <b>Subpart A</b> | <b>General</b>   |
| 200.0            | Make-up of this Part   |
| <b>Subpart B</b> | <b>Exemption from Regulations</b>                                    |
| 200.1            | Hang gliders   |
| 200.2            | Privately built single-place ultralight aeroplanes                   |
| 200.3            | Single-place gyroplanes with empty weight not over 250 kilograms     |
| 200.4            | Two-place gyroplanes with empty weight not over 300 kilograms        |
| 200.5            | Tethered balloons, kites, parasails and gyrogliders                  |
| 200.6            | Unmanned free balloons   |
| 200.8            | Defence Force aircraft operated by civilian flight crew              |
| 200.9            | Untethered model aircraft flown out of doors                         |
| 200.10           | Military aircraft undergoing production or acceptance flight testing |
| 200.13           | Weight-shift-controlled aeroplanes and powered parachutes            |

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200.14 Aeroplanes to which section 95.55 of the Civil  
Aviation Orders applies

**Subpart C Authorisation to fly**

200.20 Authorised flight without certificate of  
airworthiness

**[19] Part 200, Division 1, heading**

*substitute*

**Subpart B Exemption from Regulations**

**[20] Part 200, Division 2, heading**

*substitute*

**Subpart C Authorisation to fly**

**[21] Before regulation 201.1**

*insert*

**201.0 Make-up of this Part**

This Part is made up as follows:

- 201.0 Make-up of this Part
- 201.1 Appointment of authorised persons
- 201.2 Delegation of CASA's powers
- 201.3 Commonwealth and CASA not liable in certain  
cases
- 201.4 Review of decisions

---

**[22] Before regulation 202.1***insert***202.0 Make-up of this Part**

This Part is made up as follows:

|       |  |
|-------|--|
| 202.0 | Make-up of this Part   |
| 202.1 | Certificates of type approval  |
| 202.2 | Certificates of airworthiness  |
| 202.3 | Export certificate of airworthiness  |
| 202.4 | Airworthiness directives   |
| 202.5 | Application for exemption from, or variation of,<br>requirement of airworthiness directive |
| 202.6 | Exemption from requirement of airworthiness<br>directive                                   |

**[23] Dictionary, after the heading***insert***Part 1 Definitions****[24] Dictionary, after definition of *aeronautical product****insert**APMA* means Australian Parts Manufacturer Approval.**[25] Dictionary, definition of *JAR****omit*

regulation 1.5

*insert*

clause 1 of Part 2

---

[26] Dictionary, at the end

*insert*

## Part 2 Interpretation of certain expressions not defined in Part 1

### 1 Meaning of *JAR*

In these Regulations:

- (a) *JAR* means the Joint Aviation Requirements agreed to by, and published on behalf of, the European Joint Airworthiness Authorities; and
- (b) *JAR*, linked by a hyphen to a number, a letter or letters, or a combination of a number and a letter or letters, is a reference to the provision of the Joint Aviation Requirements that is identified by that number, that letter or those letters, or that combination.

### 5 Classes of aircraft

For these Regulations, aircraft are divided into the following *classes*:

- (a) aeroplane;
- (b) rotorcraft;
- (c) ornithopter;
- (d) glider;
- (e) kite;
- (f) airship;
- (g) captive balloon;
- (h) free balloon.

## Schedule 2      **Amendments of *Civil Aviation Regulations 1998*** **commencing on** **1 October 2000**

(subregulation 4 (1))

**[1]      Regulation 21.0***after*

21.181      Duration of certain certificates of airworthiness

*insert*

21.182      Aircraft manufacturer's data plate

**[2]      Regulation 21.0, at the end***insert*

|                   |   |
|-------------------|---|
| <b>Subpart Q</b>  | <b>Identification of aircraft and aeronautical products</b>                 |
| <b>Division 1</b> | <b>Preliminary</b>  |
| 21.805            | Applicability of this Subpart   |
| 21.810            | Meaning of <i>fireproof</i>   |
| <b>Division 2</b> | <b>Aircraft, aircraft engines and aircraft propellers</b>                   |
| 21.815            | Applicability of this Division  |
| 21.820            | Manufacturer's data plate must be attached to aircraft                      |
| 21.825            | Manufacturer's data plate must be attached to basket of manned free balloon |
| 21.830            | Heater assembly of manned balloon must carry identification mark            |
| 21.835            | Manufacturer's data plate must be attached to aircraft engine               |
| 21.840            | Aircraft propellers, blades and hubs must carry identification marks        |
| <b>Division 3</b> | <b>Critical parts</b>   |
| 21.845            | Applicability of this Division  |

---

|  |   |
|--|---|
| 21.850   | Identification of critical parts                          |
| 21.855   | Removal or alteration of identification on critical parts |
| <b>Division 4 Replacement or modification of parts</b> |   |
| 21.860   | Applicability of this Division                            |
| 21.865   | Identification of parts                                   |
| 21.870   | Exemption from obligation to mark                         |

**[3] Subregulation 21.173 (1)**

*omit*

holder of the certificate of registration for

*insert*

registration holder of

**[4] After regulation 21.181**

*insert*

**21.182 Aircraft manufacturer's data plate**

- (1) Except as set out in subregulation (2), an applicant for a certificate of airworthiness for an aircraft must show that the aircraft is identified:
  - (a) as required by regulation 21.820; or
  - (b) in the case of an imported aircraft:
    - (i) as required by the NAA of the Contracting State in which it was certificated; or
    - (ii) in another way acceptable to CASA.
- (2) Subregulation (1) does not apply to an applicant:
  - (a) if the applicant is applying for an experimental certificate for an aircraft that is not amateur-built or kit-built; or
  - (b) if:
    - (i) a different certificate of airworthiness is in force for the aircraft; and

- 
- (ii) the applicant for the issue of that certificate  
complied with subregulation (1).

*Source* FARs section 21.182 modified.

**[5] Regulation 21.192**

*omit*

holder of the certificate of registration for

*insert*

registration holder of

**[6] Part 21, after Subpart O**

*insert*

**Subpart Q Identification of aircraft and  
aeronautical products**

**Division 1 Preliminary**

**21.805 Applicability of this Subpart**

This Subpart applies to an aircraft, aircraft engine,  
aircraft propeller, critical part or other aircraft part  
manufactured after this Subpart commences.

**21.810 Meaning of *fireproof***

- (1) A reference in this Subpart to a fireproof  
manufacturer's data plate is a reference to a data plate  
that:
- (a) is made of material that withstands the heat of a  
fire at least as well as a steel plate of the same size  
and thickness; and
  - (b) on which the details that it is required to bear are  
legibly marked by a fireproof method.

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(2) In this Subpart:

*fireproof method* of marking means marking by:

- (a) etching, stamping or engraving; or
- (b) another similar method of marking approved for a particular purpose.

## **Division 2                      Aircraft, aircraft engines and aircraft propellers**

### **21.815 Applicability of this Division**

This Division applies to an aircraft (or an aircraft engine or aircraft propeller) manufactured after this Subpart commences.

### **21.820 Manufacturer's data plate must be attached to aircraft**

- (1) This regulation sets out the requirements for attaching a manufacturer's data plate to an aircraft to which this Division applies.
- (2) The holder of the type certificate or production certificate under which such an aircraft is manufactured must attach to it, as set out in subregulations (3) and (4), a fireproof manufacturer's data plate bearing the following information:
  - (a) the name of the manufacturer;
  - (b) the name of the holder of the type certificate (if any);
  - (c) the name of the holder of the production certificate (if any);
  - (d) the aircraft's model designation;
  - (e) the aircraft's serial number.

Penalty: 20 penalty units.

- (3) The data plate must be attached in a way that ensures that it is not likely to be defaced or removed during normal service, nor lost or destroyed in an accident.



- 
- (4) The data plate must be attached:
- (a) to a manned balloon — to the lower section of the balloon's envelope in a place where the operator can read it when the balloon is inflated; or
  - (b) to a glider — in a visible place inside the cockpit; or
  - (c) to any other aircraft — in a place where it is clearly legible:
    - (i) on the frame of the aircraft's rearmost entrance; or
    - (ii) near, but aft of, the aircraft's rearmost entrance; or
    - (iii) on the aircraft's fuselage near its tail.

*Note* For the definition of *aircraft* see subsection 3(1) of the Act. For the definitions of *identification number*, *manned balloon*, *production certificate* and *type certificate* see the Dictionary.

#### **21.825 Manufacturer's data plate must be attached to basket of manned free balloon**

- (1) This regulation sets out an additional requirement for attaching a manufacturer's data plate to the basket of a manned free balloon to which this Division applies.
- (2) This regulation applies to the holder of the type certificate or production certificate under which such a balloon is manufactured.
- (3) The holder of the type certificate must attach to the basket of the balloon, as set out in subregulation (4), a heat-resistant metal plate on which the following information is legibly marked by a fireproof method:
  - (a) the name of the manufacturer;
  - (b) the name of the holder of the type certificate (if any);
  - (c) the name of the holder of the production certificate (if any);
  - (d) the basket's part number;

(e) the basket's serial number.

Penalty: 20 penalty units.

- (4) The manufacturer's data plate must be attached to the basket in a way that ensures that the plate is not likely to be defaced or removed during normal service, nor to be lost or destroyed in an accident.

*Note* For the definitions of *manned balloon*, *production certificate* and *type certificate* see the Dictionary.

### **21.830 Heater assembly of manned balloon must carry identification mark**

- (1) This regulation applies to a manned balloon to which this Division applies that has a heater assembly.
- (2) The holder of the type certificate or production certificate under which the balloon is manufactured must, as set out in subregulation (3), also mark on the heater assembly, by a fireproof method, the information mentioned in subregulation (4).

