



# Australian Government

## Civil Aviation Safety Authority

### Civil Aviation Order 95.55 (Exemptions from CAR and CASR — Certain Light Sport Aircraft, Lightweight Aeroplanes and Ultralight Aeroplanes) Instrument 2021

(as amended)

made under regulations 11.160, 11.205 and 11.245 of the *Civil Aviation Safety Regulations 1998* and subregulations 5 (1) and (1A) of the *Civil Aviation Regulations 1988*.

This compilation takes into account amendments up to *Civil Aviation Order 95.55 Amendment Instrument 2024 (No. 1)*. It is a compilation of *Civil Aviation Order 95.55 (Exemptions from CAR and CASR — Certain Light Sport Aircraft, Lightweight Aeroplanes and Ultralight Aeroplanes) Instrument 2021* as amended and in force on 2 March 2024.

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## 1 Name

- 1.1 This instrument is *Civil Aviation Order 95.55 (Exemptions from CAR and CASR — Certain Light Sport Aircraft, Lightweight Aeroplanes and Ultralight Aeroplanes) Instrument 2021*.
- 1.2 This Order may be cited as *Civil Aviation Order 95.55*.
- 1.3 A reference in a CASA instrument (being an instrument issued by CASA under a statutory power to issue the instrument) to section 95.55 of the Civil Aviation Orders is taken to be a reference to this Order.

## 2 Repeal

This Order is repealed at the end of 1 December 2024.

*Note* For the purposes of regulation 11.250 of CASR, the direction in paragraph 8.14 ceases to be in force at the end of 1 December 2024.

## 4 Application — relevant aeroplanes

- 4.1 This Order applies to the following aeroplanes if they are listed with a sport aviation body:
  - (a) light sport aircraft (experimental);
  - (b) light sport aircraft (production);
  - (c) lightweight aeroplanes;
  - (d) ultralight aeroplanes;(referred to in this Order as *relevant aeroplanes*).
- Note* See definition of *listed* in paragraph 5.1.
- 4.2 This Order does not apply to an aircraft to which *Civil Aviation Order 95.10* or *Civil Aviation Order 95.32* applies.

## 5 Interpretation

*Note* In this Order, certain terms and expressions have the same meaning as they have in the Act and the regulations. These include: *aircraft flight manual instructions, amateur-built aircraft, ASAO, certificate of airworthiness, exposition, light sport aircraft, maximum take-off weight, modification/repair design approval, pilot certificate, restricted area, sport aviation body, type certificated, VFR, VMC and VMC criteria*.

- 5.1 In this Order, unless the contrary intention appears:

*Act* means the *Civil Aviation Act 1988*.

*CAO 20.18* means *Civil Aviation Order 20.18*, as in force immediately before the commencement of the *Civil Aviation Legislation Amendment (Flight Operations—Consequential Amendments and Transitional Provisions) Regulations 2021*.

*close relative*, of a person, means the spouse or a parent, child or sibling of the person.

*competent issuing authority*, in relation to a certificate, approval or other document for an aeroplane, means the NAA of a Contracting State or any other body that CASA has accepted in writing as competent to issue such documents for such aeroplanes.

*emergency ELT* has the meaning given by section 26.50 of the Part 91 Manual of Standards.

***flying instructor authorisation***, in relation to a relevant aeroplane, means an authorisation, however described, that:

- (a) is issued to a person (the holder) by the relevant sport aviation body in accordance with its operations manual or, if the sport aviation body is an ASAO, its exposition; and
- (b) confers privileges on the holder to conduct flying training in the aeroplane.

***kit-built aeroplane*** means:

- (a) in the case of a light sport aircraft — an aeroplane that:
  - (i) has been assembled from a kit manufactured by a qualified manufacturer and in relation to which the applicant can give the information, statement and documents required by paragraph 21.193 (e) of CASR; and
  - (ii) has been assembled in accordance with the kit manufacturer's instructions for assembling the aeroplane; and
  - (iii) is of the same make and model as an aeroplane covered by regulation 21.186 of CASR that has been issued with a special certificate of airworthiness; and
- (b) in any other case — an aeroplane that has been assembled by a person who undertook the assembly solely for the person's own education or recreation from a kit supplied by a commercial manufacturer.

***light sport aircraft (experimental)*** means a light sport aircraft:

- (a) that is an aeroplane; and
- (b) to which paragraph 21.191 (j) or (k) of CASR applies; and
- (c) for which an experimental certificate:
  - (i) is in force under regulation 21.195A of CASR; or
  - (ii) would be in force were it not for the operation of subregulation 21.195B (4) of CASR.

***light sport aircraft (production)*** means a light sport aircraft:

- (a) that is an aeroplane; and
- (b) that was manufactured by a qualified manufacturer within the meaning of regulation 21.172 of CASR; and
- (c) for which a special certificate of airworthiness issued for a light sport aircraft covered by regulation 21.186 of CASR is in force, or would be in force were it not for the operation of paragraph 21.181 (4) (a) of CASR.

***lightweight aeroplane*** means an aeroplane (other than a light sport aircraft or ultralight aeroplane):

- (a) that is a single-place or two-place aeroplane; and
- (b) that has a single engine and a single propeller; and
- (d) that has a maximum take-off weight:
  - (i) if it is not equipped to operate on water — greater than 600 kilograms but not exceeding 760 kilograms; or
  - (ii) if it is equipped to operate on water — greater than 650 kilograms but not exceeding 760 kilograms; and

- (e) for which:
  - (i) a certificate of airworthiness is in force under regulation 21.176 of CASR, or would be in force were it not for the operation of paragraph 21.181 (4) (a) of CASR; or
  - (ii) in the case of an amateur-built or kit-built aeroplane — an experimental certificate is in force under regulation 21.195A of CASR, or would be in force were it not for the operation of subregulation 21.195B (4) of CASR.

