

Explanatory Statement

Civil Aviation Regulations 1988

Civil Aviation Safety Regulations 1998

Civil Aviation Order 95.32 (Exemptions from CAR and CASR — Powered Parachutes and Weight-shift-controlled Aeroplanes) Instrument 2024

Purpose

The purpose of *Civil Aviation Order 95.32 (Exemptions from CAR and CASR — Powered Parachutes and Weight-shift-controlled Aeroplanes) Instrument 2024* (the **instrument**) is to reissue *Civil Aviation Order 95.32 (Exemptions from CAR and CASR — Powered Parachutes and Weight-shift-controlled Aeroplanes) Instrument 2021* (the **previous CAO**), which will be repealed on 1 December 2024. The instrument continues to exempt operators of powered parachutes and weight-shift-controlled aeroplanes from provisions of the *Civil Aviation Safety Regulations 1998 (CASR)* and the *Civil Aviation Regulations 1988 (CAR)* following the commencement, on 2 December 2021, of the following legislation:

- the *Civil Aviation Safety Amendment (Part 91) Regulations 2018*
- the *Civil Aviation Legislation Amendment (Parts 103, 105 and 131) Regulations 2019*
- the *Civil Aviation Legislation Amendment (Flight Operations—Consequential Amendments and Transitional Provisions) Regulations 2021*.

The instrument is required because the *Part 103 Manual of Standards* (the **Part 103 MOS**), that was originally intended to accompany new Part 103 of CASR, will not commence as anticipated when the previous CAO is repealed on 1 December 2024. Reissuing the previous CAO will enable continuity for operators of such aircraft, whilst creating a bridge to the new flight rules under Part 91 of CASR and, eventually, to the new rules for sport and recreation aircraft under Part 103 of CASR. The instrument continues the operation of the exemptions in the previous CAO on an interim basis, from 2 December 2024 to the end of 1 December 2027. It is expected that, before the exemptions cease to apply, the Part 103 MOS will be made and commenced, and appropriate substantive amendments will be made to CASR to achieve the same policy objectives as the exemptions.

The instrument reissues the previous CAO in substantially the same form, with changes only relating to the commencement and repeal of the instrument, and the updating of the transitional arrangements due to the repeal of the previous CAO. The instrument retains the same numbering to the extent possible to assist industry stakeholders so they need not update related documentation solely due to changed Civil Aviation Order (**CAO**) numbering. The Civil Aviation Safety Authority (**CASA**) would also not have to update its related guidance material for the same reason.

Legislation

Subsection 20AB(1) of the *Civil Aviation Act 1988* (the **Act**) provides that a person must not perform any duty that is essential to the operation of an Australian aircraft during flight time unless the person is authorised to do so under a civil aviation authorisation or is authorised by or under the regulations to perform that duty without the civil aviation authorisation.

For paragraph 20AB(1)(a) of the Act, a person is taken to hold a civil aviation authorisation that is in force and authorises the person to perform a duty that is essential to the operation of an aircraft encompassed by this instrument during flight time if:

- (a) the person holds a pilot certificate granted by a sport aviation body that administers aviation activities in the aircraft; and
- (b) the person operates the aircraft in accordance with the sport aviation body's operations manual and the instrument.

Exemptions

Section 98 of the Act empowers the Governor-General to make regulations for the Act and in the interests of the safety of air navigation. Relevantly, the Governor-General has made CASR and CAR.

Subpart 11.F of CASR provides for the granting of exemptions from provisions of the regulations. Subregulation 11.160(1) of CASR provides that, for subsection 98(5A) of the Act, CASA may grant an exemption from compliance with a provision of the regulations.

Under subregulation 11.160(2) of CASR, an exemption may be granted to a person or a class of persons, and may specify the class by reference to membership of a specified body or any other characteristic.

Under subregulation 11.160(3) of CASR, an exemption may be granted on application by a person or on CASA's own initiative.

Under subregulation 11.175(4) of CASR, in deciding whether to reissue an exemption, CASA must regard as paramount the preservation of at least an acceptable level of aviation safety. CASA has regard to the same test when deciding whether to reissue an exemption on its own initiative.

Regulation 11.205 provides that CASA may impose conditions on an exemption if necessary in the interests of the safety of air navigation. Under regulation 11.210, it is a strict liability offence not to comply with the obligations imposed by a condition.

Regulation 11.225 of CASR requires an exemption to be published on the internet. Under subregulation 11.230(1), the maximum duration of an exemption is 3 years.