Penalty: 20 penalty units.

- (3) The information must be marked in a way that ensures that it is not likely to be defaced.
- (4) The information is:
- (a) the name of the heater's manufacturer; and
  - (b) its part number; and
  - (c) its serial number.

*Note* For the definitions of *manned balloon*, *production certificate* and *type certificate* see the Dictionary.

### **21.835 Manufacturer's data plate must be attached to aircraft engine**

- (1) This regulation sets out the requirements for attaching a manufacturer's data plate to an aircraft engine to which this Division applies.

- 
- (2) This regulation applies to the holder of the type certificate or production certificate under which such an aircraft engine is manufactured.
- (3) The holder of the type certificate or production certificate must attach to the engine, as set out in subregulation (4), a fireproof manufacturer's data plate bearing the following information:
- (a) the manufacturer's name;
  - (b) for an aircraft engine manufactured under a type certificate — the name of the holder, and the identification number, of the certificate;
  - (c) for an aircraft engine manufactured under a production certificate — the name of the holder, and the identification number, of the certificate, and the identification number of the engine's type certificate;
  - (d) the engine's model designation;
  - (e) its serial number;
  - (f) if its rating is stated in its type certificate, that rating.

Penalty: 20 penalty units.

- (4) The data plate must be attached to the engine:
- (a) in a place where somebody carrying out maintenance on the engine can read it; and
  - (b) in a way that ensures that the plate is not likely to be defaced or become detached from the engine during normal service, nor to be lost or destroyed in an accident.

*Note* For the definitions of *identification number*, *production certificate* and *type certificate* see the Dictionary.

#### **21.840 Aircraft propellers, blades and hubs must carry identification marks**

- (1) This regulation sets out the requirements to mark information on, or attach a manufacturer's data plate

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to, an aircraft propeller, propeller blade or propeller hub to which this Division applies.

- (2) The holder of the type certificate or production certificate under which such a propeller, blade or hub is manufactured must:
- (a) legibly mark on it by a fireproof method, as set out in subregulation (3), the information mentioned in subregulation (5); or
  - (b) attach to it, as set out in subregulation (4), a manufacturer's data plate on which that information is legibly marked by a fireproof method.

Penalty: 20 penalty units.

- (3) If information is marked on a propeller, blade or hub, it must be marked in a way that ensures that it is not likely to be defaced.
- (4) If a manufacturer's data plate is attached to a propeller, blade or hub, the plate must be attached to a non-critical surface in a way that ensures that the plate is not likely to be defaced or become detached during normal service, nor lost in an accident.
- (5) The information is:
- (a) the manufacturer's name; and
  - (b) for a propeller, blade or hub manufactured under a type certificate — the name of the holder, and the identification number, of the certificate; and
  - (c) for a propeller, blade or hub manufactured under a production certificate — the name of the holder, and the identification number, of the certificate and the identification number of the propeller's type certificate; and
  - (d) the model designation of the propeller, blade or hub; and
  - (e) its serial number.

*Note* For the definitions of *identification number*, *production certificate* and *type certificate* see the Dictionary.

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**Division 3                      Critical parts****21.845    Applicability of this Division**

This Division applies to a critical part manufactured after the commencement of this Subpart.

**21.850    Identification of critical parts**

- (1) This regulation applies to a person who manufactures, in Australia, a critical part to which this Division applies.
- (2) The person must legibly and permanently mark on the part, as set out in subregulation (3), the following information:
  - (a) the part's part number;
  - (b) its serial number.

Penalty: 20 penalty units.

- (3) The information must be marked in a way that ensures that it is not likely to be defaced.

**21.855    Removal or alteration of identification on critical parts**

- (1) Except with CASA's written approval, a person must not remove or alter any of the information marked, in accordance with this Division, on a critical part to which this Division applies.

Penalty: 20 penalty units.
- (2) CASA must not grant an approval under subregulation (1) if the granting of the approval would adversely affect the safety of air navigation.



- (3) However, the holder of the APMA is guilty of an offence punishable by a fine of 20 penalty units if he or she does not include the information in the authorised release certificate supplied with the part or with each container of the parts.

*Note* For the definition of *authorised release certificate* see the Dictionary.

[7] **Parts 45 and 47**

*substitute*

**Part 45**                      **Display of nationality  
and registration marks  
and aircraft registration  
identification plates**

**Subpart A**                      **General**

**45.000**    **Make-up of this Part**

This Part is made up as follows:

|                   |  |
|-------------------|--|
| <b>Subpart A</b>  | <b>General</b>   |
| 45.000            | Make-up of this Part   |
| 45.005            | Applicability of this Part                                       |
| <b>Subpart B</b>  | <b>Australian nationality and registration<br/>markings</b>      |
| <b>Division 1</b> | <b>General rules</b>   |
| 45.010            | Applicability of this Subpart                                    |
| 45.015            | Australian nationality mark                                      |
| 45.020            | Registration mark  |
| 45.025            | Meaning of <i>markings</i> and <i>set of markings</i>            |
| 45.030            | Meaning of <i>character</i>                                      |
| 45.035            | Requirement for aircraft to bear its markings                    |
| 45.040            | Markings not to be obscured                                      |
| 45.045            | Number and location of sets of markings —<br>fixed-wing aircraft |

- 
- 45.050 Number and location of sets of markings — rotorcraft
- 45.055 Number and location of sets of markings — airships
- 45.060 Number and location of sets of markings — manned balloons
- 45.065 Minimum height of characters
- 45.070 Minimum width of characters
- 45.075 Size of hyphens
- 45.080 Minimum spacing of characters
- 45.085 How markings to be marked on aircraft
- 45.090 No confusing markings to be on aircraft
- Division 2 Exemptions from general rules**
- 45.095 Exhibition aircraft
- 45.100 Antique, experimental and ex-military aircraft
- 45.105 Aircraft with special configuration
- 45.110 Australian aircraft used by Defence Force
- Division 3 Removal of markings**
- 45.115 Removal of markings from sold aircraft
- Subpart C Certain aircraft to bear words**
- 45.120 Applicability of this Subpart
- 45.125 Requirement to bear certain words
- 45.130 Exemption for exhibition aircraft
- Subpart D Aircraft registration identification plates**
- 45.135 Applicability of this Subpart
- 45.140 What an aircraft registration identification plate is
- 45.145 Aircraft must carry aircraft registration identification plate
- 45.150 How and where aircraft registration identification plate is to be attached to aircraft
- 45.155 Removal or alteration of aircraft registration identification plates
- 45.160 Attachment of aircraft registration identification plate from another aircraft
- Subpart E Marks on foreign registered aircraft operating in Australian Territory**
- 45.165 Applicability of this Subpart
- 45.170 Marks to be on foreign registered aircraft in Australian territory



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**45.005 Applicability of this Part**

- (1) This Part deals mainly with:
- (a) the nationality and registration marks of Australian aircraft; and
  - (b) the display of those, and other, marks on Australian aircraft; and
  - (c) the display of aircraft registration identification plates on Australian aircraft.
- (2) This Part also makes provision about the display of nationality and registration marks on foreign registered aircraft.

*Note* For the definitions of *Australian aircraft* and *foreign registered aircraft* see subsection 3 (1) of the Act.

**Subpart B Australian nationality and registration markings****Division 1 General rules****45.010 Applicability of this Subpart**

This Subpart applies to all Australian aircraft.

*Note* For the definition of *Australian aircraft* see subsection 3 (1) of the Act.

**45.015 Australian nationality mark**

The *Australian nationality mark* is the capital letters *VH*.

**45.020 Registration mark**

The *registration mark* of an Australian aircraft is the group of characters that is assigned to the aircraft under Subpart C of Part 47.

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#### **45.025 Meaning of *markings* and *set of markings***

- (1) An Australian aircraft's *markings* are:
  - (a) if the aircraft was registered by CASA — the letters **VH** (the Australian nationality mark) and the aircraft's registration mark, in that order, connected by a hyphen; or
  - (b) if the aircraft was registered by a registration agent — the aircraft's registration mark.
- (2) A *set of markings* for an Australian aircraft is an instance of the aircraft's markings.

#### **45.030 Meaning of *character***

In this Subpart:

*character* includes a letter and a digit, but does not include a hyphen.

#### **45.035 Requirement for aircraft to bear its markings**

- (1) Except as Division 2 allows otherwise, an Australian aircraft, whenever it is operated, must bear as many sets of its markings as is required by whichever is applicable of regulations 45.045, 45.050, 45.055 and 45.060.
- (2) Except as Division 2 allows otherwise, the sets must be on the outside of the aircraft in the places required by the applicable regulation.
- (3) Except as Division 2 allows otherwise, the characters, and any hyphens, in each set must comply with regulations 45.065, 45.070 and 45.075.
- (4) If an aircraft does not bear its markings as required by subregulations (1), (2) and (3), the aircraft's registration holder is guilty of an offence punishable by a fine of 50 penalty units.

*Note* For the definition of *Australian aircraft* see subsection 3 (1) of the Act. For the definitions of *registration holder* and *registration mark* see the Dictionary.

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**45.040 Markings not to be obscured**

A set of markings must be in a position where it is not obscured at any time by a moveable surface of the aircraft.