**listed:** an aeroplane is listed with a sport aviation body if:

- (a) the sport aviation body's approved function is or includes administering the aeroplane; and
- (b) the sport aviation body holds a record of:
  - (i) a description of the aeroplane (by reference to its make, model and serial number or construction number) and the identity of the aeroplane's operator; and
  - (ii) the identifying mark issued for the aeroplane by the sport aviation body in accordance with its operations manual or technical manual or, if the sport aviation body is an ASAO, its exposition; and
- (c) in the case of a Part 149 aircraft within the meaning of the Part 149 Manual of Standards — the aeroplane is registered with an ASAO in accordance with section 14 of the Part 149 Manual of Standards.

**NAA**, of a Contracting State, means the national airworthiness authority of the Contracting State.

**operations manual**, in relation to the relevant sport aviation body for a relevant aeroplane, means the manual, approved from time to time by CASA, that contains the practices, procedures, instructions and other information by which the sport aviation body ensures the operational safety of the aeroplane in accordance with the civil aviation legislation.

**pilot authorisation** means a pilot certificate, or a rating or endorsement on a pilot certificate, and includes, without limitation, a flying instructor authorisation.

**RAAus** means Recreational Aviation Australia Limited.

**relevant aeroplane** means an aeroplane to which this Order applies under subsection 4.

**relevant sport aviation body**, in relation to an aeroplane, person or activity means a sport aviation body whose approved function is, or includes, administering the aeroplane, person or activity (whether or not the sport aviation body is an ASAO).

**SAB flight permit:** see subsection 5A.

**single-place aeroplane** means an aeroplane that has been designed, manufactured or certificated to carry only the pilot and no other persons.

**suitable landing area** means an area in which a relevant aeroplane may be landed without endangering the safety, or damaging the property, of persons unconnected with the operation of the aeroplane.

**survival ELT** has the meaning given by section 26.51 of the Part 91 Manual of Standards.

**technical manual** means the manual issued by a relevant sport aviation body and approved in writing from time to time by CASA that contains:

- (a) airworthiness, design and maintenance standards; and
- (b) aeronautical practices and test procedures and processes;

in accordance with the civil aviation legislation, for aeroplanes listed with the sport aviation body.

**two-place aeroplane** means an aeroplane that has been designed, manufactured or certificated to carry the pilot and no more than one other person.

**ultralight aeroplane** means an aeroplane (other than a light sport aircraft or lightweight aeroplane) that:

- (a) is a single-place or two-place aeroplane; and
- (b) has a single engine and a single propeller; and
- (c) has a  $V_{so}$  stall speed not exceeding 45 knots; and
- (d) has a maximum take-off weight not exceeding:
  - (i) if it is not equipped to operate on water — 600 kilograms; or
  - (ii) if it is equipped to operate on water — 650 kilograms; and
- (e) is one of the following:
  - (i) an aeroplane to which Schedule 1 to *Civil Aviation Amendment Order (No. R92) 2004* (also known as *section 101.28 of the Civil Aviation Orders*), as in force from time to time, applies, that meets the design standards specified in that Schedule;
  - (ii) an aeroplane mentioned in paragraph 1.1 of Schedule 1 to the *Civil Aviation Amendment Order (No. R94) 2004* (also known as *section 101.55 of the Civil Aviation Orders*), as in force on 31 May 2016;
  - (iii) an aeroplane mentioned in paragraph 1.2 of Schedule 1 to the *Civil Aviation Amendment Order (No. R94) 2004* (also known as *section 101.55 of the Civil Aviation Orders*), as in force on 31 May 2016, that meets the design standards specified in that Schedule;
  - (iv) an aeroplane to which Air Navigation Order section 95.25 as in force on 25 March 1985 applies (known as an **old section 95.25 aeroplane**);
  - (v) an amateur-built or kit-built aeroplane;
  - (vi) an aeroplane:
    - (A) of a type for which a type certificate, a certificate of type approval or equivalent document has been issued by a competent issuing authority; and
    - (B) that has been manufactured for sale by the holder of a certificate or equivalent document, permitting the manufacture of aeroplanes of that type, issued by CASA or a competent issuing authority.

**$V_{so}$  stall speed**, as determined by design standards or certification requirements for an aeroplane, is the stalling speed, or minimum steady flight speed, at which the aeroplane is controllable with:

- (a) wing flaps in the landing position; and
- (b) landing gear extended; and
- (c) engine idling with the throttle closed; and

- (d) centre of gravity in the most forward position; and
  - (e) maximum take-off weight.
- 5.2 A reference in this Order to a Class of airspace is a reference to the volumes of airspace of that Class, as determined by CASA in the *Determination of Airspace and Controlled Aerodromes Etc. (Designated Airspace Handbook) Instrument*, as in force from time to time.

## **5A SAB flight permits**

5A.1 In this Order:

***SAB flight permit***, in relation to a relevant aeroplane, means an authorisation, however described that is issued by the relevant sport aviation body in accordance with its operations manual or technical manual or, if the sport aviation body is an ASAO, its exposition, that confirms the sport aviation body's oversight of the aeroplane's operation.

*Note* Lightweight aeroplanes and light sport aircraft are not eligible to be issued with SAB flight permits.