CAR

Under regulation 5 of CAR, if CASA is empowered or required under the regulations to issue a direction, instruction or notification, or give a permission, approval or authority, it may, unless the contrary intention appears in the regulation conferring the power or function or imposing the obligation or duty, issue the direction, instruction or notification, or give the permission, approval or authority, in a CAO.

Incorporation of documents by reference

Under subsection 14(1) of the *Legislation Act 2003* (the **LA**), a legislative instrument may make provision in relation to matters by applying, adopting or incorporating provisions of an Act or disallowable legislative instrument as in force at a particular time or as in force from time to time. A legislative instrument may also make provision in relation to matters by

applying, adopting or incorporating any matter contained in any other instrument or writing as in force at, or before, the time the legislative instrument commences.

Under subsection 14(2) of the LA, unless the contrary intention appears, the legislative instrument may not make provision in relation to a matter by applying, adopting or incorporating any matter contained in an instrument or other writing as in force or existing from time to time. However, subsection 98(5D) of the Act provides that, despite section 14 of the LA, a legislative instrument made under the Act or the regulations may apply, adopt or incorporate any matter contained in any instrument or other writing as in force or existing from time to time, even if the other instrument or writing does not yet exist when the legislative instrument is made.

Background

Part 103 of CASR was made on 12 December 2019 and commenced on 2 December 2021. Part 103 of CASR sets out the operating rules for a wide range of non-registered aircraft — referred to as Part 103 aircraft (regulation 103.005 of CASR), including:

- sailplanes
- powered parachutes
- gyroplanes
- gyrogliders
- hang gliders and powered hang gliders
- paragliders and powered paragliders
- rotorcraft that are prescribed in the Part 103 MOS
- weight-shift-controlled aeroplanes that are prescribed in the Part 103 MOS
- any other aeroplane that is prescribed in the Part 103 MOS — these include very light aeroplanes, covered by a range of certification criteria.

The purpose of Part 103 of CASR is to provide regulations for the operation of sport and recreational aircraft administered by an approved self-administering organisation (*ASAO*) under Part 149. A Part 149 ASAO certificate would list functions the organisation administers such as personnel authorisations, training, aircraft airworthiness authorisations and systems, oversight, education, enforcement.

Before 2 December 2021, these aircraft were operated according to a suite of exemptions in the 95 series of the CAOs. Broadly speaking, pilots were allowed to operate the aircraft outside of the generally applied operating rules — in CARs, as long as they comply with the operations manual of the specified sport aviation body of the conditions of the CAOs.

Part 103 of CASR provides the operating rules for these aircraft in a similar way, although the link to the sport aviation body is replaced by a link to Part 149 where the responsibility for administering the operations is held by the holder of a Part 149 ASAO certificate.

Regulation 103.015 makes provision for CASA to make a manual of standards for various matters referred to in the regulations — for example, the kinds of aeroplanes referred to above.

In consultation with an established industry working group, CASA has opted to defer the making of the Part 103 MOS to allow further development. Therefore, to ensure operations of

powered parachutes and weight-shift-controlled aeroplanes can continue after 2 December 2021, the previous CAO was made.

This instrument continues the substance of regulatory exemptions from CAR and CASR applying under the previous CAO. Industry and operators should not experience any disruption to operations as a result of this instrument.

Overview of instrument

The instrument enables the continuation of exemptions for operators of powered parachutes and weight-shift-controlled aeroplanes from certain requirements of CAR and CASR.

The instrument reissues the previous CAO in substantially the same form as the previous CAO. The commencement of Part 91 of CASR (on 2 December 2021) repealed certain provisions of CAR that impact the operations of powered parachutes and weight-shift-controlled aeroplanes. Therefore, provisions to maintain the operating environment have been drafted into the Part 103 MOS. However, because the making and commencement of the Part 103 MOS has been deferred, the previous CAO is being reissued.

The intent of the instrument is to maintain the operating environment for powered parachutes and weight-shift-controlled aeroplanes that existed immediately before 2 December 2021, until the Part 103 MOS is made and commenced.

Documents incorporated by reference

In accordance with paragraph 15J(2)(c) of the LA, the following table contains a description of the documents incorporated by reference into the legislative instrument, the organisation responsible for each document and how they may be obtained. The table also states how the document is incorporated.