**45.045 Number and location of sets of markings — fixed-wing aircraft**

- (1) On a fixed-wing aircraft, 3 sets of the aircraft's markings must be displayed, as follows:
  - (a) 1 set either on the under surface of the port wing or across the under surface of both wings, in each case as set out in subregulation (2);
  - (b) the 2 other sets on:
    - (i) the fuselage, as set out in subregulation (3);  
or
    - (ii) engine nacelles or similar fixed obstructions on the fuselage, as set out in subregulation (5); or
    - (iii) the vertical tail, as set out in subregulation (6).
- (2) A marking on the wing of an aircraft:
  - (a) must have its top towards the leading edge of the wing; and
  - (b) must be as nearly as possible parallel to the leading edge, and half-way between the leading and the trailing edge, of the wing.
- (3) If the markings are on the aircraft's fuselage, there must be 1 set on each side of the fuselage:
  - (a) between the trailing edge of the wing and the leading edge of the tailplane; or
  - (b) if the aircraft is of canard configuration and has no tailplane — between the trailing edge of the foreplane and the leading edge of the wing.

- 
- (4) In subregulation (3):  
*tailplane* includes the tail surfaces of an aeroplane that has a vee-tail.
- (5) If there is an engine nacelle or similar fixed obstruction on the part of the fuselage mentioned in paragraph (3) (a) or (b), there may be a set of markings on each nacelle or obstruction.
- (6) If the markings are on the aircraft's vertical tail, there must be:
- (a) if the aircraft has a single vertical tail — 1 set on each side of the tail; or
  - (b) if the aircraft has a multi-vertical tail — 1 set on the outer side of each of its outermost surfaces.

**45.050 Number and location of sets of markings — rotorcraft**

On a rotorcraft, there must be 1 set of its markings on each side of its cabin, fuselage, boom or tail.

**45.055 Number and location of sets of markings — airships**

- (1) An airship's markings must be on either its hull or its stabilisers.
- (2) If its markings are on its hull, there must be:
- (a) 1 set on the line of symmetry of its upper surface; and
  - (b) 1 set on each side of its hull.
- (3) If its markings are on its stabilisers:
- (a) there must be 1 set on each of:
    - (i) the upper surface of the right horizontal stabiliser; and
    - (ii) the lower surface of the left horizontal stabiliser; and

- 
- (b) each of those sets must be as nearly as possible half-way between the leading and the trailing edge of the stabiliser; and
  - (c) the tops of the letters in each of those sets must be towards the leading edge of the stabiliser; and
  - (d) there must be 1 set on each side of the lower vertical stabiliser.

#### **45.060 Number and location of sets of markings — manned balloons**

- (1) A manned balloon must bear 2 sets of its markings.
- (2) On a spherical balloon, the 2 sets must be in diametrically opposite places near the maximum horizontal circumference of its envelope.
- (3) On a non-spherical balloon, the 2 sets must be on opposite sides of its envelope as near as possible to its maximum cross-section, but no lower than the higher of:
  - (a) the rigging band; or
  - (b) the points of attachment of the basket or the basket suspension cables.

#### **45.065 Minimum height of characters**

- (1) This regulation sets out the minimum height of the characters in a set of markings.
- (2) All the characters in a set of markings must be of the same height.
- (3) Subject to subregulation (5), the minimum height of the characters in a set of markings is:
  - (a) in the case of markings on an aircraft (other than a glider) for which there is in force an experimental certificate issued for the purpose referred to in paragraph 21.191 (d) or (g), and whose maximum cruising speed is not greater than 180 knots CAS — 75 millimetres (for all markings); or

- (b) in the case of markings on any other fixed-wing aircraft (except a glider):
- (i) for markings on the aircraft's wings — 500 millimetres; and
  - (ii) for markings on other parts of the aircraft — 300 millimetres; or
- (c) in any other case — as given in the following table.

**Minimum heights of characters in markings on certain kinds of aircraft**

| Column 1<br>Item | Column 2<br>Kind of aircraft | Column 3<br>Minimum height (mm) |
|------------------|------------------------------|---------------------------------|
| 1                | Rotorcraft                   | 300                             |
| 2                | Glider                       | 75                              |
| 3                | Airship                      | 500                             |
| 4                | Manned balloon               | 500                             |

- (4) If a surface of the aircraft on which there must be a set of the aircraft's markings is not large enough to allow the characters to be as high as required by subregulation (3), then:
- (a) that subregulation is to be disregarded; and
  - (b) the characters must be as high as possible while keeping their proportions the same.
- (5) If a set of markings is required to be on each of 2 symmetrical parts of the aircraft (for example, on each side of the fuselage or tail), the height of the characters in both sets must be the same.

**45.070 Minimum width of characters**

- (1) The width of a character must be equal to  $\frac{2}{3}$  of its height, with the following exceptions:
- (a) the letter 'I' and the digit '1', whose width must be equal to  $\frac{1}{6}$ -th of their height;

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(b) the letters 'M' and 'W', whose width may be equal to their height.

(2) A character must be made up of solid lines that are  $\frac{1}{6}$ -th as thick as the character is high.

#### **45.075 Size of hyphens**

(1) A hyphen in a set of markings must be  $\frac{1}{6}$ -th of the height of the characters in the set.

(2) The width of a hyphen must be equal to 4 times its height.

#### **45.080 Minimum spacing of characters**

(1) The space between any 2 adjacent characters must be at least  $\frac{1}{6}$ -th of their height.

(2) The space between a hyphen and a character must be at least  $\frac{1}{6}$ -th of the height of the character.

#### **45.085 How markings to be marked on aircraft**

(1) An Australian aircraft's markings must be painted on it, or fixed to it in some other way that is at least as permanent as painting.

(2) The markings:

(a) must be legible; and

(b) must have no ornamentation; and

(c) must be of a colour that clearly contrasts with their background.

(3) Subregulation (2) does not prohibit the use of slanted characters if:

(a) the characters remain legible; and

(b) the slant is no more than  $35^\circ$  from the perpendicular.

- 
- (4) The characters in a set of markings may be arranged one above the other only if the set is on:
- (a) the centre-line of the upper surface of an airship;  
or
  - (b) a balloon.
- (5) If the markings on an aircraft do not comply with subregulation (1), (2) or (4), the aircraft's registration holder is guilty of an offence punishable by a fine of 20 penalty units.

#### **45.090 No confusing markings to be on aircraft**

- (1) Subject to subregulation (3), a person must not, without the written approval of CASA, place on an Australian aircraft a design, mark or symbol that modifies, or creates confusion about, the marks displayed on the aircraft as its markings.

Penalty: 20 penalty units.

- (2) CASA must not grant an approval under subregulation (1) if granting the approval would adversely affect the safety of air navigation.

*Note* For the definition of *Australian aircraft* see subsection 3 (1) of the Act.

- (3) However, subregulation (1) does not apply in relation to the application of Defence Force symbols or call-signs to an Australian aircraft that is being operated by the Defence Force.

### **Division 2 Exemptions from general rules**

#### **45.095 Exhibition aircraft**

- (1) In this regulation:  
*exhibition* includes an airshow and a film or television production.



- 
- (2) This regulation applies to an Australian aircraft if:
    - (a) the aircraft is to be operated for an exhibition; and
    - (b) the display of the aircraft's markings on the aircraft would be inconsistent with its use for that purpose.
  - (3) Subject to subregulations (4) and (5), the aircraft need not bear its markings while it is operated:
    - (a) for any practice or test flight necessary for the exhibition; or
    - (b) at an exhibition location; or
    - (c) between exhibition locations; or
    - (d) between an exhibition location and the aircraft's base of operations.
  - (4) Subregulation (3) applies only if:
    - (a) the aircraft's registration holder has:
      - (i) told CASA in writing that the aircraft will be operated for the exhibition; and
      - (ii) given CASA a photograph or drawing of the aircraft, showing the colour of the aircraft, and any marks it will bear, while it is operated as mentioned in paragraph (3) (a), (b), (c) or (d); and
    - (b) the aircraft's registration mark is clearly displayed in the aircraft's cabin or cockpit.
  - (5) If the exhibition is taking place in a foreign country, subregulation (3) does not apply if the aircraft's failure to bear its markings would contravene a law of that country.

#### **45.100 Antique, experimental and ex-military aircraft**

- (1) This regulation applies to:
  - (a) an Australian aircraft in the normal category, utility category, acrobatic category or commuter category:
    - (i) of which the prototype was built 45 years or longer ago; and

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- (ii) that is employed in private operations; and
  - (b) an Australian aircraft:
    - (i) for which there is in force an experimental certificate issued for the purpose mentioned in paragraph 21.191 (d) or (g); and
    - (ii) that has the same external configuration as an aircraft built 45 years or longer ago; and
  - (c) an Australian aircraft of a type mentioned in subparagraph 21.189 (1) (a) (ii) for which there is in force:
    - (i) a special certificate of airworthiness of the kind mentioned in regulation 21.189; or
    - (ii) an experimental certificate issued for the purposes mentioned in paragraph 21.191 (b), (c), (d) or (e).

*Note* An aircraft in any of the categories mentioned in paragraph (1) (a) is an aircraft whose type design is certificated as meeting airworthiness standards equivalent to those set out in Part 23.

- (2) The registration holder of an aircraft to which this regulation applies need not comply with any of regulations 45.045, 45.050, 45.055 and 45.060 that would otherwise apply in relation to the aircraft, nor with regulations 45.065, 45.070, 45.075, 45.080 and 45.085, if:
  - (a) the aircraft's markings are either on each side of the fuselage, or as follows:
    - (i) if the aircraft has a single vertical tail — on each of the surfaces of the vertical tail; or
    - (ii) if the aircraft has a multi-vertical tail — on each of its outer surfaces; and
  - (b) those markings are at least 50 millimetres high; and
  - (c) there are no other marks beginning with **VH** anywhere on the aircraft; and

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- (d) if the aircraft is being operated in a foreign country, failure to comply with those regulations would not contravene a law of that country.

*Note* For the definition of *private operations* see subregulation 2 (7) of CAR 1988. For the definitions of *experimental certificate* and *registration holder* see the Dictionary.