5A.2 Despite paragraph 5A.1, an SAB flight permit cannot be issued in relation to an amateur-built or kit-built aeroplane unless a test flight of the aeroplane is first successfully completed in accordance with a test flight permit issued by the relevant sport aviation body that complies with the following requirements:

- (a) the test flight permit must be issued in accordance with any applicable provisions of the sport aviation body's operations manual or technical manual or, if the sport aviation body is an ASAO, its exposition;
- (b) the test flight permit must specify:
  - (i) that the test flight is to be conducted solely for the purpose of test flying for the issue of an SAB flight permit; and
  - (ii) that the aeroplane conducting the test flight may carry on board only those persons whose presence is essential to that purpose; and
  - (iii) the area to which the test flight is confined.

5A.3 For the purposes of this Order, but without limitation, an SAB flight permit is taken to be in force for an aeroplane that is an ultralight aeroplane for which a certificate of airworthiness, or an SAB flight permit issued by the relevant sport aviation body, is not already in force if:

- (a) on 1 December 2023, the aeroplane is listed with a relevant sport aviation body; and
- (b) the aeroplane remains listed with the sport aviation body.

## **5B Certain relevant aeroplanes authorised to fly without certificate of airworthiness**

5B.1 Subject to the other subsections in this Order, a relevant aeroplane to which paragraph 5B.2 applies is, for the purposes of regulation 200.020 of CASR (and for those purposes only), an Australian aircraft that is exempt from CASR (other than Parts 1, 11, 21, 33, 35, 61, 67, 91, 92, 99 and 149).

*Note* The effect of this provision is that, under regulation 200.020 of CASR, for the purposes of paragraph 20AA (3) (b) of the Act, such an aeroplane is authorised to fly without a certificate of airworthiness.

5B.2 This paragraph applies to an aeroplane if:

- (a) an SAB flight permit is in force in relation to the aeroplane; or

- (b) the aeroplane:
  - (i) was issued a certificate of airworthiness under regulation 21.176 of CASR, or an experimental certificate under regulation 21.195A of CASR; and
  - (ii) the certificate of airworthiness or experimental certificate is not in force only because of the operation of paragraph 21.181 (4) (a) or subregulation 21.195B (4) of CASR.

## 5C Authorisation to perform duty without civil aviation authority

- 5C.1 Subject to the conditions in this Order, for the purposes of paragraph 20AB (1) (b) of the Act, a person performing a duty that is essential to the operation of a relevant aeroplane during flight time is authorised to do so without a civil aviation authorisation mentioned in paragraph 20AB (1) (a) of the Act.
- 5C.2 Despite paragraph 5C.1, a person who makes an airborne radio transmission on an aeronautical HF frequency must be authorised to transmit using an aeronautical radio under Part 61 or Part 64 of CASR.

## 6 Exemptions

- 6.1 A person who would, but for this subsection, have an obligation in relation to a relevant aeroplane described in an item in Table 1 under a provision of the regulations mentioned in column 2 for the item is exempt from complying with the obligation subject to:
- (a) any conditions mentioned in column 3 for the provision; and
  - (b) the conditions in this Order.

**Table 1 — Conditions for relevant aeroplanes**

Item	Column 1 Aeroplane	Column 2 Provisions	Column 3 Conditions
1	Lightweight aeroplanes	The <i>general CASR exempted provisions</i> (see paragraph 6.2)	<p>(1) The exemption relating to regulation 91.105 is subject to the condition that, for a flight of a lightweight aeroplane for which a certificate of airworthiness:</p> <ul style="list-style-type: none"> <li>(a) is in force under regulation 21.176 of CASR; or</li> <li>(b) would be in force were it not for the operation of paragraph 21.181 (4) (a) of CASR;</li> </ul> <p>the aircraft flight manual instructions must be carried on board the aeroplane.</p> <p>(2) The exemption relating to regulation 91.190 (which makes it an offence if a thing is dropped from an aircraft) only applies if the aeroplane is being used to tow a glider and the thing being dropped is a tow rope or tow rope fitting.</p>

Table 1 — Conditions for relevant aeroplanes

Item	Column 1 Aeroplane	Column 2 Provisions	Column 3 Conditions
			<p>(3) The exemption relating to regulation 91.210 (which makes it an offence if a thing is towed by an aircraft without an authorisation) only applies if the thing being towed is a glider.</p> <p>(4) The exemption relating to regulation 91.267 (which makes it an offence to operate an aircraft below 500 ft above ground level) only applies if the conditions set out in subparagraph 9.1 (f) and subsection 10 are satisfied.</p>
2	Lightweight aeroplanes	Subpart 91.K of CASR	<p>The exemption only applies if the lightweight aeroplane is the subject of an experimental certificate that:</p> <p>(a) is in force under regulation 21.195A of CASR; or</p> <p>(b) would be in force were it not for the operation of subregulation 21.195B (4) of CASR.</p>
3	Light sport aircraft (experimental), light sport aircraft (production) or ultralight aeroplanes	The <i>general CASR exempted provisions</i> (see paragraph 6.2)	<p>(1) The exemption relating to regulation 91.105 is subject to the condition that, for a flight, if the aircraft flight manual instructions require the aircraft flight manual to be carried on board the aircraft, the aircraft flight manual must be so carried.</p> <p>(2) The exemption relating to regulation 91.210 (which makes it an offence if a thing is towed by an aircraft without an authorisation) only applies if the thing being towed is a glider.</p> <p>(3) The exemption relating to regulation 91.267 (which makes it an offence to operate an aircraft below 500 ft above ground level) only applies if the conditions set out in subparagraph 9.1 (f) and subsection 10 are satisfied.</p>
4	Light sport aircraft (experimental), light sport aircraft (production) or ultralight aeroplanes	Subpart 91.K of CASR	



**Table 1 — Conditions for relevant aeroplanes**

<b>Item</b>	<b>Column 1 Aeroplane</b>	<b>Column 2 Provisions</b>	<b>Column 3 Conditions</b>
5	Light sport aircraft (experimental), light sport aircraft (production) or ultralight aeroplanes	Parts 4 to 4D (inclusive) of CAR	

*Note* Other than in accordance with paragraph 6.3, persons are not exempted from Parts 4 to 4D of CAR in relation to lightweight aeroplanes. However, *CASA 18/22 — Maintenance (Certain Amateur-built, Kit-built and Light Sport Aircraft) Instrument 2022* authorises certain persons involved in the fabrication or assembly of certain amateur-built and kit-built aircraft to carry out maintenance on such aircraft in Australian territory, and to perform certain functions in respect of maintenance of such aircraft, subject to conditions.

