



**Australian Government**  
**Civil Aviation Safety Authority**

**Civil Aviation Amendment Order (No. R22) 2004  
as amended**

made under regulations 5.11, 5.16 and 303 of the *Civil Aviation Regulations 1988*.

This compilation was prepared on 30 January 2015 taking into account amendments up to *Civil Aviation Order (Flight Crew Licensing) Repeal and Amendment Instrument 2014 (No. 1)*.

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**1 Name of Order**

This Order is the Civil Aviation Amendment Order (No. R22) 2004.

**2 Commencement**

This Order commences on gazettal.

**3 Replacement of section 29.2 of the Civil Aviation Orders**

Section 29.2 of the Civil Aviation Orders is omitted and a new section substituted as set out in Schedule 1.

**Schedule 1 Substitution of section 29.2 of the Civil Aviation Orders**

**Section 29.2**

**Air service operations — night flying training**

**1 Application**

This section applies to the conduct of night circuit operations in aircraft operated by an operator authorised to conduct flying training at night.

**2 Operating limitations**

**2.1 Aerodromes**

An aerodrome used for night flying training must be 1 of the following:

- (a) a military, certified or registered aerodrome that is suitable for night circuit operations;
- (b) a landing area which meets the general guidelines in CAAP 92-1 and has been approved for night flying training operations by CASA;
- (c) in the case of helicopters, an aerodrome or landing area described in (a) or (b) above, or a helicopter landing site which meets the guidelines in CAAP 92-2.

## **2.2 Airspace**

Unless otherwise approved by CASA, night circuits must not be conducted at a height less than 1 000 feet above aerodrome elevation. Operations must be conducted within a radius of 3 miles from the aerodrome reference point.

## **2.3 Weather Conditions**

Night circuit operations must not be conducted in weather conditions less than a ceiling of 1 500 feet and visibility of 5 kilometres.

## **3 Supervision of operations**

Night circuit operations must be conducted under the supervision of a flight instructor authorised by the operator to supervise the night flying training.

## **4 Aerodrome lighting and ground facilities**

### **4.1 Lighting**

The operator must ensure lighting is provided for the duration of the operations in accordance with the following:

- (a) for aeroplanes — lighting as described in:
  - (i) for military, certified or registered aerodromes — CAAP 92-1(1); or
  - (ii) for other landing areas — CAAP 92A-1(0);
- (b) for helicopters — lighting as described in subparagraph (a) or which meets the guidelines in CAAP 92-2.

### **4.2 Ground Facilities**

The operator must ensure that the following ground facilities are provided:

- (a) either:
  - (i) a suitable standby power supply for fixed electric runway or HLS lighting; or
  - (ii) portable runway or HLS lighting that is available for use in the event of a runway or HLS lighting power failure;
- (b) a suitable means of indicating the wind velocity to aircraft on the manoeuvring area and aircraft in flight.

## **5 Aircraft equipment**

The operator must ensure that aircraft are fitted with:

- (a) serviceable instrumentation and lighting as mentioned in Civil Aviation Order 20.18 for night V.M.C. aerial work and private operations; and
- (b) serviceable radio communication equipment.

## Notes to Civil Aviation Order 29.2

### Note 1

The Civil Aviation Order (in force under the *Civil Aviation Regulations 1988*) as shown in this compilation comprises Civil Aviation Order 29.2 amended as indicated in the Tables below.

#### Table of Orders

Year and number	Date of notification in <i>Gazette</i> / registration on FRLI	Date of commencement	Application, saving or transitional provisions
CAO 2004 No. R22	8 December 2004 (F2005B00820)	8 December 2004 (s. 2)	
CAO (Flight Crew Licensing) Repeal and Amendment Instrument 2014 (No. 1)	FRLI 29 August 2014 (F2014L01177)	1 September 2014 (s. 2)	Sections 3 and 31 (Table A)

#### Table of Amendments

ad. = added or inserted   am. = amended   rep. = repealed   rs. = repealed and substituted

Provision affected	How affected
s. 29.2	rs. CAO 2004 No. R22
subs. 1	rs. F2014L01177
subs. 2	am. F2014L01177
subs. 3	rs. F2014L01177
subs. 4	rs. F2014L01177
subs. 5	rs. F2014L01177
subs. 6	rep. F2014L01177
Appendix I	rep. F2014L01177
Appendix II	rep. F2014L01177

#### Table A      Application, saving or transitional provisions

*Sections 3 and 31 of Civil Aviation Order (Flight Crew Licensing) Repeal and Amendment Instrument 2014 (No. 1) read as follows:*

### 3      Definitions

(1) In this instrument:

***continued authorisation*** has the meaning given by regulation 202.261 of the *Civil Aviation Safety Regulations 1998 (CASR 1998)*.

***new authorisation*** has the meaning given by regulation 202.261 of CASR 1998.

- (2) A reference in this instrument to a Civil Aviation Order identified by a specified number is taken to include a reference to the section of the Civil Aviation Orders with that number.

*Note* Some existing legislative instruments are referred to as a Civil Aviation Order followed by a number. Other instruments are referred to as a section of the Civil Aviation Orders. For consistency, in this instrument, all such instruments are referred to as a Civil Aviation Order followed by a number. For example, a reference to Civil Aviation Order 40.2.2 is taken to include a reference to section 40.2.2 of the Civil Aviation Orders.

**31 Transitional — application of Civil Aviation Orders**

The Civil Aviation Orders apply to a continued authorisation as if it were the equivalent new authorisation.