#### **45.105 Aircraft with special configuration**

- (1) This regulation applies to an Australian aircraft if, because of the aircraft's configuration, it is not possible for it to bear its markings in accordance with whichever is applicable of regulations 45.045, 45.050, 45.055 and 45.060.
- (2) On application by the aircraft's registration holder, CASA must give the registration holder a written direction about where the aircraft must bear its markings.
- (3) Despite regulations 45.065, 45.070, 45.075, 45.080 and 45.085, the direction may specify the size and spacing of the characters and any hyphens in the sets.
- (4) The registration holder must comply with the direction.  
Penalty: 50 penalty units.
- (5) If CASA gives a direction in respect of an aircraft under subregulation (2), the aircraft's registration holder need not comply with whichever of regulations 45.045, 45.050, 45.055 or 45.060 would otherwise apply, nor with regulations 45.065, 45.070, 45.075, 45.080 and 45.085, to the extent that the direction requires otherwise.

#### **45.110 Australian aircraft used by Defence Force**

In spite of regulations 45.040, 45.045, 45.050, 45.055, 45.060, 45.065, 45.070, 45.075, 45.080 and 45.085, if an Australian aircraft is being used by the Defence Force its markings may be removed or covered.

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**Division 3                      Removal of markings**

**45.115    Removal of markings from sold aircraft**

- (1) This regulation applies if an Australian aircraft is sold to a person other than:
- (a) an Australian citizen; or
  - (b) an individual who is not an Australian citizen, but holds a permanent visa (within the meaning of the *Migration Act 1958*); or
  - (c) a corporation incorporated under the Corporations Law of a State or Territory; or
  - (d) a body incorporated under a law (other than the Corporations Law of a State or Territory) in force in Australia; or
  - (e) the Commonwealth, a State or a Territory, or an agency of the Commonwealth, a State or a Territory; or
  - (f) a foreign corporation that:
    - (i) is lawfully carrying on business in Australia; and
    - (ii) intends to base, and primarily use, the aircraft in Australia.
- (2) The person who was the aircraft's registration holder immediately before the sale is guilty of an offence punishable by a fine of 20 penalty units if the aircraft's markings are not removed from it before it is delivered to the purchaser.

**Subpart C                      Certain aircraft to bear words**

**45.120    Applicability of this Subpart**

This Subpart applies to an Australian aircraft:

- (a) that is:
- (i) a limited category aircraft (that is, an aircraft for which a special airworthiness

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- certificate of the kind mentioned in regulation 21.189 is in force); or
- (ii) a restricted category aircraft (that is, an aircraft for which a type certificate of the kind referred to in regulation 21.25 has been issued and is in force, or an aircraft of the same design as such an aircraft); or
- (b) for which a provisional certificate of airworthiness or an experimental certificate of airworthiness is in force.

#### **45.125 Requirement to bear certain words**

- (1) Whenever an aircraft to which this Subpart applies is operated, its registration holder must ensure that the aircraft bears the word required by subregulation (2), written in capital letters not less than 50, but not more than 150, millimetres high:
- (a) on the outside of the aircraft near each entrance to the cabin or cockpit; or
  - (b) in the case of an aircraft that is entered by opening the canopy — on the outside of each side of the aircraft, immediately below the cockpit coaming; or
  - (c) in the case of an aircraft for which an experimental certificate of airworthiness is in force — inside the cockpit, in a position where it will alert the pilot and passenger to the fact that the aircraft meets no approved airworthiness standard.

Penalty: 50 penalty units.

- (2) The word is:
- (a) for a limited category aircraft — ‘LIMITED’; and
  - (b) for a restricted category aircraft — ‘RESTRICTED’; and
  - (c) for an aircraft for which a provisional certificate of airworthiness is in force — ‘PROVISIONAL’; and

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- (d) for an aircraft for which an experimental certificate of airworthiness is in force — ‘EXPERIMENTAL’.

#### 45.130 Exemption for exhibition aircraft

- (1) In this regulation:  
*exhibition* includes an airshow and a film or television production.
- (2) This regulation applies to an Australian aircraft to which this Subpart applies if:
- (a) the aircraft is to be operated for an exhibition; and
  - (b) it would be inconsistent with the use of the aircraft for that purpose for the aircraft to bear a word required by subregulation 45.120 (1).

*Note* Subregulation 45.120 (1) requires the word ‘LIMITED’, ‘RESTRICTED’, ‘PROVISIONAL’ or ‘EXPERIMENTAL’ to be displayed on certain aircraft.

- (3) Subject to subregulations (4) and (5), the aircraft need not bear that word while it is operated:
- (a) for any practice or test flight necessary for the exhibition; or
  - (b) at an exhibition location; or
  - (c) between exhibition locations; or
  - (d) between an exhibition location and the aircraft’s base of operations.
- (4) Subregulation (3) applies only if:
- (a) the aircraft’s registration holder has:
    - (i) told CASA in writing that the aircraft will be operated for the exhibition; and
    - (ii) given CASA a photograph or drawing of the aircraft, showing the colour of the aircraft, and the markings the aircraft will bear, while it is operated as mentioned in paragraph (3) (a), (b), (c) or (d); and
  - (b) the aircraft’s registration mark is clearly displayed in the aircraft’s cabin or cockpit.

- (5) If the exhibition is taking place in a foreign country, subregulation (3) does not apply if the aircraft's failure to bear the word would contravene a law of that country.

## **Subpart D                      Aircraft registration     identification plates**

*Note* This Subpart gives effect for Australia to section 8 of Annex 7 to the Chicago Convention.

### **45.135    Applicability of this Subpart**

This Subpart applies to all Australian aircraft.

### **45.140    What an aircraft registration identification     plate is**

- (1) An *aircraft registration identification plate* is a plate, made of fireproof material, on which is marked (by etching, stamping, engraving, or another approved method):
  - (a) if the aircraft was registered by CASA — the letters **VH** (the Australian nationality mark) followed by a hyphen and the aircraft's registered mark; or
  - (b) if the aircraft was registered by a registration agent — its registration mark.
- (2) For subregulation (1), the material of which a plate is made is fireproof if the plate withstands the heat of a fire at least as well as a steel plate of the same size and thickness.

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**45.145 Aircraft must carry aircraft registration identification plate**

A person must not operate an Australian aircraft, and the registration holder of such an aircraft must not cause or allow it to be operated, unless an aircraft registration identification plate is attached to the aircraft in accordance with regulation 45.150.

Penalty: 50 penalty units.

**45.150 How and where aircraft registration identification plate is to be attached to aircraft**

- (1) An aircraft's registration identification plate must be attached to it in a way that ensures that the plate is not likely to be defaced or to become detached from the aircraft.
- (2) The plate must be attached:
  - (a) in the case of a manned balloon — to the skirt of the balloon's envelope, in a place where it is clearly visible before the balloon is inflated; or
  - (b) if CASA gives a direction under subregulation (3) — as set out in the direction; or
  - (c) in any other case — in a place (either inside or outside the aircraft's hull or fuselage):
    - (i) near the aircraft's entrance or main entrance; and
    - (ii) where it is clearly visible.
- (3) CASA may, in writing, direct where the plate is to be attached to an aircraft (other than a balloon) if:
  - (a) the aircraft's registration holder applies in writing to CASA for a direction under this subregulation; and
  - (b) the configuration of the aircraft does not allow its aircraft registration identification plate to be attached in accordance with paragraph (2) (c).



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**45.155 Removal or alteration of aircraft registration identification plates**

- (1) Except with CASA's written approval, a person must not remove the aircraft registration identification plate of an aircraft from where it is attached to the aircraft.

Penalty: 20 penalty units.

*Note* The removal of an aircraft registration identification plate is permitted during maintenance, subject to conditions — see regulation 61 of CAR 1988.

- (2) Except with CASA's written approval, a person must not remove or alter any of the aircraft's markings marked on an aircraft registration identification plate.

Penalty: 20 penalty units.

- (3) CASA must not grant an approval under subregulation (1) or (2) if the granting of the approval will adversely affect the safety of air navigation.

**45.160 Attachment of aircraft registration identification plate from another aircraft**

A person must not attach to an aircraft an aircraft registration identification plate that displays the markings of another aircraft, or fictitious markings.

Penalty: 50 penalty units.

**Subpart E                      Marks on foreign registered aircraft operating in Australian territory****45.165 Applicability of this Subpart**

This Subpart applies to foreign registered aircraft operated in Australia.

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### **45.170 Marks to be on foreign registered aircraft in Australian territory**

A person must not operate a foreign registered aircraft in Australian territory unless the aircraft bears its nationality and registration marks in accordance with the law of the country in which it is registered.

Penalty: 50 penalty units.

*Note* For the definition of *foreign registered aircraft* see subsection 3 (1) of the Act.