6.2 In Table 1:

**general CASR exempted provisions** means the following provisions of CASR:

- (a) regulations 91.105, 91.110, 91.115, 91.145, 91.155, 91.190, 91.210, 91.267, 91.415, 91.425, 91.550, 91.585, 91.590, 91.595, 91.605, 91.615, 91.725 and 91.915;
- (b) Subpart 91.Y;
- (c) Parts 13, 45, 47, 64 and 90.

6.3 The operator of, and the pilot in command of, a lightweight aeroplane is exempt from subregulation 42ZC (1) of CAR to the extent that the subregulation requires that the person must not authorise or permit maintenance to be carried out on the lightweight aeroplane in Australian territory by a person who:

- (a) does not meet the requirements of subparagraph 42ZC (4) (d) (i) of CAR to carry out the maintenance; and
- (b) holds the pilot authorisation mentioned in paragraph 8A.2; and
- (c) carries out the maintenance in accordance with paragraph 8A.2.

## **7 Conditions on special certificate of airworthiness or experimental certificate for light sport aircraft**

7.1 The following conditions apply in relation to a light sport aircraft to which this Order applies under subsection 4:

- (a) a person must not operate the light sport aircraft after the earliest of the following events in relation to the special certificate of airworthiness or experimental certificate for the aircraft:
  - (i) the end of the validity period, if any, mentioned in the certificate;
  - (ii) suspension of the certificate;
  - (iii) cancellation of the certificate;
  - (iv) a modification being made to the aeroplane that was not authorised by the manufacturer;
  - (v) the aircraft no longer complies with light sport aircraft standards as defined by regulation 21.172 of CASR;

- (b) the holder of the special certificate of airworthiness or experimental certificate must, on request by CASA or an authorised person, make the certificate available for inspection by CASA or the authorised person;
  - (c) if the special certificate of airworthiness or experimental certificate expires or is cancelled or suspended, the holder must, at the written request of CASA or an authorised person, surrender the certificate to CASA or the authorised person.
- 7.2 CASA or an authorised person may suspend or cancel the special certificate of airworthiness or experimental certificate if CASA or the authorised person considers it necessary to do so in the interests of aviation safety.

## 8 General conditions

*Note* CASA may, by an approval under subsection 12, authorise a person to fly a relevant aeroplane otherwise than in accordance with a condition in this subsection.

- 8.1 The general conditions in paragraphs 8.2 to 8.14 apply in relation to a relevant aeroplane.
- 8.2 A relevant aeroplane must be listed with:
- (a) in the case of a lightweight aeroplane — a relevant sport aviation body that is an ASAO; or
  - (b) in any other case — a relevant sport aviation body.
- Note* A lightweight aeroplane can only be listed with an ASAO.
- 8.3 A relevant aeroplane must not be used for the carriage of passengers or cargo for hire or reward.
- 8.4 A relevant aeroplane must not be used unless it is for one or more of the following purposes:
- (a) private operations including glider towing, but not including an aerial application operation within the meaning of regulation 137.010 of CASR;
  - (b) the aerial inspection, conducted as a private operation, of livestock, fencing or farm or pastoral equipment that is located on land owned by, or under the control of, the pilot or a close relative of the pilot;
  - (c) in the case of a two-place ultralight aeroplane to which subparagraph (e) (ii), (iii), (iv) or (vi) of the definition of **ultralight aeroplane** (in paragraph 5.1) applies — flying training to enable a person to obtain a pilot certificate, rating or endorsement;
  - (d) in the case of a two-place aeroplane for which a certificate of airworthiness is in force under regulation 21.176 of CASR, or would be in force were it not for the operation of paragraph 21.181 (4) (a) of CASR — flying training to enable a person to obtain a pilot certificate, rating or endorsement;
  - (e) in the case of a two-place aeroplane that is an amateur-built aeroplane, a kit-built aeroplane or an aeroplane for which an experimental certificate is in force under regulation 21.195A of CASR, or would be in force were it not for the operation of subregulation 21.195B (4) — flying training to enable:
    - (i) any owner or part-owner who contributed to its fabrication and assembly to obtain a pilot certificate, rating or endorsement; or

