

CPL AIR LAW

It must be remembered that in the Commercial Pilot Licence examination all of the content of both RPL and PPL air law will be examined again. In fact a large proportion of the questions on air law will be on the topics already covered in these lower levels. Make sure you are thoroughly familiar with the content for these levels before you sit the examination.

Not surprisingly the CPL exam will also include questions on those areas that are particularly relevant to commercial operations. These include:

Privileges and Limitations of a CPL. *CASR 61.570*

Classification of operations:

Private operations (PVT)	<i>CAR 2 (7)</i>
Aerial Work operations (AWK)	<i>CAR 206</i>
Charter operations (CHTR)	<i>CAR 206</i>
Regular Public Transport operations (RPT)	<i>CAR 206</i>

Flight time and tour of duty limitations: *CAO 48*
CAO 48.1 Instrument 2013
Appendix 1 to 6

In this section we will discuss these topics in particular and then revise the other areas of air law from RPL and PPL.

Privileges and limitations of a CPL.

As the holder of a valid CPL you may -

- (a) Act as pilot in command, any aircraft in any operation, other than:
 - (i) a multi-crew aircraft in a charter or regular public transport operation; or
 - (ii) an aeroplane certificated for single-pilot operation, that has a maximum certificated take-off weight of more than 5,700 kg, in a regular public transport operation; or
 - (iii) a turbojet aeroplane with a maximum certificated take-off weight of more than 3,500 kg in a regular public transport operation.

- (b) Act as co-pilot, in any aircraft in any operation. *[CASR 61.570]*

Also, when you fly you must have the following documents with you -

- (i) Your pilot licence. *[CASR 61.415]*
- (ii) Your medical certificate. *[CASR 61.415]*
- (iii) A photo identification. *[CASR 61.420]*

Remember however that even though you may hold a CPL, you cannot exercise the privileges of that licence unless you also -

- (i) hold a category rating for the category of aircraft concerned.
[Category means fixed wing, helicopter, balloon, gyroplane etc CASR 61.015].
- (ii) hold a class rating for the class of aircraft concerned.
[Class means single or multi engine CASR 61.020].
- (iii) hold any design feature endorsements required for the aircraft concerned.
[Design feature endorsements include retractable undercarriage, constant speed propeller, pressurisation etc CASR 61.760].
- (iv) Hold a type rating, if required, for the aircraft concerned.
[Your class rating allows you to fly any single or multi engine aircraft except for some specific types of single or multi engine aircraft which require a specific type rating CASR 61 definitions and CASR 61.755.]
- (v) have completed a flight review on the category and class of the aircraft concerned.
[In the previous 24 months you must have successfully completed a flight review or flight proficiency check CASR 61.400].

You cannot carry passengers in an aircraft of a particular category unless, within the last 90 days you have;

- (i) Carried out a flight that included at least 3 take-offs and three landings in an aircraft of that category; or
- (ii) successfully completed a flight check or flight review in an aircraft of that category; or
- (iii) passed a flight test that included at least one landing, for a pilot licence or rating; or
- (iv) you are participating in your operator's approved training and checking system.
CASR 61.395

Fatigue Risk Management Systems [FRMS]
CAO 48.1 Instrument 2013

This CAO will come into force in 2016. In the meantime, operators may continue to operate under the old CAO 48 which we have just considered, or choose one of the systems outlined in Appendix 1 to Appendix 6 of this new CAO 48. For simplicity we will assume that your operator has decided to comply with the requirements of Appendix 1. This is the most basic example which would include a typical light VFR charter and or training organisation.

The full CAO 48 Instrument 2013 may be downloaded from the CASA web site, however here are some of the main points of difference.

Rest Period. Whereas the old CAO 48 describes a rest period as being a period during which you are relieved of all duties associated with your employment, the new CAO 48 describes two different rest periods [containing 'sleep opportunities'] depending on whether you are located at your home base or are away from home base.

Firstly, in any 24 hour period, you must have had 12 hours off duty and that 12 hour period must have contained a period of sleep opportunity.

If you are *at your home base*, you cannot be called to duty unless within the previous 12 hours you have had at least 8 hours of sleep opportunity.

If you are *away from your home base*, you cannot be called to duty unless within the previous 10 hours you have had at least 8 hours of sleep opportunity. Note that in this case, you would still need the 12 hours off duty, but the sleep opportunity would have to be during the last 10 hours of that 12 hour period.

Also you must be given at least 2 days off duty [not necessarily consecutively] in any seven day period. What was called a tour of duty in the old CAO is called a flight duty period [FDP] in the new CAO.