## **Part 47 Registration of aircraft and related matters**

### **Subpart A General**

#### **47.000 Make-up of this Part**

This Part is made up as follows:

|                  |  |
|------------------|--|
| <b>Subpart A</b> | <b>General</b>   |
| 47.000           | Make-up of this Part   |
| 47.005           | Applicability of this Part   |
| <b>Subpart B</b> | <b>The Civil Aircraft Register</b>   |
| 47.010           | Civil Aircraft Register  |
| 47.015           | Register to be accessible to public  |
| 47.020           | Alteration or correction of register   |
| <b>Subpart C</b> | <b>Assignment of registration marks to aircraft</b>  |
| 47.025           | Requests for assignment of registration marks to aircraft  |
| 47.030           | Assignment of registration marks   |
| 47.035           | Assignment of registration mark to aircraft if no request made before application for registration |
| 47.040           | What registration marks may be assigned  |
| <b>Subpart D</b> | <b>Registration of aircraft</b>  |
| 47.045           | Meaning of <i>owner</i> for this Subpart   |
| 47.050           | Applying for registration  |

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|                  |  |
|------------------|--|
| 47.055           | Information and documents required for registration    |
| 47.060           | Confirmation of oral application                       |
| 47.065           | CASA may ask for further information                   |
| 47.070           | Registration of aircraft                               |
| 47.075           | Interim certificate of registration                    |
| 47.080           | Issue of certificate of registration                   |
| 47.085           | Certificate of registration to be carried on board     |
| 47.090           | Notice of error or change in information in Register   |
| 47.095           | Replacement certificate of registration                |
| 47.100           | Loss etc of certificate of registration                |
| 47.105           | Cancellation of registration                           |
| 47.110           | Return of certificate of registration                  |
| 47.115           | Service of notices                                     |
| <b>Subpart E</b> | <b>Dealer's marks</b>                                  |
| 47.120           | Meaning of <i>aircraft dealer</i> for this Subpart     |
| 47.125           | Assignment of dealer's marks                           |
| 47.130           | What marks may be assigned to dealers                  |
| 47.135           | Register of dealer's marks                             |
| 47.140           | How long assignment to dealer remains in effect        |
| 47.145           | Certificate of assignment of dealer's mark             |
| 47.150           | Loss of certificate of assignment of dealer's mark     |
| 47.155           | Dealer's plate   |
| 47.160           | Use of dealer's marks                                  |
| 47.165           | Annual report to CASA on aircraft using dealer's marks |
| 47.170           | Revocation of assignment of dealer's mark etc          |
| <b>Subpart F</b> | <b>Exemption from registration</b>                     |
| 47.175           | Aircraft not required to be registered                 |
| <b>Subpart G</b> | <b>Registration agents</b>                             |
| 47.180           | Authorisation of registration agent                    |
| 47.185           | Failure of registration agent to comply with this Part |

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## **47.005 Applicability of this Part**

- (1) This Part sets out:
  - (a) how aircraft are registered; and
  - (b) how registration marks are assigned to aircraft.
- (2) It also sets out how dealer's marks are assigned to manufacturers, distributors and dealers of aircraft, and regulates their use.
- (3) It prescribes the cases where an aircraft is not required to be registered for the purposes of paragraph 20AA (1) (a) of the Act.
- (4) Finally, it allows the appointment of registration agents to register particular kinds of aircraft on CASA's behalf.

## **Subpart B The Civil Aircraft Register**

### **47.010 Civil Aircraft Register**

- (1) The Aircraft Register mentioned in regulation 8 of CAR 1988 continues in existence under the name *Civil Aircraft Register*.
- (2) CASA must keep the Civil Aircraft Register, or ensure that it is kept, in accordance with this Subpart.
- (3) Entries made in the Aircraft Register under Part 3 of CAR 1988 are incorporated in, and form part of, the Civil Aircraft Register.
- (4) Entries made by a registration agent of registrations by the agent are also incorporated in, and form part of, the Civil Aircraft Register.

### **47.015 Register to be accessible to public**

- (1) CASA must make the Civil Aircraft Register available for inspection by members of the public at reasonable times and places, and subject to reasonable conditions.

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- (2) CASA may comply with subregulation (1) by making the information in the Civil Aircraft Register accessible on the Internet.

#### **47.020 Alteration or correction of register**

- (1) CASA must alter the information recorded in the Civil Aviation Register if an entry in the Register is not up to date.
- (2) CASA must correct the information in that Register if there is an error in an entry in it.
- (3) If CASA has appointed a registration agent to register aircraft of a particular kind, in relation to information or an entry about an aircraft of that kind, this regulation has effect as if the references in subregulations (1) and (2) to CASA were references to the agent.

### **Subpart C                      Assignment of registration marks to aircraft**

#### **47.025 Requests for assignment of registration marks to aircraft**

- (1) Before applying for the registration of an aircraft, the owner of the aircraft, or the owner's agent, may ask CASA in writing to assign a registration mark to the aircraft.
- (2) The request must:
- (a) if the aircraft is not an amateur-built aircraft or a kit-built aircraft — set out the aircraft's make, type, model and serial number; or
  - (b) if the aircraft is an amateur-built aircraft or a kit-built aircraft — include:
    - (i) a description of the aircraft that identifies it by reference to its class, its type, make and model, its serial number, the number of

- seats in the aircraft and (if applicable) how many engines it has; and
- (ii) a statement whether the aircraft is built for land or water operation.

*Note* For the definitions of *amateur-built aircraft*, *kit-built aircraft*, *model* and *type* see the Dictionary.

- (3) If CASA has appointed a registration agent to register aircraft of a particular kind, in relation to an aircraft of that kind this regulation has effect as if the references in subregulations (1) and (2) to CASA were references to the agent.

#### **47.030 Assignment of registration marks**

- (1) On receiving a request in accordance with regulation 47.025, CASA or a registration agent must assign a registration mark to the aircraft concerned.

*Note* About registration marks generally see Part 45.

- (2) If the aircraft is not registered within 12 months after the day on which the registration mark was assigned to it, the assignment lapses.

#### **47.035 Assignment of registration mark to aircraft if no request made before application for registration**

- (1) If CASA has not assigned a registration mark to an aircraft, and a person applies for the aircraft's registration, CASA must assign a registration mark to the aircraft before registering it.
- (2) If CASA has appointed a registration agent to register aircraft of a particular kind, in relation to an aircraft of that kind this regulation has effect as if the references in subregulation (1) to CASA were references to the agent.

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**47.040 What registration marks may be assigned**

- (1) CASA or a registration agent must not assign to an aircraft:
  - (a) the registration mark of an Australian aircraft; or
  - (b) a registration mark that has been assigned to an unregistered aircraft under regulation 47.030; or
  - (c) a mark that has been assigned to a dealer; or
  - (d) a mark that might be confused with:
    - (i) any 5-letter combination used in Part II of the International Code of Signals; or
    - (ii) any 3-letter combination beginning with Q used in the Q Code; or
    - (iii) the distress signal SOS; or
    - (iv) any urgency or safety signal (for example, AAA, XXX, PAN and TTT).
- (2) The characters in a registration mark must be either:
  - (a) capital letters in the Latin alphabet; or
  - (b) Arabic numerals.

**Subpart D Registration of aircraft****47.045 Meaning of *owner* for this Subpart**

In this Subpart:

*owner* of an aircraft means the person responsible for its maintenance and airworthiness (whether the person is the aircraft's legal owner or because of an arrangement that makes the person responsible for its maintenance and airworthiness).

**47.050 Applying for registration**

- (1) If the owner of an aircraft is a qualified person, the owner may apply for the registration of the aircraft.

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- (2) In subregulation (1):  
**qualified person** means:
- (a) an individual who:
    - (i) is an Australian citizen; or
    - (ii) holds a permanent visa (within the meaning of the *Migration Act 1958*); or
  - (b) a corporation incorporated under the Corporations Law of a State or Territory; or
  - (c) a body incorporated under a law (other than the Corporations Law of a State or Territory) in force in Australia; or
  - (d) the Commonwealth, a State or a Territory, or an agency of the Commonwealth, a State or a Territory; or
  - (e) a foreign corporation that is lawfully carrying on business in Australia.
- (3) The application is to be made:
- (a) if CASA has appointed a registration agent to register aircraft of the same class as that of the aircraft for which registration is sought — to that agent; or
  - (b) in any other case — to CASA.
- (4) The application may be made by another person acting on the owner's behalf at the owner's direction or request.
- (5) An application to CASA may be made either orally (by telephone or in person) or in writing, but an application to a registration agent must be made in writing.
- Note* If an aircraft is registered on the basis of an oral application, and the application is not confirmed in writing within 14 days, the registration must be cancelled — see regulations 47.060 and 47.105.
- (6) If the application is in writing:
- (a) it must be made in duplicate on the form provided by CASA for the purpose; and
  - (b) it must be signed by the person who makes it; and



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- (c) the person must send or give both copies to CASA or the registration agent (as the case requires).
  - (7) The application (whether oral or in writing) must include the information mentioned in regulation 47.055, and be accompanied by any documents required by that regulation.
  - (8) The application must include a declaration, signed by the person making the application:
    - (a) that the aircraft will be used as an aircraft; and
    - (b) if the aircraft has not been registered before — that is has never been registered; and
    - (c) if the aircraft has been registered before (whether in Australia or not) — that it is not, at the time of the application, on a foreign civil aircraft register; and
    - (d) that the owner is over 18 years of age.

#### **47.055 Information and documents required for registration**

- (1) The information is the following:
  - (a) the owner's name and address;
  - (b) if the application is made by a person other than the owner — the name and address of the person making the application;
  - (c) if it is not an amateur-built aircraft or a kit-built aircraft — a description of it, including its manufacturer, its type and model as designated by its manufacturer and the serial number given to it by its manufacturer;
  - (d) if it is an amateur-built aircraft or a kit-built aircraft:
    - (i) a description of it including its class, type, make and model, its serial number, the number of seats in it and (if applicable) the number of engines installed; and
    - (ii) whether it is built for land or water operation;

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- (e) if a registration mark has been assigned to it — the registration mark;
  - (f) if it has previously been registered (whether in Australia or in another country):
    - (i) the name of the country in which it was registered (or, if it has been registered in 2 or more countries, the country in which it was most recently registered); and
    - (ii) the registration mark given to it in that country;
  - (g) if the owner or any of the owners is an individual — his or her age;
  - (h) if the registration is required for a particular period only:
    - (i) the period; and
    - (ii) the reason for the requirement.
- (2) If the owner is a corporation or a body or agency mentioned in paragraph 47.050 (2) (c) or (d), the address given for it must be an address to which notices can be sent, and need not be its registered address under the Corporations Law.
- (3) If the application is in writing, it must be accompanied by a copy of any document or instrument that creates, or is evidence of, the arrangement under which the owner is responsible for the aircraft's airworthiness and maintenance.