- (ii) any owner or part-owner who did not contribute to its fabrication and assembly to obtain a rating or endorsement.
- 8.5 Subject to any other conditions in this Order, a person must not operate a relevant aeroplane as pilot in command unless the person:
- (a) holds a pilot authorisation granted by the relevant sport aviation body; and
  - (b) operates the aeroplane in accordance with the privileges and limitations of the pilot authorisation (including, in the case of a lightweight aeroplane, the limitations mentioned in subsection 8A); and
  - (c) operates the aeroplane in accordance with any applicable requirements or provisions of the relevant sport aviation body's operations manual or technical manual or, if the sport aviation body is an ASAO, its exposition.
- 8.6 If a relevant aeroplane is used for flying training, the person conducting the training must hold a flying instructor authorisation that authorises the holder to exercise flight instruction privileges in relation to the aeroplane.
- 8.7 A person must not operate a type certificated ultralight aeroplane that has been repaired, or modified to differ from its type design, unless the repair or modification is:
- (a) designed in accordance with 1 of the following:
    - (i) an approval under regulation 35 of CAR, as in force before 27 June 2011;
    - (ii) a modification/repair design approval;
    - (iii) an approval mentioned in regulation 21.475 of CASR;
    - (iv) an approval under regulation 21.465 or 21.470 of CASR;
    - (v) a CASA specification in or under an airworthiness directive;
    - (vi) a specification in the aeroplane's approved maintenance data;
    - (vii) an RAAus approval in accordance with a process for the approval of modifications and repairs specified in the RAAus exposition — but only if:
      - (A) RAAus is the relevant sport aviation body; and
      - (B) a certificate of airworthiness under regulation 21.176 of CASR is not in force for the aeroplane (other than because of the operation of paragraph 21.181 (4) (a) of CASR); and
  - (b) carried out in accordance with the approval or the specified design.
- Note* Sub-subparagraph 8.7 (a) (vii) does not apply to the modification or repair of a type certificated ultralight aeroplane if a certificate of airworthiness under regulation 21.176 of CASR is in force or would be in force but for the operation of paragraph 21.181 (4) (a) of CASR.
- 8.8 A person must not operate a type certificated lightweight aeroplane that has been repaired, or modified to differ from its type design, unless the repair or modification is:
- (a) designed in accordance with:
    - (i) an approval under regulation 35 of CAR, as in force before 27 June 2011; or
    - (ii) a modification/repair design approval; or
    - (iii) an approval mentioned in regulation 21.475 of CASR; or
    - (iv) an approval under regulation 21.465 or 21.470 of CASR; or

- (v) a CASA specification in or under an airworthiness directive; or
    - (vi) a specification in the aeroplane's approved maintenance data; and
  - (b) carried out in accordance with the approved or specified design.
    - (v) a CASA specification in or under an airworthiness directive; or
    - (vi) a specification in the aeroplane's approved maintenance data; and
  - (b) carried out in accordance with the approved or specified design.
- 8.9 A person operating an amateur-built or kit-built relevant aeroplane must ensure that:
  - (a) the aeroplane was inspected before its initial flight by a person authorised under paragraph 8.13; and
  - (b) if any condition or operational limitation has been imposed under paragraph 8.14 — the aeroplane is operated subject to that condition or limitation.
- 8.10 Regulation 91.875 of CASR (except paragraphs 91.875 (2) (d) and (i)) applies in relation to ultralight aeroplane (other than a type certificated ultralight aeroplane) as if the ultralight aeroplane were an experimental aircraft and an experimental certificate were in force for the aeroplane.
- 8.11 A person maintaining a relevant aeroplane, other than a lightweight aeroplane, must hold the qualifications for the maintenance activity required by, and maintain the aeroplane in accordance with any applicable requirements or provisions of, the sport aviation body's operations manual or technical manual or, if the sport aviation body is an ASAO, its exposition.
- 8.12 Subject to paragraph 8A.2, a lightweight aeroplane must be maintained in accordance with Part 4A of CAR.

*Note* Other than in accordance with paragraph 6.3, persons are not exempted from Parts 4 to 4D of CAR in relation to lightweight aeroplanes. However, *CASA 18/22 — Maintenance (Certain Amateur-built, Kit-built and Light Sport Aircraft) Instrument 2022* authorises certain persons involved in the fabrication or assembly of certain amateur-built and kit-built aircraft to carry out maintenance on such aircraft in Australian territory, and to perform certain functions in respect of maintenance of such aircraft, subject to conditions.
- 8.13 For subparagraph 8.9 (a), a person must be authorised to inspect the amateur-built, or the kit-built, aeroplane before its initial flight, by:
  - (a) the relevant sport aviation body's:
    - (i) operations manual or technical manual; or
    - (ii) if the relevant body is an ASAO — exposition; or
  - (b) CASA.
- 8.14 For the purposes of regulation 11.245 of CASR, a person who inspects an aeroplane under paragraph 8.9 is directed to impose any conditions or operational limitations in relation to the operation of the aeroplane that the person considers necessary to preserve a level of aviation safety that is at least acceptable.
- 8.15 The direction mentioned in paragraph 8.14 ceases to be in force at the end of 1 December 2024.

## 8A Lightweight aeroplanes — limitations on privileges of pilot authorisation, and pilot maintenance

- 8A.1 The holder of a pilot authorisation issued in relation to a lightweight aeroplane by the relevant ASAO may exercise the privileges of the authorisation only if the holder is competent in operating the aeroplane to the standards developed for the class or type of aeroplane by the ASAO, including in all of the following areas:
- (a) operating the aeroplane's navigation and operating systems;
  - (b) conducting all normal, abnormal and emergency flight procedures for the aeroplane;
  - (c) applying operating limitations;
  - (d) weight and balance requirements;
  - (e) applying aeroplane performance data, including take-off and landing performance data, for the aeroplane.
- 8A.2 The holder of a pilot authorisation issued in relation to a lightweight aeroplane by the relevant ASAO may carry out maintenance on the lightweight aeroplane in Australian territory if:
- (a) it is a privilege of the pilot authorisation for the holder to operate the lightweight aeroplane as pilot in command; and
  - (b) the maintenance is relevant maintenance; and
  - (c) the maintenance is carried out in accordance with any requirements set out in a legislative instrument issued by CASA for the purposes of subparagraph 42ZC (4) (d) (iii) of CAR.
- 8A.3 In this section:
- relevant ASAO**, for an aeroplane, means the ASAO that performs aviation administration functions in relation to the aeroplane.
- relevant maintenance** means maintenance mentioned in Part 1 of Schedule 8 of CAR, other than in items 19 and 25.

