

Civil Aviation Amendment Order (No. R21) 2004

I, WILLIAM BRUCE BYRON, Director of Aviation Safety, on behalf of CASA, issue the following Civil Aviation Order under subregulation 229 (1) of the *Civil Aviation Regulations 1988*.

[Signed Bruce Byron]

Bruce Byron
Director of Aviation Safety and
Chief Executive Officer

2 December 2004

1 Name of Order

This Order is the Civil Aviation Amendment Order (No. R21) 2004.

2 Commencement

This Order commences on gazettal.

3 Replacement of section 20.22 of the Civil Aviation Orders

Section 20.22 of the Civil Aviation Orders is omitted and a new section substituted as set out in Schedule 1.

Schedule 1 Substitution of section 20.22 of the Civil Aviation Orders

SECTION 20.22

TAXIING OF AIRCRAFT BY PERSONS OTHER THAN LICENSED PILOTS

3 CERTIFICATE OF APPROVAL REQUIREMENTS

- 3.1 A Certificate of Approval may be issued for an applicant in the form set out in Appendix II of this Order.
- 3.2 When making an application for a Certificate of Approval the applicant shall furnish a Certificate of Competency to CASA. The Certificate of Competency shall be issued by an appropriate person, or a pilot approved for this purpose by CASA, when the person or approved pilot is satisfied that the applicant has received practical training and has displayed adequate knowledge and skill with regard to safety and the provisions of this Order. A sample Certificate of Competency is shown at Appendix I.
- 3.3 CASA may at any time suspend or cancel a Certificate of Approval for reasons of public safety or non-compliance with this Order.
- 3.4 In this subsection:
appropriate person means a person who holds:
(a) a flight instructor (aeroplane) rating of one of the following grades:
 (i) grade 1; or
 (ii) grade 2; and
(b) an aircraft endorsement for the type of aircraft involved.

4 TRAINING REQUIREMENTS

- 4.1 An applicant shall receive practical training in taxiing the type of aircraft concerned. This shall include all normal precautions associated with engine start and action in the event of engine fire after start from a person meeting the requirements of paragraph 3.2. Such training shall include all normal taxiing manoeuvres, taxiing in confined spaces and in conditions of crosswind and tailwind.
- 4.2 The applicant shall be orally examined by the flight instructor or approved person in accordance with Appendix III.

5 AIRCRAFT MOVEMENT

- 5.1 An aircraft which is required to be fitted with radio communications equipment and is operated at a controlled aerodrome shall not be taxied by an approved person unless he or she is, in addition, the holder of an Aircraft Radio Telephone Operator Certificate of Proficiency.
- 5.2 Before an aircraft is taxied by an approved person he or she shall ensure that Air Traffic Control is fully aware of his or her intention and shall conform to any instructions and signals given by Air Traffic Control.

APPENDIX I

**CERTIFICATE OF COMPETENCY AND APPLICATION ISSUED IN
PURSUANCE OF SECTION 22 OF THE CIVIL AVIATION ORDERS**

This is to certify that has completed
the relevant requirements of Civil Aviation Orders and I consider him/her competent
to taxi the
type(s) of aircraft.

Signed

Licence Class No.....

..... Date.....

APPENDIX II

**CERTIFICATE OF COMPETENCY AND APPLICATION ISSUED IN
PURSUANCE OF SECTION 20.22 OF THE CIVIL AVIATION
ORDERS**

This is to certify that is authorised to
taxi
the type(s) of aircraft.

Signed

Delegate of CASA

APPENDIX III

TAXIING OF AIRCRAFT — APPROVED PERSONS SYLLABUS OF EXAMINATION

1 Air Traffic Control requirements

- (a) Meanings of all light signals used for the control of aircraft on the movement area.
- (b) Significance of all aerodrome surface markings.
- (c) Rules of right of way between taxiing aircraft and aircraft taking off and landing.
- (d) Use and meaning of signals used to marshal and to park aircraft.

REFERENCES: Regulations 187 and 189 of the *Civil Aviation Regulations 1988*; section 20.3 of the Civil Aviation Orders.

2 Aircraft and engine systems

- (a) Braking System — normal and emergency management.
- (b) Nose or tailwheel steering system — normal management limitation.
- (c) Fuel system — layout and management — use of booster pumps. Any peculiarities of the system.
- (d) Engine handling procedures — Limiting temperatures and pressures cooling system.
- (e) Action in event of an engine fire after start.