#### **47.060 Confirmation of oral application**

- (1) A person who has applied orally for the registration of an aircraft must send or give CASA a written confirmation of the application.
- (2) The confirmation:
  - (a) must be in an approved form; and
  - (b) must be received by CASA within 14 days after the day on which the oral application was made.

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- (3) If the applicant has not given CASA a document required by regulation 47.055 to be given to CASA when an application is made in writing, the applicant must attach the document to the confirmation.

#### **47.065 CASA may ask for further information**

- (1) If CASA reasonably requires information or a document to enable it to consider the application, CASA may ask the owner, in writing, to give CASA the information or a copy of the document.

*Note* For the definition of *owner*, see regulation 47.045.

- (2) CASA must describe the information or document in the request.
- (3) CASA may refuse to consider, or cease considering, the application until the owner complies with the request.
- (4) If CASA has appointed a registration agent to register aircraft of a particular kind, in relation to an application for registration of such an aircraft this regulation has effect as if the references in subregulations (1), (2) and (3) to CASA were references to the agent.

#### **47.070 Registration of aircraft**

- (1) CASA must register an aircraft if:
- (a) an application for the registration of the aircraft has been made in the way required by regulation 47.050; and
  - (b) the owner of the aircraft (if he or she is an individual) is at least 18 years old; and
  - (c) the applicant has declared that the aircraft is intended to be used as an aircraft; and
  - (d) the aircraft is not registered in Australia or under the law of:
    - (i) a Contracting State; or

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- (ii) another foreign country that has an agreement with Australia that allows an aircraft registered under the law of that country to be operated in Australia.

*Note* For the definition of *Contracting State* see subsection 3 (1) of the Act. For the definition of *owner*, see regulation 47.045.

- (2) CASA registers an aircraft by entering the following information about the aircraft in the Civil Aircraft Register:
- (a) its type, make, model and serial number;
  - (b) the registration mark (if any) assigned to it under Subpart D;
  - (c) if the registration is for a particular period — a statement to that effect, including the day on which the registration ends;
  - (d) the name and address of its owner;
  - (e) if the application for registration was made by an agent of the owner — the agent's name and address;
  - (f) the day on which it was registered.

*Note* For the definitions of *model* and *type* see the Dictionary.

- (3) CASA may register an aircraft for a particular period if it is appropriate to do so, having regard to all the circumstances.
- (4) In particular, CASA may register an aircraft for a period at the end of which:
- (a) the aircraft will be taken out of Australia; or
  - (b) the owner's interest in the aircraft will end.
- (5) Registration of an aircraft has effect until:
- (a) if CASA registers the aircraft for a particular period — the end of that period; or
  - (b) it is cancelled.
- (6) If CASA has appointed a registration agent to register aircraft of a particular kind, in relation to such an aircraft this regulation has effect as if the references in

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subregulations (1), (2), (3), (4) and (5) to CASA were references to the agent.

#### **47.075 Interim certificate of registration**

- (1) If CASA registers an aircraft on the basis of an oral application, the applicant must prepare and sign an interim certificate of registration for the aircraft.
- (2) The interim certificate must be in an approved form.
- (3) If CASA registers an aircraft on the basis of an oral application, its registration holder is guilty of an offence punishable by a fine of 50 penalty units if the registration holder permits the aircraft to be taken outside Australian territory before CASA issues a certificate of registration for the aircraft.

#### **47.080 Issue of certificate of registration**

- (1) When CASA registers an aircraft, it must give a certificate of registration for the aircraft to its registration holder.

*Note* The form of the certificate of registration is set out in section 7 of Annex 7, *Aircraft Nationality and Registration Marks*, to the Chicago Convention.

- (2) If the registration is for a particular period, the certificate must specify the day on which the registration ends.
- (3) If CASA has appointed a registration agent to register aircraft of a particular kind, in relation to such an aircraft this regulation has effect as if the references in subregulations (1) and (2) to CASA were references to the agent.

#### **47.085 Certificate of registration to be carried on board**

The registration holder of an aircraft must ensure that the aircraft's certificate of registration (or, if the original certificate has been lost, stolen or destroyed or

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so damaged that the information on it cannot easily be read, a true copy of it issued under regulation 47.100) is carried on board.

Penalty: 20 penalty units.

#### **47.090 Notice of error or change in information in Register**

- (1) If an aircraft's registration holder finds out that anything in the Civil Aircraft Register in relation to the aircraft was not, or is no longer, correct, the registration holder must tell CASA in writing, within 14 days after finding out, about the change that should be made.
- (2) In particular, if an aircraft's registration holder is a corporation, and its address for service changes, the corporation must tell CASA in writing, within 14 days after the change, about the new address for service.
- (3) If an aircraft's registration holder does not comply with subregulation (1) or (2), the registration holder is guilty of an offence punishable by a fine of 20 penalty units.
- (4) If CASA has appointed a registration agent to register aircraft of a particular kind, in relation to such an aircraft this regulation has effect as if the references in subregulations (1) and (2) to CASA were references to the agent.

#### **47.095 Replacement certificate of registration**

- (1) Subregulation (2) applies if:
  - (a) CASA has changed anything in the Civil Aircraft Register about an aircraft; and
  - (b) the certificate of registration for the aircraft does not show the correct information.

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- (2) CASA must:
    - (a) give the aircraft's registration holder another certificate of registration for the aircraft that shows the correct information; and
    - (b) ask the registration holder in writing to return the old certificate to CASA.
  - (3) If an aircraft's registration holder does not return the old certificate within 14 days from the date of the request, the registration holder is guilty of an offence punishable by a fine of 20 penalty units.
  - (4) If CASA has appointed a registration agent to register aircraft of a particular kind, in relation to such an aircraft this regulation has effect as if the references in subregulations (1) and (2) to CASA were references to the agent.

#### **47.100 Loss etc of certificate of registration**

- (1) CASA must, on written application by an aircraft's registration holder, give the registration holder a copy of the aircraft's certificate of registration if the certificate, or a copy of it previously given by CASA:
  - (a) has been lost, stolen or destroyed; or
  - (b) is so damaged that information on it is no longer clearly legible.
- (2) If the application is made because a certificate or copy has been damaged, the registration holder must return the damaged certificate or copy to CASA when the registration holder receives the new certificate.
- (3) The copy given under subregulation (1) must state that it is a true copy of the original certificate.
- (4) If CASA has appointed a registration agent to register aircraft of a particular kind, in relation to such an aircraft this regulation has effect as if the references in subregulations (1) and (2) to CASA were references to the agent.

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#### **47.105 Cancellation of registration**

- (1) CASA must cancel the registration of an aircraft if:
  - (a) the aircraft's registration holder applies in writing for the registration to be cancelled; or
  - (b) the aircraft is totally destroyed or scrapped; or
  - (c) a person other than the registration holder becomes its owner, and does not apply to become the aircraft's registration holder within 14 days after becoming its owner; or
  - (d) CASA finds out that the aircraft is registered under the law of another country.

*Note* For the definition of *owner*, see regulation 47.045.

- (2) If the aircraft was registered following an oral application, CASA must also cancel the registration if:
  - (a) CASA does not receive a written confirmation of the application in an approved form within 14 days after the day on which the oral application was made; or
  - (b) it receives, within that period, a document purporting to be such a confirmation that:
    - (i) does not include all the information mentioned in subregulation 47.050 (5); or
    - (ii) includes any such information that differs in a significant way from the corresponding information given orally to CASA; or
  - (c) it does not receive, within that period, a copy of any document that, under regulation 47.050, the applicant is required to give it.
- (3) CASA cancels the registration of aircraft by making an entry to that effect in the Civil Aircraft Register.
- (4) CASA must tell the aircraft's former registration holder in writing about the cancellation, setting out the day on which the registration was cancelled.



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- (5) If CASA has appointed a registration agent to register aircraft of a particular kind, in relation to such an aircraft this regulation has effect as if:
- (a) the references in subregulations (1), (3) and (4) to CASA were references to the agent; and
  - (b) subregulation (2) were omitted.

#### **47.110 Return of certificate of registration**

- (1) If the registration of an aircraft has ended or has been cancelled, the person who was the registration holder of the aircraft immediately before the registration ended or was cancelled must, within 60 days after the registration ended or was cancelled:
- (a) send the certificate of registration for the aircraft back to CASA; or
  - (b) if the certificate has been destroyed or lost — give CASA a statutory declaration to that effect.

Penalty: 20 penalty units.

- (2) In subregulation (1), the reference to the person who was the registration holder of an aircraft immediately before the aircraft's registration ends or is cancelled is taken to be a reference to:
- (a) if that person has died — his or her personal representative; or
  - (b) if that person is bankrupt — his or her trustee in bankruptcy; or
  - (c) if that person is a company that is being wound up — its liquidator.
- (3) If CASA has appointed a registration agent to register aircraft of a particular kind, in relation to such an aircraft this regulation has effect if the references in subregulation (1) to CASA were references to the agent.

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### **47.115 Service of notices**

- (1) A notice about an Australian aircraft, to be served by CASA or a registration agent under this Subpart, is properly served for all purposes if it is served on the registration holder at:
  - (a) the owner's address given in the application for registration of the aircraft; or
  - (b) any address that the aircraft's owner or registration holder has subsequently told CASA about in substitution for that address.
- (2) Such a notice is also properly served for all purposes if it is sent by facsimile transmission to a facsimile number given to CASA or the registration agent by the owner or registration holder for that purpose, and CASA or the agent receives confirmation that the notice was received at that number.