Document	Description	Manner of incorporation	Source
CAP 482: British Civil Airworthiness Requirements – Section S – Small Light Aeroplanes	CAP 482 comprises of the minimum requirements and constitutes the basis for the issue of permits to fly for small light aeroplanes. Incorporated for the purpose of defining an aircraft to which the instrument applies.	As existing from time to time. Subsection 98(5D) of the Act authorises the incorporation of this document into the instrument as existing from time to time.	This document is available for free on the website of the UK Civil Aviation Authority: www.caa.co.uk .

Document	Description	Manner of incorporation	Source
Civil Aviation Advisory Publication 149 RAAO registered aircraft acceptable to CASA for the aerotowing of other aircraft	<p>Provides the list of aircraft types listed with a sport aviation body or Approved Self-administering Aviation Organisation that are acceptable for towing other aircraft.</p> <p>Incorporated for the purpose of prescribing aircraft that can be used to tow another aircraft.</p>	<p>As existing from time to time.</p> <p>Subsection 98(5D) of the Act authorises the incorporation of this document into the instrument as existing from time to time.</p>	<p>The document is available for free on the CASA website (www.casa.gov.au).</p>
<i>Civil Aviation Regulations 1988</i>	<p>Various provisions of the instrument call up provisions in the <i>Civil Aviation Regulations 1988</i>.</p>	<p>As in force or existing from time to time.</p> <p>Paragraph 14(1)(a) of the <i>Legislation Act 2003</i> authorises the incorporation of this instrument as in force from time to time.</p>	<p>This document is available for free on the Federal Register of Legislation.</p>
<i>Civil Aviation Safety Regulations 1988</i>	<p>Various provisions of the instrument call up provisions in the <i>Civil Aviation Safety Regulations 1988</i>.</p>	<p>As in force or existing from time to time.</p> <p>Paragraph 14(1)(a) of the <i>Legislation Act 2003</i> authorises the incorporation of this instrument as in force from time to time.</p>	<p>This document is available for free on the Federal Register of Legislation.</p>

Document	Description	Manner of incorporation	Source
<i>Determination of Airspace and Controlled Aerodromes, Etc. (Designated Airspace Handbook) Instrument</i>	<p>This instrument determines relevant volumes of airspace as flight information regions and areas, as classifications of airspace, and as control zones, and determines relevant controlled aerodromes.</p> <p>It is a legislative instrument that is revised and reissued by CASA approximately every 6 months.</p> <p>Incorporated for the purpose of avoiding doubt about references made to a class of airspace.</p>	<p>As in force from time to time.</p> <p>Paragraph 14(1)(a) of the <i>Legislation Act 2003</i> authorises the incorporation of this instrument as in force from time to time.</p>	<p>This document is available for free on the Federal Register of Legislation.</p>
Exposition, of an ASAO	<p>Exposition, for an ASAO, means:</p> <p>(a) the set of documents approved by CASA under regulation 149.080 in relation to the ASAO; or</p> <p>(b) if the set of documents is changed under regulation 149.115 or 149.120, or in accordance with the process mentioned in paragraph 149.340(i) — the set of documents as changed.</p> <p>Various provisions of the instrument call up an exposition.</p>	<p>As existing from time to time.</p> <p>Subsection 98(5D) of the Act authorises the incorporation of this document into the instrument as existing from time to time.</p>	<p>The relevant exposition is available to members of the relevant ASAO.</p>

Document	Description	Manner of incorporation	Source
Operations manual (of a sport aviation body)	The set of documents approved by CASA or if the set of documents is changed the set of documents as changed. Various provisions of the instrument call up an exposition.	As existing from time to time. Subsection 98(5D) of the Act authorises the incorporation of this document into the instrument as existing from time to time.	The relevant exposition is available to members of the relevant sport aviation body.
<i>Part 91 Manual of Standards</i>	The Part 91 Manual of Standards (the Part 91 MOS) prescribes matters relating to general operating and flight rules permitted under Part 91 to be prescribed in the MOS. Various provisions of the instrument call up provisions in the Part 91 MOS.	As in force from time to time. Paragraph 14(1)(a) of the <i>Legislation Act 2003</i> authorises the incorporation of this instrument as in force from time to time.	This document is available for free on the Federal Register of Legislation.
<i>Part 149 Manual of Standards</i>	The Part 149 Manual of Standards (the Part 149 MOS) prescribes matters relating to Approved Self-administering Aviation Organisations. The definition of <i>listed</i> calls up section 14 of the Part 149 MOS.	As in force from time to time. Paragraph 14(1)(a) of the <i>Legislation Act 2003</i> authorises the incorporation of this instrument as in force from time to time.	This document is available for free on the Federal Register of Legislation.
Technical manual (of a sport aviation body)	The set of documents approved by CASA or if the set of documents is changed the set of documents as changed. Various provisions of the instrument call up an exposition.	As existing from time to time. Subsection 98(5D) of the Act authorises the incorporation of this document into the instrument as existing from time to time.	The relevant exposition is available to members of the relevant sport aviation body.