Your FDP must commence after 7.00 am and finish before 10.00 pm local time and be no longer than 9 hours with no more than 7 hours actual flight time.

The FDP may be extended by up to 1 hour and/or the flight time within the FDP may be extended by up to 30 minutes providing;

- (i) the FDP has already commenced; [you didn't deliberately plan the extension]
- (ii) the extension is necessary due to unforeseen operational circumstances;
- (iii) the extension is necessary to allow the completion of the FDP.
- (iv) you consider yourself capable of operating to the extended times.

The cumulative flight time accrued by a flight crew member [FCM] during any consecutive 28 day period must not exceed 100 hours.

The cumulative flight time accrued by an FCM during any consecutive 365 day period must not exceed 1 000 hours.

SECTION 11 - AIR LAW

This section should be studied with access to THE VISUAL FLIGHT RULES GUIDE [VFRG] *By far the most user-friendly publication for student pilots is THE VISUAL FLIGHT RULES GUIDE [VFRG]. The VFRG is available free of charge from the CASA web site or can be purchased in hard copy form. Please see <http://www.vfrg.com.au> for more details. The VFRG may be used as a reference in the RPL and PPL exams providing it is a bound hard copy.*

Other publications that are useful but not essential at the RPL/PPL level are-
The Aeronautical Information Publication [AIP]
The Civil Aviation Orders [CAO],
The Civil Aviation Regulations CAR and
The Civil Aviation Safety Regulations.

The AIP can be downloaded from the Air Services web site and the other publications can be downloaded from the CASA web site.

The air law content of this book has been organised into a question and answer format. The answers to each question are given in a generalised and simple form to assist comprehension. It is important to check each VFRG reference so that you can read the precise answer as it is worded in the relevant publication. For information not included in the VFRG, an extract from the relevant publication is included. The more familiar you become with the CASA publications, the easier your life will be in future studies. Have fun!

Question No 1 ☆	Answer
Who can hold a Student Pilot Licence?	A person who: Understands the English language. Is at least 15 years of age. Is a fit and proper person.

Reference: CASR 61.160 and CASR 61.455

61.160 Grant of flight crew licences

Subject to regulation 11.055, CASA must grant a flight crew licence to an applicant for the licence if:

- (a) the application complies with regulation 61.155; and
- (b) the applicant:
 - (i) meets the requirements mentioned in this Part for the grant of the licence; and
 - (ii) for a flight crew licence other than a recreational or student pilot licence—has a current aviation English language proficiency assessment; and
 - (iii) for a recreational or student pilot licence—meets the general English language proficiency requirements mentioned in regulation 61.265.

61.455 Requirement for grant of student pilot licences

An applicant for a student pilot licence must be at least 15.

Question No 2 ✨	Answer
What does a Student Pilot Licence allow you to do?	<p>Fly an aircraft while receiving flying training if the pilot in command is a flight instructor.</p> <p>Fly a training aircraft in VMC as pilot in command provided an instructor has authorised the flight.</p> <p>Use the radio as required during flight</p>

Reference: CASR 61.445, CASR 61.435 & VFRG page 1.6

61.445 Limitations on exercise of privileges of student pilot licences—general

(1) The holder of a student pilot licence is authorised to pilot an aircraft only if the flight is:

- (a) approved by, and conducted under the supervision of, a flight instructor; and
- (b) conducted under the VFR; and
- (c) conducted in accordance with the flight instructor’s approval.

61.435 When holders of pilot licences authorised to operate aircraft radio

(1) A person is authorised to transmit on a radio frequency of a kind used for the purpose of ensuring the safety of air navigation if the person:

- (c) holds a student pilot licence and is approved to operate the radio by a pilot instructor.

Question No 3 ✨	Answer
When may you fly solo?	<p>Only after a flight instructor has assessed you as competent to conduct a solo flight in the aircraft type according to the manual of standards.</p> <p>If you hold an appropriate medical certificate.</p> <p>If you satisfy the recency requirements.</p>

Reference: CASR 61.1225 & VFRG page 1.7

61.1225 Obligations of pilot instructors—holders of student pilot licences

(3) A flight instructor commits an offence if:

- (a) the instructor approves the holder of a student pilot licence to conduct a solo flight of a kind mentioned in subregulation (4) for the first time; and
- (b) the instructor is not satisfied that the holder:
 - (i) has completed training in all the units of competency mentioned in the Part 61 Manual of Standards for the conduct of solo flight of that kind by the holder of a student pilot licence; and
 - (ii) has been assessed as competent against the standards mentioned in the Part 61 Manual of Standards for each unit of competency.