## **Subpart E Dealer's marks**

### **47.120 Meaning of *aircraft dealer* for this Subpart**

In this Subpart:

*aircraft dealer* includes a manufacturer or distributor of aircraft.

### **47.125 Assignment of dealer's marks**

- (1) An aircraft dealer may apply in writing, in an approved form, for a mark or marks to be assigned to the dealer for use on aircraft manufactured, or being distributed or dealt with, by the dealer.
- (2) If the dealer is an individual, he or she must declare in writing that he or she is at least 18 years old.
- (3) CASA must assign to the dealer as many marks as the dealer applied for if:
  - (a) the application complies with subregulation (1); and

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- (b) if the dealer is an individual — he or she is at least 18 years old.

#### **47.130 What marks may be assigned to dealers**

A mark that is assigned to an aircraft dealer must be a mark that could be assigned to an aircraft as a registration mark.

#### **47.135 Register of dealer's marks**

- (1) CASA must keep a register of dealer's marks.
- (2) CASA must enter the following information in the register in relation to each mark assigned to an aircraft dealer:
  - (a) the mark;
  - (b) the aircraft dealer's name and address;
  - (c) if the dealer is an individual — a statement that he or she is at least 18 years old;
  - (d) if the application for the assignment of the mark was made by someone else on the dealer's behalf — the name and address of the person who made the application.

#### **47.140 How long assignment to dealer remains in effect**

The assignment of a dealer's mark to an aircraft dealer has effect until CASA revokes the assignment.

#### **47.145 Certificate of assignment of dealer's mark**

- (1) If CASA assigns a dealer's mark to an aircraft dealer, CASA must give to the dealer a certificate stating that the mark is assigned to the dealer.
- (2) Each such certificate must be for only 1 dealer's mark.

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**47.150 Loss of certificate of assignment of dealer's mark**

- (1) If a certificate of assignment of a dealer's mark, or a copy of such a certificate already given under this subregulation, has been lost or destroyed, or is so damaged that information on it is no longer clearly legible, CASA must give the aircraft dealer to whom the mark was assigned a copy of the certificate if the dealer applies in writing.
- (2) If the application is because a certificate or copy has been damaged, the dealer must return the damaged certificate or copy to CASA when he or she receives the new certificate.
- (3) A copy given under subregulation (1) must state that it is a true copy of the original certificate.

**47.155 Dealer's plate**

- (1) When CASA assigns a dealer's mark to an aircraft dealer, it must issue to the dealer a fireproof plate bearing the mark.
- (2) The dealer must ensure that the plate is carried on board an aircraft that is being operated under the mark.  
  
Penalty: 30 penalty units.
- (3) If title to, or possession of, an aircraft on which the mark is being used passes to another person, the dealer must remove the plate, or ensure that it is removed, from the aircraft before the end of the day on which title or possession so passes.
- (4) A dealer who fails to comply with subregulation (3) is guilty of an offence punishable by a fine of 30 penalty units.

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**47.160 Use of dealer's marks**

- (1) An aircraft dealer to whom a dealer's mark is assigned may use the mark only on aircraft manufactured, or being distributed or dealt with, by the dealer.

*Note* The certificate of assignment must be carried on board the aircraft, or the aircraft must be registered — see paragraph 47.175 (4) (b).

- (2) The dealer must not use the mark on more than 1 aircraft at any particular time.
- (3) The dealer must keep records showing:
- (a) each aircraft on which the mark was used; and
  - (b) the periods during which it was used on that aircraft.
- (4) The dealer must retain the record for a period during which the mark was used on an aircraft for 12 months after the end of that period.
- (5) A dealer who contravenes subregulation (1), (2), (3) or (4) is guilty of an offence punishable by a fine of 30 penalty units.

**47.165 Annual report to CASA on aircraft using dealer's marks**

- (1) An aircraft dealer to whom a dealer's mark has been assigned must, within 1 month after the end of each reporting period, give CASA a report listing all aircraft on which the mark was used during that period.

Penalty: 30 penalty units.

- (2) In subregulation (1):
- reporting period*** means:
- (a) the period of 12 months beginning on the day on which the mark was assigned to the dealer; or
  - (b) each consecutive period of 12 months at the end of which the mark is still assigned to the dealer; or

- 
- (c) a period of less than 12 months beginning on the day on which the mark was assigned to the person, or an anniversary of that day, and ending on the day on which the assignment of the mark is revoked or otherwise ceases.

#### **47.170 Revocation of assignment of dealer's mark etc**

- (1) CASA must revoke the assignment of a dealer's mark to an aircraft dealer if the dealer:
- (a) asks it to do so; or
  - (b) fails to comply with regulation 47.165.
- (2) If CASA revokes such an assignment, it must tell the dealer in writing that it has done so.
- (3) The dealer must return the certificate of assignment of the mark, and the relevant dealer's plate, to CASA within 7 days after receiving the notice of the revocation.
- (4) A dealer who fails to comply with subregulation (3) is guilty of an offence punishable by a fine of 20 penalty units.

### **Subpart F Exemption from registration**

#### **47.175 Aircraft not required to be registered**

- (1) For paragraph 20AA (1) (b) of the Act, an aircraft is not required to be registered if subregulation (2), (3), (4), (5) or (6) applies to it.
- (2) This subregulation applies to an aircraft if it is:
- (a) an unmanned free balloon; or
  - (b) a permanently tethered manned balloon; or
  - (c) a hang glider; or
  - (d) a kite; or
  - (e) a parachute; or
  - (f) a recreational unmanned aircraft;

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(g) a rocket.

*Note* For the definitions of *kite*, *manned balloon*, *tethered* and *unmanned balloon* see the Dictionary.

- (3) This subregulation applies to an aircraft if it is an unpowered aircraft that weighs less than 75 kilograms.
- (4) This subregulation applies to an aircraft if all of the following conditions are satisfied in relation to it:
- (a) the aircraft is being operated under a dealer's mark assigned to the manufacturer, or to a distributor or dealer, of the aircraft;
  - (b) the certificate of that assignment is displayed on board the aircraft;
  - (c) a dealer's plate issued to the manufacturer, distributor or dealer under regulation 47.155 and bearing the mark is carried on board the aircraft;
  - (d) the person to whom that mark is assigned has not contravened regulation 47.160.

*Note* For the definitions of *dealer's mark* and *dealer's plate* see the Dictionary.

- (5) This subregulation applies to an aircraft if it satisfies all of the following conditions:
- (a) it is registered under the law of a foreign country referred to in subregulation (7);
  - (b) it displays its nationality and registration marks in accordance with the law of that country;
  - (c) it has a certificate of airworthiness issued, or rendered valid, under the law of that country.
- (6) This subregulation applies to an aircraft if it satisfies all of the following conditions:
- (a) it has been manufactured in Australia for delivery outside Australia to a foreign operator;
  - (b) it is registered under the law of a foreign country referred to in subregulation (7);
  - (c) it displays its nationality and registration marks in accordance with the law of that country;

- 
- (d) it has no certificate of airworthiness issued, or rendered valid, under the law of that country;
  - (e) it is flown within Australia only for the purpose of:
    - (i) a test or demonstration flight carried out within the period after its manufacture approved by CASA; or
    - (ii) being delivered to its purchaser outside Australia.
- (7) For paragraphs (5) (a) and (6) (b), the foreign countries are:
- (a) the Contracting States; and
  - (b) any other foreign country that has an agreement with Australia that allows an aircraft registered under the law of that country to be operated in Australia.

*Note* For the definition of *Contracting State* see subsection 3 (1) of the Act.

## **Subpart G                      Registration agents**

### **47.180 Authorisation of registration agent**

- (1) CASA may authorise a recreational aviation administration organisation to register aircraft of a particular kind.
- (2) A recreational aviation administration organisation must not be authorised to register aircraft of a particular kind unless the organisation is authorised to administer sport and recreational aviation of a kind in which aircraft of that kind are used.
- (3) The authorisation may be subject to conditions including, in particular, conditions relating to:
  - (a) the passing of information to CASA; or
  - (b) inspection by CASA of the organisation's records.



- 
- (4) CASA must issue to the organisation an instrument setting out:
- (a) the kind of aircraft it is authorised to register; and
  - (b) the conditions that apply to the authorisation.

**47.185 Failure of registration agent to comply with this Part**

A failure by a registration agent to comply with a requirement of this Part is not an offence but is relevant to whether CASA should revoke the agent's authorisation.

**[8] Paragraph 201.4 (d)**

*omit*

39.6.

*insert*

39.6; or

**[9] After paragraph 201.4 (d)**

*insert*

- (e) a decision under regulation 21.855 to refuse approval to remove or alter information on a critical part; or
- (f) a decision under regulation 21.870 that it is impractical to mark information on a part; or
- (g) a decision under subregulation 45.090 (1) to refuse approval to place a design, mark or symbol on an aircraft; or
- (h) a decision under subregulation 45.105 (2) directing where to place an aircraft's markings, or refusing to give such a direction; or
- (i) a decision under subregulation 45.150 (3) directing where to place an aircraft's aircraft registration identification plate, or refusing to give such a direction; or

- (j) a decision under regulation 45.155 refusing approval to remove an aircraft's aircraft registration identification plate, or remove or alter a marking on such a plate; or
- (k) a decision under Part 47 refusing to register, or cancelling the registration of, an aircraft; or
- (l) a decision under Part 47 to register an aircraft for a particular period; or
- (m) a decision under Subpart E of Part 47 refusing to assign, or revoking the assignment of, a dealer's mark to a person.