The exposition of an ASAO, and operations manual or technical manual of a sport aviation body (**SAB**), are available to operators and pilots who are members of the applicable ASAO or the SAB. CASA has incorporated the documents in the instrument because aviation safety requires the use of the information and data in the documents by aircraft operators and pilots. ASAOs and SABs administer a wide variety of aircraft types and operations, and to make

legislation addressing all the relevant operation and technical aspects would result in lengthy and complex legislation.

Content of instrument

Subsection 1 sets out the name of the instrument: *Civil Aviation Order 95.32 (Exemptions from CAR and CASR — Powered Parachutes and Weight-shift-controlled Aeroplanes) Instrument 2024*.

Subsection 2 provides that the instrument commences on 2 December 2024.

Subsection 3 provides that the instrument is repealed at the end of 1 December 2027.

Subsection 4 provides that the Order applies to a single-place or two-place powered parachute or a single-place or two-place weight-shift-controlled aeroplane if:

- (a) it is listed with a sport aviation body; and
- (b) it is a kind of aircraft described in item 1, 2, 3 or 4 of Table 1.

The Order does not apply to an aircraft to which *Civil Aviation Order 95.10* applies.

Subsection 5 provides for definitions of terms used in the instrument, which are the same as the terms used in the previous CAO, including definitions to align with the Part 91 MOS, and *NAA, relevant sport aviation body, single-place aircraft* and *two-place aircraft*.

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

The only change to subsection 5 from the previous Order is the removal of the definition of *emergency ELT* and the insertion of a definition of *automatic ELT*, in order to align with definition of *automatic ELT* as set out in the Part 91 MOS.

Subsection 5A provides the definition for a *SAB flight permit*. This is a definition to provide clarity in relation to aircraft not holding a certificate of airworthiness and relates to which aircraft are permitted to fly over populous areas. This provision does not change existing requirements for flights other than those taking place over a populous area. Paragraph 5A.2 provides that a SAB flight permit is taken to be in force for a relevant aircraft if it is listed with a sport aviation body on 1 December 2023, and at the date of the deeming is still listed with the same sport aviation body. Paragraph 5A.3 is a carve-out that has the effect that a relevant aircraft that has a certificate of airworthiness that is in force, or would be in force were it not for the operation of either paragraph 21.181(4)(a) or subregulation 21.195B(4) of CASR, is not deemed to have an SAB flight permit.

Subsection 5B provides that the relevant aircraft is not required to be issued with a certificate of airworthiness if paragraph 5B.2 applies to the aircraft. Paragraph 5B.2 applies to an aircraft if:

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

Subsection 5C provides that a person performing a duty that is essential to the operation of a relevant aircraft during flight time is authorised to do so without a civil aviation authorisation mentioned in paragraph 20AB(1)(a) of the Act. This is a provision to ensure pilots of aircraft that were previously encompassed by Subpart 200.B of CASR (which was repealed on 1 December 2021) remain authorised to fly without being licensed by CASA.

Subsection 6 states the persons to whom the exemptions are granted by CASA under the instrument and sets out which provisions of CASR are the *general CASR exempted provisions*. The exemptions include an exemption to 91.190 to permit the dropping of tow ropes and tow cables. The exemptions are the same in purpose as they were in the previous CAO and consistent with the previous CAO. The exemptions are subject to compliance with the conditions in the Order.

Subsection 7 sets out the general conditions that apply in relation to relevant aircraft. These include that the aircraft must not be used in aerial application operations and must not be used other than for the carriage, without charge, of persons or goods or the private conduct of aerial inspections of stock, fencing or farm or pastoral equipment or, in the case of commercially-manufactured two-place aircraft, flying training to enable a person to obtain a pilot certificate from a sport aviation body. There are also restrictions on operating the aircraft as pilot in command and the use of the aircraft for flying training may only be done as permitted by subsection 8A. Operation of the aircraft must be in accordance with the relevant sport aviation body's operations manual and technical manual. Maintenance on aircraft must be performed by suitably qualified persons in accordance with the relevant sport aviation body's technical manual. The subsection is in substantially the same form as it was in the previous CAO.