Question No 4 ✨	Answer
What are the recent experience requirements for a student pilot?	You must have had a dual check in the previous 14 days and you must not exceed three hours of solo flight since the last dual check unless you are enrolled in an integrated training course.

Reference: CASR 61.450 & VFRG page 1.7

61.450 Limitations on exercise of privileges of student pilot licences—recent experience

- (1) The holder of a student pilot licence is authorised to conduct a solo flight in an aircraft only if:
- (a) the holder has, within the previous 14 days and in the same type of aircraft, conducted a dual flight; and
 - (b) as a result of the flight, his or her accumulated solo flight time since last conducting a dual flight would not exceed 3 hours.
- (2) The holder is taken to meet the requirements of paragraph (1) (b) if the holder is enrolled in an integrated training course.

Question No 5 ✨	Answer
What are the requirements concerning pilot log books?	You must maintain a log book containing the details of each flight in accordance with CASR 61.345.

Reference: CASR 61.345 & VFRG page 1.10

61.345 Personal logbooks—pilots

- (1) A person who holds a pilot licence, or a certificate of validation of an overseas flight crew licence that is equivalent to a pilot licence, commits an offence if the person does not keep a personal logbook in accordance with this regulation.
- (2) The person must record his or her full name and date of birth in the person's logbook.
- (3) The person must, as soon as practicable after completing each flight, record the following information in the person's logbook for the flight:
- (a) the date the flight began;
 - (b) the type of aircraft;
 - (c) whether it was a single-engine or multi-engine aircraft;
 - (d) the aircraft's nationality and registration marks;
 - (e) the take-off and landing points for the flight, and for each segment of the flight;
 - (f) the flight time (if any) flown in each of the following capacities:
 - (i) pilot in command;
 - (ii) co-pilot;
 - (iii) pilot in command under supervision;
 - (iv) pilot receiving flight training;

Question No 11 ✨	Answer
For how many years must a log book be kept after the last entry?	7 years after the day of the last entry.

Reference: CASR 61.355 & VFRG page 1.11

61.355 Retention of personal logbooks

(1) A person commits an offence if:

- (a) the person is required to keep a personal logbook under regulation 61.345 or 61.350; and
- (b) the person does not retain the logbook for 7 years after the day the last entry is made in it.

Question No 12 ✨	Answer
What are the recent experience requirements for passenger carrying flights?	You cannot carry passengers on board an aircraft unless you have done three take-offs and three landings in the last 90 days or have passed a flight check, review or test for a licence or rating in the last 90 days.

Reference: CASR 61.395 & VFRG page 1.10

61.395 Limitations on exercise of privileges of pilot licences—recent experience

(1) The holder of a pilot licence is authorised to pilot, during take-off or landing, an aircraft of a particular category carrying a passenger by day only if the holder has, within the previous 90 days, in an aircraft of that category or an approved flight simulator for the purpose, conducted, by day or night:

- (a) at least 3 take-offs; and
- (b) at least 3 landings; while controlling the aircraft or flight simulator.

Question No 8 ✨	Answer
When can you operate a radio?	You must have a student pilot licence (and be approved by an instructor). Alternatively you could have an RPL (Recreational Pilot licence) with flight radio endorsement, PPL,CPL or ATPL licence.

Reference: CASR 61.435

61.435 When are holders of pilot licences authorised to operate aircraft radio

(1) A person is authorised to transmit on a radio frequency of a kind used for the purpose of ensuring the safety of air navigation if the person:

- (c) holds a student pilot licence and is approved to operate the radio by a pilot instructor.

Question No 9 	Answer
What are the requirements for medical certificates for student and recreational pilot licences?	A Class 1 or Class 2 medical certificate or a recreational aviation medical certificate is required.

Reference: CASR 61.405 and VFRG page 1.5

61.405 Limitations on exercise of privileges of pilot licences—medical certificates: student and recreational pilot licence holders

(1) The holder of a student pilot licence or recreational pilot licence is authorised to exercise the privileges of the licence only if:

- (a) the holder also holds a current class 1 or 2 medical certificate; or
- (b) the holder:
 - (i) also holds a current recreational aviation medical practitioner’s certificate;

Question No 10 	Answer
What is the period of validity of an aviation medical certificate?	<p>Class 1: One year</p> <p>Class 2: Four years or two years for pilots 40 years and older.</p> <p>Recreational Pilot Medical: Two years for pilots who are 65 years old or younger. One year for pilots who are older than 65 years.</p>

