



Australian Government
Civil Aviation Safety Authority

I, JOHN FRANCIS McCORMICK, Director of Aviation Safety, on behalf of CASA, make this instrument under paragraph 28BA (1) (b) and subsection 98 (4A) of the *Civil Aviation Act 1988*.

[Signed John F. McCormick]

John F. McCormick
Director of Aviation Safety

21 June 2011

Civil Aviation Order 82.5 Amendment Order (No. 2) 2011

1 Name of instrument

This instrument is the *Civil Aviation Order 82.5 Amendment Order (No. 2) 2011*.

2 Commencement

This instrument commences on 27 June 2011.

3 Amendment of Civil Aviation Order 82.5

Schedule 1 amends Civil Aviation Order 82.5.

Schedule 1 Amendment

[1] Paragraph 4.1

omit

Each operator

insert

If Part 42 of the *Civil Aviation Safety Regulations 1998 (CASR 1998)* does not apply to an operator, the operator

[2] After paragraph 4.1

insert

Note 1 Part 42 of CASR 1998 applies to all registered aircraft, subject to transitional provisions designed to transition operators over a 2 year period.

Note 2 Commencing on 27 June 2011, subregulation 42.040 (1), with subregulation 202.180 (1), of CASR 1998, requires (*as a condition on the AOC*) that the operator of a

registered aircraft authorised to operate under an AOC issued for a purpose mentioned in paragraph 206 (1) (c) of CAR 1988 (generally speaking, RPT), must be approved by CASA as a continuing airworthiness management organisation (a *CAMO*) for the type and model of the aircraft.

[3] After subsection 4

insert

4A Obligation to be registered operator

- 4A.1 This subsection applies to each AOC holder approved by CASA to be a continuing airworthiness management organisation (a *CAMO*) under Subpart 42.G of CASR 1998.
- 4A.2 Unless CASA approves otherwise, the AOC holder must be the registered operator of each Australian aircraft that is authorised under the holder's AOC to operate for a purpose mentioned in paragraph 206 (1) (c) of CAR 1988.
- 4A.3 In this subsection:
registered operator means registered operator under Part 47 of CASR 1998.
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