Subsection 8 sets out the flight conditions, which are the same as those in the previous CAO, and align with Part 103 of CASR and the Part 103 MOS. The conditions include flight height, location and airspace restrictions, requirements to fly only in VMC, during daylight hours and not in acrobatic flight or over a populous area or public gathering (subject to certain requirements), not to use radiotelephone equipment (subject to certain qualifications), restrictions on the towing of aircraft and a requirement to carry certain emergency location transmitters when flying a two-place aircraft beyond a radius of 50 nautical miles of a departure location. Paragraph 8.9 provides that certain approvals are not required for certain flights in a relevant aircraft (as defined in the instrument) for which an SAB flight permit is in force.

Subsection 8A sets out flying training requirements, including provision that the requirement that an aircraft must have a certificate of airworthiness in force is met if a certificate of airworthiness would be in force were it not for the operation of paragraph 21.181(4)(a) or subregulation 21.195B(4) of CASR. This affects the aircraft described in items 2 and 5 of Table 8A.

Subsection 8B sets out requirements for flying in Class A, B, C or D airspace and restricted areas.

Subsection 9 sets out qualifications on the conditions under paragraphs 8.1E and 8.1F for weight-shift-controlled aeroplanes flying lower than 500 feet above ground level or powered parachutes flying lower than 300 feet above ground level and for such aircraft flying at 5 000 feet or higher above mean sea level.

The conditions in subsection 8 and their qualification in subsection 9 are, with the exception of the changes identified above for subsection 8, in substantially the same form as in the previous CAO.

Subsection 10 provides for an approval process for persons wishing to fly a relevant aircraft otherwise than in accordance with the Order. The subsection is in the same form as in the previous CAO. There are no express fetters on the discretionary power. Applications for approvals will be determined on a case-by-case basis by reference to safety considerations. There may be a range of reasons for an application under this subsection and it would not be practical or necessary for the instrument or Explanatory Statement to specify the factors that the decision-maker should consider in exercising the discretion. General principles of administrative law would restrict the decision-maker to decisions that are reasonable and have regard to relevant considerations. Delegates are specified in a CASA delegation instrument which is reissued from time to time to reflect organisational changes.

An approval under this provision constitutes an *authorisation* within the meaning of regulation 11.015 of CASR. Item 1 of Table 201.004 of CASR (see subregulation 201.004(2) of CASR) deems an adverse decision on an authorisation to constitute a reviewable decision on its merits by the Administrative Review Tribunal (*ART*). CASA will include in any such decisions an ART merits review notice.

Subsection 11 sets out the transitional provisions for the instrument and continues certificates, approvals and authorisations given by a sport aviation body, and approvals given by CASA under subsections 10 and 11 of the previous CAO. New paragraph 11.3 is included to clarify that certificates, approvals and authorisations that were continued under the previous CAO will continue under the instrument.

Legislation Act 2003

Paragraph 98(5AA)(b) of the Act provides that an instrument issued under paragraph 98(5A)(a) is a legislative instrument if the instrument is expressed to apply in relation to a class of aircraft. The instrument states that it applies to relevant aircraft. Additionally, paragraph 98(5AA)(a) of the Act provides that an instrument issued under paragraph 98(5A)(a) is a legislative instrument if the instrument is expressed to apply in relation to a class of persons. The instrument exempts classes of persons from obligations relating to relevant aircraft under specified provisions of CAR and CASR.

The instrument is, therefore, a legislative instrument, and is subject to tabling and disallowance in the Parliament under sections 38 and 42 of the LA.

Sunsetting

As the instrument relates to aviation safety and is made under the CAR and CASR, Part 4 of Chapter 3 of the LA (the *sunsetting provisions*) does not apply to the instrument (item 15 of the table in section 12 of the *Legislation (Exemptions and Other Matters) Regulation 2015*). However, this instrument will be repealed at the end of 1 December 2027, which will occur before the sunsetting provisions would have repealed the instrument if they had applied. Any

renewal of the instrument will be subject to tabling and disallowance in the Parliament under sections 38 and 42 of the LA. Therefore, the exemption from sunseting does not affect parliamentary oversight of this instrument.

Consultation

The instrument is a remake of the previous CAO with only minor or machinery changes and affects the operation of single-place or two-place powered parachute or weight-shift-controlled aeroplane listed with a sport aviation body — the Sports Aviation Federation of Australia (*SAFA*) or Recreational Aviation Australia (*RAAus*). Both the SAFA and RAAus are represented in the industry Technical Working Group (*TWG*) and were present at the meeting of TWG members where the deferral of the making of the Part 103 MOS, and this subsequent legislative solution, was discussed. In these circumstances, CASA is satisfied that no further consultation is appropriate or reasonably practicable for the instrument for section 17 of the LA.