## 9 Flight conditions

*Note 1* Regulation 91.285 of CASR additionally requires a person to hold an approval under regulation 91.045 of CASR to conduct a VFR flight in Class A airspace.

*Note 2* Certain ultralight aeroplanes operated by approved flight training schools may operate in Class D airspace in accordance with *CASA EX55/22 — Flight of Certain Ultralight Aeroplanes in Class D Airspace (Approved Flight Training Schools) Instrument 2022*.

### Flight conditions—general

- 9.1 The following flight conditions apply in relation to a relevant aeroplane:
- (a) a relevant aeroplane may only be flown in VMC and in accordance with the VFR;
  - (b) a relevant aeroplane may only be flown during daylight hours;
  - (c) subject to subparagraph (d), a relevant aeroplane must not conduct aerobatic manoeuvres;
  - (d) a type certificated lightweight aeroplane may conduct aerobatic manoeuvres, provided they are conducted in accordance with subsection 11;

- (e) any cargo carried on board a flight by a relevant aeroplane must be securely restrained;
- (f) a relevant aeroplane must not be flown at a height of less than 500 feet AGL unless the conditions in paragraphs 10.1 to 10.3 are satisfied;
- (fa) a relevant aeroplane must not be flown:
  - (i) at a height of 5 000 feet above mean sea level or higher; or
  - (ii) in the VMC criteria specified in item 4 of Table 2.07 (3) of the Part 91 Manual of Standards;  
unless it is equipped with, or carries, serviceable radiocommunications equipment and the pilot is authorised or qualified to use it;
- (fb) a relevant aeroplane must not be flown at a height of 10 000 feet above mean sea level or higher;
- (g) a relevant aeroplane must not be flown above a body of water at a horizontal distance from a suitable landing area of more than:
  - (i) the distance that the aircraft could glide in case of engine failure; or
  - (ii) if all persons on board the aircraft are wearing life jackets and the aircraft is equipped with a serviceable radiocommunication system and an emergency ELT or survival ELT:
    - (A) 25 nautical miles; or
    - (B) in the case of a flight between Tasmania and mainland Australia in either direction — a longer route if taking advantage of safer weather conditions;
- (h) a two-place relevant aeroplane that is flown over water or more than 50 nautical miles from its departure point must carry an emergency ELT or survival ELT;
- (i) a relevant aeroplane must not be flown over a populous area or a public gathering unless:
  - (i) a certificate of airworthiness under regulation 21.176 of CASR is in force for the aeroplane; or
  - (ii) the requirements mentioned in paragraph 9.7 are complied with in relation to the aeroplane;
- (j) a relevant aeroplane may only be flown:
  - (i) in Class E or G airspace; or
  - (ii) subject to subsection 9A, in Class A, B, C or D airspace or a restricted area.

**Flight conditions—flying over populous area or public gathering**

9.2 For the purposes of sub-subparagraph 9.1 (i) (ii), the requirements are:

- (a) in the case of an ultralight aeroplane of a kind mentioned in sub-subparagraph (e) (ii) or (iii) of the definition of *ultralight aeroplane* in paragraph 5.1:
  - (i) an SAB flight permit is in force for the aeroplane; and
  - (ii) CASA, an authorised person, or the relevant sport aviation body has imposed no conditions or limitations on the operation of the aeroplane that would prevent the flight; and

- (iii) if none of the circumstances mentioned in subregulation 91.265 (4) of CASR applies, the aeroplane must be flown at a height from which it can glide clear of a populous area or public gathering to a suitable landing area; and
- (b) in the case of an ultralight aeroplane of a kind mentioned in sub-subparagraph (e) (vi) of the definition of *ultralight aeroplane* in paragraph 5.1:
  - (i) an SAB flight permit is in force for the aeroplane; and
  - (ii) CASA, an authorised person, or the relevant sport aviation body has imposed no conditions or limitations on the operation of the aeroplane that would prevent the flight; and
- (c) in the case of any other aeroplane:
  - (i) either:
    - (A) an experimental certificate under regulation 21.195A of CASR is in force for the aeroplane, or would be in force were it not for the operation of subregulation 21.195B (4) of CASR; or
    - (B) an SAB flight permit is in force for the aeroplane; and
  - (ii) subject to paragraph 9.2A, an approval authorising flight in the aeroplane over a populous area or public gathering is in force under regulation 91.045 or 91.050 of CASR, which approval imposes no conditions or limitations that would prevent the flight.

*Note* The requirement in sub-subparagraph 9.2 (a) (iii) is in addition to the requirement, in regulation 91.265 of CASR, to not fly below 1 000 feet over a populous area or a public gathering.

- 9.2A An approval mentioned in sub-subparagraph 9.2 (c) (ii) is not required for a flight in the aeroplane if:
- (a) the flight is over a populous area that is not the built-up area of a city or town; or
  - (b) the flight is over a public gathering and the aeroplane is only passing over the public gathering for the purpose of:
    - (i) arrival or departure from an aerodrome, in the course of normal navigation; or
    - (ii) transit, in the course of normal navigation.

#### Flight conditions—towing other aircraft

- 9.3 A person must not use a relevant aeroplane to tow another aircraft unless:
- (a) the pilot in command is authorised to do so by the relevant sport aviation body in accordance with a procedure approved by CASA; and
  - (b) any of the following provisions apply in relation to the towing aeroplane:
    - (i) the aeroplane is certified as suitable for the purpose of towing;
    - (ii) the aeroplane is listed in Civil Aviation Advisory Publication 149, as it exists from time to time, as acceptable to CASA for that purpose;
    - (iii) the aeroplane is approved by CASA, in writing, as suitable for that purpose;

- (iv) the aeroplane is approved by the manufacturer as suitable for that purpose and the aircraft flight manual instructions for the towing aeroplane provide for the towing of an aircraft.

