

PART 200 Aircraft to which CASR do not apply

Note This Part is made up as follows:

Subpart 200.B Exemption from Regulations

- 200.001 Hang gliders
- 200.002 Privately built single-place ultralight aeroplanes
- 200.003 Gyroplanes having an empty weight not in excess of 250 kilograms
- 200.004 Two-place gyroplanes and single-place gyroplanes certificated as light sport aircraft
- 200.005 Tethered balloons, kites, parasails and gyrogliders
- 200.006 Unmanned free balloons
- 200.008 Defence Force aircraft operated by civilian flight crew
- 200.009 Untethered model aircraft flown out of doors
- 200.010 Military aircraft undergoing production or acceptance flight testing
- 200.013 Weight-shift-controlled aeroplanes and powered parachutes
- 200.014 Certain ultralight aeroplanes

Subpart 200.C Authorisation to fly

- 200.020 Authorised flight without certificate of airworthiness

Subpart 200.B Exemption from Regulations

200.001 Hang gliders

- (1) A hang glider used:
 - (a) solely in private operations and only for recreational purposes; or
 - (b) for flying training for the issue of a pilot certificate;is exempt from CASR if the conditions in subsection 95.8 (4) of the Civil Aviation Orders, as in force from time to time, are complied with.

- (2) In this regulation:

empty weight, for a hang glider, means the weight of the hang glider in its airborne configuration, including all fittings and equipment but excluding recovery or personnel parachutes.

hang glider means a glider, or a powered paraglider, with an empty weight not over 70 kilograms.

powered paraglider means an aircraft without rigid wings that:

- (a) is launched by its pilot's feet; and
- (b) is powered by a power unit worn on its pilot's back.

200.002 Privately built single-place ultralight aeroplanes

- (1) This regulation applies to a privately built single-place aeroplane if it:
 - (a) is registered with the RAA; and
 - (b) has a take-off weight not over 300 kilograms; and

- (c) for an aeroplane that first became registered with the RAA on or after 1 March 1990:
 - (i) has a wing loading not over 30 kilograms per square metre at maximum all-up weight; and
 - (ii) if it is owned by a person who is not its builder — has been certificated by the RAA as meeting the requirements set out in the RAA Technical Manual.
- (2) The aeroplane is exempt from CASR if the conditions in section 95.10 of the Civil Aviation Orders, as in force from time to time, are complied with.
- (3) In this regulation:

RAA means Recreational Aviation Australia Inc.

RAA Technical Manual means the manual prepared by RAA and approved by CASA, as in force from time to time, that contains:

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

take-off weight, for an aeroplane, means the aeroplane's total weight when it starts to taxi before taking-off, including the weight of the pilot and of fuel, oil, recovery and personnel parachutes, flotation equipment, items of optional equipment, tools and baggage.

200.003 Gyroplanes having an empty weight not in excess of 250 kilograms

An aircraft to which Civil Aviation Order 95.12, as in force from time to time, applies is exempt from CASR if the conditions in that Order are satisfied.

200.004 Two-place gyroplanes and single-place gyroplanes certificated as light sport aircraft

An aircraft to which Civil Aviation Order 95.12.1, as in force from time to time, applies is exempt from CASR if the conditions in that Order are satisfied.

200.005 Parasails and gyrogliders

- (1) A parasail or gyroglider is exempt from CASR if the conditions in subsection 95.14 (4) of the Civil Aviation Orders, as in force from time to time, are complied with.
- (2) In this regulation:

gyroglider means a non-power-driven heavier-than-air aircraft supported in flight by the reaction of the air on 1 or more rotors that rotate freely on substantially vertical axes.

parasail means a parachute tethered to a point or vehicle on the ground or to a watercraft and deriving lift chiefly from aerodynamic reactions on flexible surfaces remaining fixed under given conditions of flight.

200.006 (omitted by SR 2001 No. 349)

200.007 (omitted by SR 2000 No. 7)

200.008 Defence Force aircraft operated by civilian flight crew

- (1) This regulation applies to a Defence Force aircraft that is being flown and operated by persons, other than members of the Defence Force, who hold commercial or higher category licences, and that is engaged in:
 - (a) flight testing; or
 - (b) search and rescue; or
 - (c) support of aircraft development and flight test programs; or
 - (d) any other activity authorised by the Defence Force.
- (2) The aircraft is exempt from CASR if the conditions in subsection 95.20 (4) of the Civil Aviation Orders, as in force from time to time, are complied with.
- (3) In this regulation:

flight testing, of an aircraft, means flying performed on behalf of the contractor or Defence Force to establish that the aircraft meets all the requirements of the contractor or Defence Force after manufacture or major servicing and inspection.

200.009 (omitted by SR 2001 No. 349)

200.010 Military aircraft undergoing production or acceptance flight testing

- (1) A military aircraft that is undergoing production flight testing or acceptance flight testing is exempt from CAR, and from CASR (other than this regulation), if the conditions (if any) set out in the relevant section of Part 95 of the Civil Aviation Orders (as in force from time to time) are complied with.
- (2) In this regulation:

acceptance flight testing of a military aircraft means flight testing on behalf of the Defence Force to find out whether the aircraft meets the Force's requirements.

production flight testing of a military aircraft means flight testing on behalf of a contractor to find out whether the aircraft meets the contractor's requirements.

relevant section of Part 95 of the Civil Aviation Orders, in relation to a military aircraft of a particular type, means the section of that Part that applies to aircraft of that type.

200.011 (omitted by SR 2000 No. 7)

200.012 (omitted by SR 2000 No. 7)

200.013 Weight-shift-controlled aeroplanes and powered parachutes

An aeroplane to which Civil Aviation Order 95.32, as in force from time to time, applies is exempt from CASR if the conditions in that Order are satisfied.

200.014 Certain ultralight aeroplanes

An aeroplane to which Civil Aviation Order 95.55, as in force from time to time, applies is exempt from CASR if the conditions in that Order are satisfied.

Subpart 200.C Authorisation to fly

200.020 Authorised flight without certificate of airworthiness

For paragraph 20AA (3) (b) of the Act, an Australian aircraft that is exempt from CASR is authorised to fly without a certificate of airworthiness.