Sector risk, economic and cost impact

Subsection 9A(1) of the Act states that, in exercising its powers and performing its functions, CASA must regard the safety of air navigation as the most important consideration. Subsection 9A(3) of the Act states that, subject to subsection (1), in developing and promulgating aviation safety standards under paragraph 9(1)(c), CASA must:

- (a) consider the economic and cost impact on individuals, businesses and the community of the standards; and
- (b) take into account the differing risks associated with different industry sectors.

The cost impact of a standard refers to the direct cost (in the sense of price or expense) which a standard would cause individuals, businesses and the community to incur. The economic impact of a standard refers to the impact a standard would have on the production, distribution and use of wealth across the economy, at the level of the individual, relevant businesses in the aviation sector, and the community more broadly. The economic impact of a standard could also include the general financial impact of that standard on different industry sectors.

As the instrument replaces an expiring instrument with the same (or largely the same) provisions and conditions, there will be no change of economic or cost impact on individuals, businesses or the community.

Impact on categories of operations

The instrument is likely to have a beneficial effect on operators of certain powered parachutes and weight-shift-controlled aeroplanes by ensuring continuity for operators.

Impact on regional and remote communities

The instrument is not likely to have a specific impact on operators in regional or remote communities in Australia. The exemptions, when initially made, likely had a generalised beneficial effect on regional, remote and urban communities.

There are no identified rural, remote or regional impacts that differ in any really material way from the general economic and cost impacts, or sector risks described above.

Office of Impact Analysis (OIA)

An Impact Analysis (*IA*) is not required in this case, as the exemptions in the instrument are covered by a standing agreement between CASA and OIA under which an IA is not required for exemptions (OIA id: OIA23-06252).

Statement of Compatibility with Human Rights

The Statement of Compatibility with Human Rights at Attachment 1 has been prepared in accordance with Part 3 of the *Human Rights (Parliamentary Scrutiny) Act 2011*.

Making and commencement

The instrument has been made by a delegate of CASA relying on the power of delegation under subregulation 11.260(1) of CASR.

The instrument commences on 2 December 2024 and is repealed at the end of 1 December 2027.

Statement of Compatibility with Human Rights

*Prepared in accordance with Part 3 of the
Human Rights (Parliamentary Scrutiny) Act 2011*

Civil Aviation Order 95.32 (Exemption from CAR and CASR — Powered Parachutes and Weight-shift-controlled Aeroplanes) Instrument 2024

This legislative instrument is compatible with the human rights and freedoms recognised or declared in the international instruments listed in section 3 of the *Human Rights (Parliamentary Scrutiny) Act 2011*.

Overview of the legislative instrument

The purpose of *Civil Aviation Order 95.32 (Exemptions from CAR and CASR — Powered Parachutes and Weight-shift-controlled Aeroplanes) Instrument 2024* (the **instrument**) is to reissue *Civil Aviation Order 95.32 (Exemptions from CAR and CASR — Powered Parachutes and Weight-shift-controlled Aeroplanes) Instrument 2021* (the **previous CAO**).

The instrument enables the continuation of exemptions for operators of certain powered parachutes and weight-shift-controlled aeroplanes from certain requirements of the *Civil Aviation Regulations 1988 (CAR)* and enables the introduction of exemptions for those operators from certain requirements of the *Civil Aviation Safety Regulations 1998 (CASR)*.

The instrument reissues the previous CAO in substantially the same form, including the non-sequential numbering of the subsections as a result of amendments to the previous CAO. The commencement of Part 91 of CASR (on 2 December 2021) repealed certain provisions of CAR that impact the operations of powered parachutes and weight-shift-controlled aeroplanes. Therefore, provisions to maintain the operating environment have been drafted into the *Part 103 Manual of Standards* (the **Part 103 MOS**). However, because the making of the Part 103 has been deferred, the previous CAO is being reissued.

The intent of the instrument is to maintain the operating environment for powered parachutes and weight-shift-controlled aeroplanes that existed immediately before 2 December 2021, until the Part 103 MOS is made and commenced.

Human rights implications

This legislative instrument does not engage any of the applicable rights or freedoms.

Conclusion

This legislative instrument is compatible with human rights as it does not raise any human rights issues.

Civil Aviation Safety Authority