#### Flight conditions—equipment

- 9.4 Any radiocommunications equipment fitted to a relevant aeroplane must not be used by a person unless:
  - (a) in the case of transmission in VHF frequency:
    - (i) the person is authorised or qualified to transmit in VHF frequency under Part 61 of CASR; or
    - (ii) the relevant sport aviation body has authorised the person to operate VHF radiocommunications equipment in accordance with its operations manual or, if the sport aviation body is an ASAO, its exposition; or
  - (b) in any other case — the person is authorised or qualified to transmit in the relevant frequency in accordance with regulation 91.625 of CASR.
- 9.5 A relevant aeroplane that is fitted with, or carries, automatic dependent surveillance-broadcast equipment, must comply with the requirements relating to the equipment in subsection 9B of CAO 20.18.
- 9.6 A relevant aeroplane that is fitted with, or carries, SSR transponder equipment, must comply with the requirements relating to the equipment in subsection 9BA, 9C and 9E of CAO 20.18.

### **9A Class A, B, C or D airspace and restricted areas**

- 9A.1 For the purposes of sub-subparagraph 9.1 (j) (ii), a person must not operate a relevant aeroplane in Class A, B, C or D airspace, or a restricted area unless the requirements of paragraphs 9A.2 and 9A.3 are met.
- 9A.2 For paragraph 9A.1, the requirements are:
  - (a) a certificate of airworthiness under regulation 21.176 of CASR is in force for the aeroplane, or would be in force were it not for the operation of paragraph 21.181 (4) (a) of CASR; or
  - (b) in the case of an ultralight aeroplane of a kind mentioned in subparagraph (e) (ii), (iii) or (vi) of the definition of **ultralight aeroplane** in paragraph 5.1:
    - (i) an SAB flight permit is in force for the aeroplane; and
    - (ii) CASA, an authorised person, or the relevant sport aviation body has imposed no conditions or limitations on the operation of the aeroplane that would prevent the flight; or
  - (c) in the case of any other aeroplane:
    - (i) an experimental certificate under regulation 21.195A of CASR is in force for the aeroplane, or would be in force were it not for the operation of subregulation 21.195B (4) of CASR; or
    - (ii) an SAB permit is in force for the aeroplane.
- 9A.3 For paragraph 9A.1, the requirements are:
  - (a) the aeroplane is fitted with a radio capable of two-way communication with air traffic control; and



- (b) if the controlled airspace in which the aeroplane is operating requires a transponder to be fitted to the aeroplane — the aeroplane is fitted with a transponder that is suitable for use in the airspace; and
- (c) the pilot in command holds a pilot licence with an aircraft category rating, the valid privileges of which include operating in controlled airspace and at a controlled aerodrome; and
- (d) the pilot in command has a valid flight review for the aircraft's class rating under Part 61 of CASR.

*Note 1* Regulation 91.285 of CASR additionally requires a person to hold an approval under regulation 91.045 of CASR to conduct a VFR flight in Class A airspace.

*Note 2* Certain ultralight aeroplanes operated by approved flight training schools may operate in Class D airspace in accordance with *CASA EX55/22 — Flight of Certain Ultralight Aeroplanes in Class D Airspace (Approved Flight Training Schools) Instrument 2022*.

## 10 Flight height and separation limitations

*Note* CASA may, by an approval under subsection 12, authorise a person to fly a relevant aeroplane otherwise than in accordance with a condition in this subsection.

- 10.1 For the purposes of subparagraph 9.1 (f), a relevant aeroplane may be flown at a height of less than 500 feet AGL if:
  - (a) the aeroplane is flying in the course of actually taking-off or landing; or
  - (b) the aeroplane is flying over land that is owned by, or under the control of, the pilot; or
  - (c) the owner or occupier (including the Crown) of land over which the aeroplane is flying, or an agent or employee of the owner or occupier, has given written permission for the flight to take place at such a height; or
  - (d) the aeroplane's pilot is engaged in low-flying flight training:
    - (i) over a flying training area approved in writing by the operator conducting the training as suitable for low-flying activity; and
    - (ii) the low-flying activity is conducted with the written permission of a person mentioned in subparagraph (c).
- 10.2 For the purposes of subparagraph 9.1 (f), except when taking-off or landing, a relevant aeroplane that is flown at a height of less than 500 feet AGL must be at a distance of at least 100 metres horizontally from:
  - (a) a public road (being a street, road, lane, thoroughfare or place open to, or used by, the public for passage of vehicles); or
  - (b) a person, other than a person associated with the operation of the aeroplane; or
  - (c) a dwelling, except with the written permission of the dwelling's occupier.
- 10.3 Despite paragraph 10.2, the relevant aeroplane may, during take-off or landing, maintain a horizontal distance from a road, person or dwelling mentioned in that paragraph that is less than 100 metres if the distance is:
  - (a) enough to avoid endangering any person or causing damage to any property; and
  - (b) as far as possible from the place or person, to carry out a safe take-off or landing.

*Note* See also regulation 91.055 of CASR which prohibits an aircraft from being operated in a manner that creates a hazard.

## **11 Conditions relating to aerobatic manoeuvres for type certificated lightweight aeroplanes**

*Note* CASA may, by an approval under subsection 12, authorise a person to fly a relevant aeroplane otherwise than in accordance with a condition in this subsection.