Reference: CASR 61.405, CASR 67.205 (3 a & b)

CASR 67.205 (3) Subject to subregulation (6) and regulations 67.215 and 67.220,

- (a) in the case of a class 1 medical certificate—1 year after the day when the certificate comes into force; and
- (b) in the case of a class 2 medical certificate:(i) if the person is less than 40 years old when the certificate is issued to him or her—4 years after the day when the certificate comes into force; or (ii) if the person is 40 years old or older when the certificate is issued to him or her—2 years after the day when the certificate comes into force;

61.405 Limitations on exercise of privileges of pilot licences—medical certificates: student and recreational pilot licence holders

A recreational aviation medical practitioner’s certificate for the holder of a student pilot licence or recreational pilot licence is current for the shortest of the following periods:

- (a) the period beginning on the day the certificate was signed by the medical practitioner and ending 24 months after that day;
- (b) if, when the holder exercises the privileges of the licence, the holder is at least 65—the period beginning on the day the certificate was signed by the medical practitioner and ending 12 months after that day;

Question No 15 	Answer
Where can you fly on an RPL if you do not have a navigation endorsement?	With an RPL you can fly within a 25 nm radius of the aerodrome from where the flight began, inside the flight training area or along the route between the departure aerodrome and the training area. This restriction can be lifted if you qualify for the navigation endorsement. You also cannot operate in controlled airspace or at a controlled aerodrome without a controlled airspace and controlled aerodrome endorsement (respectively).

Reference: CASR 61.470 and VFRG page 1.9

61.470 Limitations on exercise of privileges of recreational pilot licences—endorsements

- (1) The holder of a recreational pilot licence is authorised to pilot an aircraft in an area that is not:
- (a) within:
 - (i) a 25 nautical mile radius of the aerodrome from which the flight began; or
 - (ii) a flight training area for the aerodrome; or
 - (b) along a route between the aerodrome and the flight training area; only if the holder also holds a recreational navigation endorsement.
- (2) The holder of a recreational pilot licence is authorised to pilot an aircraft in controlled airspace only if the holder also holds a controlled airspace endorsement.
- (3) The holder of a recreational pilot licence is authorised to pilot an aircraft at a controlled aerodrome only if the holder also holds a controlled aerodrome endorsement.

Question No 16 	Answer
Is there a limit for consecutive solo hours for a student pilot without a dual check?	Yes. 3 consecutive hours

Reference: CASR 61.450 and VFRG page 1.7

61.450 Limitations on exercise of privileges of student pilot licences - recent experience

- (1) The holder of a student pilot licence is authorised to conduct a solo flight in an aircraft only if:
- (a) the holder has, within the previous 14 days and in the same type of aircraft, conducted a dual flight; and
 - (b) as a result of the flight, his or her accumulated solo flight time since last conducting a dual flight would not exceed 3 hours.
- (2) The holder is taken to meet the requirements of paragraph (1) (b) if the holder is enrolled in an integrated training course.

Question No 17 	Answer
What recent experience must you have before you fly in command?	As a student pilot, you must not fly solo unless you have had a dual flight in the same type of aircraft in the last 14 days (and don't forget the 3 consecutive solo hours limit too). If you have an RPL, the standard recency requirements apply: 3 take-offs and landings if you wish to carry a passenger. Of course, you still need a valid flight review in that case as well.

Reference: CASR 61.450 and VFRG page 1.7, 1.9 and 1.10

61.450 Limitations on exercise of privileges of student pilot licences - recent experience

- (1) The holder of a student pilot licence is authorised to conduct a solo flight in an aircraft only if:
- (a) the holder has, within the previous 14 days and in the same type of aircraft, conducted a dual flight; and
 - (b) as a result of the flight, his or her accumulated solo flight time since last conducting a dual flight would not exceed 3 hours.
- (2) The holder is taken to meet the requirements of paragraph (1) (b) if the holder is enrolled in an integrated training course.

Question No 18 	Answer
Can you carry passengers as a student pilot?	No. A Student Pilot Licence does not authorise you to carry passengers, even if you have gone solo. To carry passengers, you need at least an RPL, and with an RPL, you are limited to carrying only one passenger unless you also hold a class 1 or class 2 medical.

Reference: CASR 61.445, CASR 61.465 and VFRG page 1.7-1.9

61.445 Limitations on exercise of privileges of student pilot licences—general

(3) The holder of a student pilot licence is not authorised to pilot an aircraft carrying passengers.