**[10] Dictionary, Part 1**

*insert the following definitions in the appropriate alphabetical positions (determined on a letter-by-letter basis)*

***aircraft registration identification plate*** see regulation 45.140.

***airship*** means a powered, lighter-than-air aircraft.

***Australian nationality mark*** see regulation 45.015.

***balloon*** means an unpowered, lighter-than-air aircraft.

***Civil Aircraft Register*** means the register established and maintained under regulation 47.010.

***class***, in relation to an aircraft — see clause 5 of Part 2.

***critical part***, for an aircraft, means a part that must be inspected, overhauled, or removed or retired from the aircraft within a period specified:

- (a) in the Airworthiness Limitations section of the Manufacturer's Maintenance Manual (as published from time to time by the aircraft's manufacturer) for the aircraft; or
- (b) in the Manufacturer's Instructions for Continued Airworthiness (as published by the manufacturer from time to time) for the aircraft.

***dealer's mark*** means a mark assigned to an aircraft manufacturer, distributor or dealer under regulation 47.125.

***Dictionary*** means this Dictionary.

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**glider** means an unpowered, heavier-than-air aircraft that derives its lift in flight chiefly from aerodynamic reactions on surfaces remaining fixed under given conditions of flight.

**heavier-than-air aircraft** is the generic term for aircraft that derive their lift in flight chiefly from aerodynamic forces.

**identification number** of a production certificate or type certificate means the number, or group of characters, described in the certificate as being its number.

**kite** means a glider normally moored to the ground.

**lighter-than-air aircraft** is the generic term for aircraft that are supported chiefly by their buoyancy in the air.

**fireproof**, in connection with a manufacturer's data plate — see regulation 21.810.

**manned balloon** means a balloon that:

- (a) is capable of carrying 1 or more persons; and
- (b) is equipped with controls that enable control of the altitude of the balloon.

**markings** of an Australian aircraft — see subregulation 45.025 (1).

**owner** of an aircraft, for the purposes of an application for its registration — see regulation 47.045.

**powered aircraft** means an aircraft that is propelled by an engine or engines.

**powered parachute** means a powered aircraft that has the characteristics of a parachute when its engine or engines are not operated.

**recreational unmanned aircraft** means an aircraft that:

- (a) is not designed for, nor capable of, accommodating a person; and
- (b) is used only for sport and recreation.

**registered** means registered under Part 47.

**registration agent** means an approved recreational aviation administration organisation that CASA has authorised, under regulation 47.180, to register aircraft.

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**registration holder** of an aircraft means the person whose name is entered in the Civil Aircraft Register as that of the aircraft's owner.

**registration mark** — see regulation 45.020.

**rotorcraft** means a heavier-than-air aircraft that depends principally for its support in flight on the lift generated by 1 or more rotors.

**set of markings** of an Australian aircraft — see subregulation 45.025 (2).

**tethered**, in relation to a lighter-than-air aircraft, means attached to the ground, or an object on the ground, by flexible restraints that limit movement.

**unmanned balloon** means a balloon other than a manned balloon.

**unpowered aircraft** means an aircraft other than a powered aircraft.

[11] **Dictionary, Part 1, definition of *certificate of registration***

*substitute*

**certificate of registration**, for an aircraft, means:

- (a) the certificate given under regulation 47.080 for the aircraft; or
- (b) if CASA has given a replacement certificate or certificates under regulation 47.095 for the aircraft — that certificate, or the last of those certificates.

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**Schedule 3      Amendments of *Civil Aviation  
Regulations 1988*  
commencing on  
1 October 2000**

(subregulation 4 (2))

- [1]      **Subregulation 2 (1), definition of *entitled person***  
*omit*
- [2]      **Subregulation 2 (1), definition of *nationality mark***  
*omit*
- [3]      **Subregulation 2 (1), definition of *registered***  
*omit*
- [4]      **Part 3, Divisions 1, 2, 3, 4 and 5**  
*omit*
- [5]      **Subregulations 15 (1) and (2)**  
*omit*
- [6]      **Part 3, Division 7**  
*omit*

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[7] **After Part 4C**

*insert*

**Part 4D**                      **Removal of data plates and  
registration identification  
plates**

**56**                      **Definitions for this Part**

In this Part:

*manufacturer's data plate* means a manufacturer's data plate attached to an aircraft, aircraft engine or aircraft propeller under Division 2 of Subpart Q of Part 21 of CAR 1998.

**57**                      **Removal or alteration of manufacturer's data  
plate**

- (1) A person must not, without CASA's written approval, remove from an aircraft, aircraft engine, aircraft propeller, propeller blade or propeller hub a manufacturer's data plate that has been attached to the aircraft, engine, propeller, blade or hub.

Penalty: 20 penalty units.

*Note* The removal of a manufacturer's data plate is permitted during maintenance, subject to conditions — see regulation 60.

- (2) A person must not, without CASA's written approval, remove or alter any of the information on a manufacturer's data plate required by Division 2 of Subpart Q of Part 21 of CAR 1998 to be there.

Penalty: 20 penalty units.

- (3) CASA must not grant an approval under subregulation (1) or (2) if granting the approval would adversely affect the safety of air navigation.

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**58 Removal or alteration of identification from heater assembly of manned balloon or propeller**

- (1) Except with CASA's written approval, a person must not remove or alter any of the information marked on the heater assembly of a manned balloon under Division 2 of Subpart Q of Part 21 of CAR 1998.

Penalty: 20 penalty units.

- (2) If information mentioned in subregulation 21.840 (5) of CAR 1998 is marked on an aircraft propeller, propeller blade or propeller hub, a person must not, without CASA's written approval, remove or alter any of that information.

Penalty: 20 penalty units.

- (3) CASA must not grant an approval under subregulation (1) or (2) if granting the approval would adversely affect the safety of air navigation.

**59 Transfer of manufacturer's data plate to another aircraft etc prohibited**

- (1) A person must not attach, to an aircraft, aircraft engine, aircraft propeller, propeller blade or propeller hub, a manufacturer's data plate that bears information about another aircraft, engine, propeller, blade or hub.

Penalty: 50 penalty units.

- (2) A person must not mark on an aircraft propeller, propeller blade or propeller hub information:
- (a) about another propeller, blade or hub; or
  - (b) about a fictitious propeller, blade or hub.

Penalty: 50 penalty units.

- (3) A person who marks, on a balloon heater, information about another balloon heater, or information about a fictitious balloon heater, is guilty of an offence punishable by a fine of 50 penalty units.

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**60 Removal of manufacturer's data plates**

- (1) In spite of regulation 57, a person carrying out maintenance on an aircraft, aircraft engine or aircraft propeller or the basket of a manned balloon may remove the manufacturer's data plate attached to the aircraft, engine, propeller or basket if he or she does so in accordance with a method, technique or practice acceptable to CASA.
- (2) A person who has removed a manufacturer's data plate from an aircraft, aircraft engine or aircraft propeller, or from the basket of a manned balloon, under subregulation (1) must re-attach it to the aircraft, engine, propeller or basket in accordance with a method, technique or practice acceptable to CASA.

Penalty: 50 penalty units.

**61 Removal of aircraft registration identification plates**

- (1) In spite of regulation 45.155 of CAR 1998, a person carrying out maintenance on an aircraft may remove the aircraft's aircraft registration identification plate if he or she does so in accordance with an acceptable method, technique or practice.
- (2) A person who has removed an aircraft registration identification plate from an aircraft under subregulation (1) must re-attach it to the aircraft in accordance with an acceptable method, technique or practice.

Penalty: 50 penalty units.

**[8] Paragraph 133 (1) (a)**

*omit*

Part 3

*insert*

Part 45 of CAR 1998



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**[9] Subregulation 231 (2)***omit*

A person who is the holder of the certificate of registration for, or the operator, hirer or pilot in command of, an Australian aircraft

*insert*

The registration holder, or operator, or the pilot in command, of an Australian aircraft

**[10] Subregulation 262AL (6)***omit***[11] Subregulation 262AM (9)***omit***[12] Subregulation 262AO (12)***omit***[13] Subregulation 262AP (10)***omit***[14] Regulation 307***omit*

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## Notes

1. These Regulations amend (in Schedules 1 and 2) Statutory Rules 1998 No. 237, as amended by 1999 Nos. 166 (as amended by 1999 No. 262) and 262; 2000 No. 7.

These Regulations also amend (in Schedule 3) Statutory Rules 1988 No. 158, as amended by 1988 Nos. 209, 373 and 376; 1989 Nos. 31 and 276; 1990 Nos. 100, 215, 216, 258, 260, 289, 310, 331, 332 and 466; Act No. 25, 1990; Statutory Rules 1991 Nos. 54, 147, 157, 247, 287, 382, 409, 410, 426 and 487 (as amended by 1992 No. 174); 1992 Nos. 36, 174, 254, 258, 279, 325, 342, 380, 417 and 418; 1993 Nos. 221, 268, 319 (new regulation 239 contained in regulation 16 was disallowed by the Senate on 23 March 1994) and 368; 1994 Nos. 93, 173, 187, 188, 260, 294, 382 and 396; 1995 Nos. 122, 147, 148 and 224; 1996 No. 88; 1997 Nos. 23, 67, 111, 139 and 220; 1998 Nos. 31, 32, 219, 234 (disallowed by the Senate on 8 March 1999), 235, 236 and 288; 1999 Nos. 166 (as amended by 1999 No. 262), 167, 210, 229, 262, 353 and 354; 2000 No. 8.

2. Made by the Governor-General on  2000, and notified in the *Commonwealth of Australia Gazette* on  2000.

24 July  
31 July