For the purposes of subparagraph 9.1 (d), aerobatic manoeuvres may be conducted in a type certificated lightweight aeroplane if the following conditions are satisfied:

- (a) the aeroplane must be certificated for spinning;
- (b) the flight manual for the aeroplane must permit spinning;
- (c) only spins and incipient spins are permitted, provided they are conducted:
  - (i) for the purposes of flying training; and
  - (ii) in accordance with the flight manual;
- (d) the pilot in command of the aeroplane must hold at least one of the following authorisations, as the case may require, issued by the relevant sport aviation body for the aeroplane:
  - (i) an authorisation for the pilot:
    - (A) to conduct flying training; and
    - (B) to conduct spins and incipient spins; and
    - (C) to demonstrate spins and incipient spins to the holder of a pilot certificate issued by a relevant sport aviation body;
  - (ii) an authorisation for the pilot:
    - (A) to conduct flying training; and
    - (B) to conduct spins and incipient spins; and
    - (C) to teach spin training to the holder of a flying instructor authorisation issued by a relevant sport aviation body (to enable the holder to obtain an authorisation to conduct spins and incipient spins); and
    - (D) to teach the demonstration of spin and incipient spins to the holder of a flying instructor authorisation issued by a relevant sport aviation body (to enable the holder to obtain an authorisation to demonstrate spins and incipient spins to the holder of a pilot certificate issued by a relevant sport aviation body).

## **12 Approval of flights**

12.1 CASA may, on application by a person who proposes to fly a relevant aeroplane otherwise than in accordance with a condition in subsection 8, 9, 10 or 11, approve the proposed flight.

12.2 The application must:

- (a) include details of the proposed flight and the flight conditions sought to be disapplied; and
- (b) be made at least 28 days before the proposed flight.

12.3 The approval must specify:

- (a) the conditions in subsection 8, 9, 10 or 11 that are not to apply in relation to the proposed flight; and
- (b) the conditions, if any, to which the approval is subject.

- 12.4 A person must not contravene an approval (or any conditions of an approval) granted under this subsection.

**13 Transitional provisions**

- 13.1 An approval or authorisation given by a sport aviation body under the repealed Order that was in force immediately before the commencement of this Order continues on and from the commencement of this Order as the corresponding approval or authorisation given by the sport aviation body under this Order and subject to the same terms and conditions.
- 13.2 An approval given, or determination made, by CASA under the repealed Order that was current or in force immediately before the commencement of this Order, continues on and from the commencement of this Order as the corresponding approval given, or determination made, by CASA under this Order and subject to the same terms and conditions.
- 13.3 In this subsection:

*repealed Order* means *Civil Aviation Order 95.55 (Exemption from provisions of the Civil Aviation Regulations 1988 — certain ultralight aeroplanes) Instrument 2021* (assigned the FRL number F2021L00073).

## Note to Civil Aviation Order 95.55 (Exemptions from CAR and CASR — Certain Light Sport Aircraft, Lightweight Aeroplanes and Ultralight Aeroplanes) Instrument 2021

The Civil Aviation Order (in force under regulations 11.160, 11.205 and 11.245 of the *Civil Aviation Safety Regulations 1998* and subregulations 5 (1) and 5 (1A) of the *Civil Aviation Regulations 1988* as shown in this compilation comprises *Civil Aviation Order 95.55 (Exemptions from CAR and CASR — Certain Light Sport Aircraft, Lightweight Aeroplanes and Ultralight Aeroplanes) Instrument 2021* amended as indicated in the Tables below.

### Table of Orders

Year and number	Date of registration on FRL	Date of commencement	Application, saving or transitional provisions
Civil Aviation Order 95.55 (Exemptions from CAR and CASR — Certain Light Sport Aircraft, Lightweight Aeroplanes and Ultralight Aeroplanes) Instrument 2021	1 December 2021 (F2021L01666)	2 December 2021 (para. 2.1)	See subs. 13 of CAO 95.55 Instrument 2021
Civil Aviation Order 95.55 Amendment Instrument 2022	30 June 2022 (F2022L00900)	1 July 2022 (subs. 2)	—
Civil Aviation Orders (CAO 95 Series) Amendment and Repeal Instrument 2023	6 January 2023 (F2023L00021)	7 January 2023 (subs. 2)	—
Civil Aviation Orders (CAO 95 Series) (Gyroplanes and Other Measures) Amendment Instrument 2023	1 December 2023 (F2023L01603)	2 December 2023 (subs. 2)	—
Civil Aviation Order 95.55 Amendment Instrument 2024 (No. 1)	1 March 2024 (F2024L00264)	2 March 2024 (subs. 2)	—

### Table of Amendments

ad. = added or inserted    am. = amended    rep. = repealed    rs. = repealed and substituted    underlined = not yet commenced

Provision affected	How affected
para. 2.1	rep. <i>Legislation Act 2003</i> , s. 48D
para. 2.3	rep. F2023L00021
subs. 2	rs. F2023L01603
subs. 3	rep. <i>Legislation Act 2003</i> , s. 48C
subs. 4	am. F2023L00021
subs. 5	am. F2022L00900, F2023L01603, F2024L00264
subs. 5A	am F2023L00021, F2023L01603
subs. 5B	rs. F2023L01603

## Civil Aviation Order 95.55

### Table of Amendments

ad. = added or inserted   am. = amended   rep. = repealed   rs. = repealed and substituted   underlined = not yet commenced

Provision affected	How affected
subs. 6	am. F2023L00021, F2023L01603
subs. 8	am. F2022L00900, F2023L00021 rs. F2023L01603 am. F2024L00264
subs. 8A	ad. F2022L00900 am. F2023L00021
subs. 9	am. F2022L00900, F2023L00021, F2023L01603
subs. 9A	ad. F2023L01603
subs. 13	am. F2023L01603