61.465 Limitations on exercise of privileges of recreational pilot licences—general

- (2) The holder of a recreational pilot licence is authorised to pilot an aircraft carrying more than one passenger only if the holder:
- (a) also holds a current class 1 or 2 medical certificate; or
 - (b) is accompanied by another pilot who:
 - (i) holds a current class 1 or 2 medical certificate; and
 - (ii) occupies a flight control seat in the aircraft; and
 - (iii) is authorised to pilot the aircraft.

Question No 19 	Answer
May a student pilot carry out solo flying which requires a rating? eg mustering etc.	<p>No. You can only exercise the privileges of a rating if you have been awarded the rating and a rating can only be attached to a licence other than a Student Pilot Licence.</p> <p>Activities requiring a rating include:</p> <ul style="list-style-type: none"> - flight instructing - aerial application (cropdusting) - operation under the IFR - operations at night - low-level operations

Reference: CASR 61.E.1, Table 61.375 and VFRG page 1.6

Division 61.E.1—General limitations on exercise of pilot licence privileges

61.375 Limitations on exercise of privileges of pilot licences—ratings

- (1) This regulation applies to the holder of a pilot licence, other than a student pilot licence.

Question No 20 	Answer
What are the pilot's responsibilities regarding the free and correct movement of controls and the security of doors and hatches?	<p>Immediately before take-off check for full free and correct movement of all control surfaces.</p> <p>Immediately before taxiing for the purpose of taking off, check security of all doors and hatches.</p>

Reference: CAR 244 (1) CAR 245 CAO 20.2.2.5 CAO 20.2.3 and VFRG page 1.25-1.26

245 Tests before and during the take-off run

- (1) CASA may give directions specifying the tests to be carried out by the pilot in command of an aircraft before the commencement of, and during a take-off run in order to be satisfied that the engine and associated items of equipment are functioning correctly within the permissible limits of performance.
- (2) Before the commencement of, and during, a take-off run, the pilot in command of an aircraft shall:
- (a) carry out all tests required to be carried out in relation to the aircraft under subregulation (1)
 - (b) test all flight instruments, and, in particular, all gyroscopic flight instruments, that it is possible to test so as to ensure that they are functioning correctly.

Question No 22 	Answer
When may passengers <i>not</i> be carried aboard an aircraft in flight?	<p>During flying training if the pilot does not hold an RPL.</p> <p>While practising emergency procedures.</p> <p>During low flying practice or flight testing.</p>

Reference: CAR 249, CASR 141.295 and VFRG page 1.15

Prohibition of carriage of passengers on certain flights CAR 249, CASR 141.295

An aircraft (aeroplane, helicopter, gyroplane or airship) that carries a passenger shall not engage in any of the following types of flying:

- flying training given to:
 - the holder of a student pilot licence; or
 - a person who does not hold a flight crew licence ...
- practice of emergency procedures in the aircraft;
- low flying practice; or
- testing an aircraft or its components, power plant or equipment.

Question No 23 	Answer
What requirements apply to aerobatic flight?	<p>Aerobatic flight is permitted only in VMC by day. Only if the aircraft flight manual specifies that aerobatics are permitted.</p> <p>Not over a public area or gathering.</p>

Reference: CAR 155 and VFRG page 1.27

155 Acrobatic flight

- (1) An aircraft:
 - (a) shall not be flown in acrobatic flight at night;
 - (b) shall not be flown in acrobatic flight except in V.M.C.; and
 - (c) shall not be flown in acrobatic flight of a particular kind unless the certificate of airworthiness of, or the flight manual for, the aircraft specifies that the aircraft may perform that type of acrobatic flight.
- (2) For the purposes of subregulation (1), straight and steady stalls or turns in which the angle of bank does not exceed 60 degrees shall be deemed not to be acrobatic flight.
- (3) Except with the permission in writing of CASA, a person shall not engage in acrobatic flight in an aircraft:
 - (a) at a height lower than 3,000 feet above the highest point of the terrain, or any obstacle thereon, within a radius of 600 metres of a line extending vertically below the aircraft; or
 - (b) over a city, town, populous area, regatta, race meeting or meeting for public games or sports.

PUBLICATIONS REQUIRED.

All questions contained in this section are referenced to the *Visual Flight Rules Guide [VFRG]*. This publication may be downloaded from the CASA web site. Access to the down-loaded version will not be permitted when you sit the CASA PPL examination.

To sit the CASA PPL examination, you will need access to a hard-copy version of the VFRG. These publications may be ordered directly from the CASA web site.



Other documents and equipment required -

En Route Supplement Australia	(ERSA).
Planning Chart Australia	(PCA)
Visual Flight Rules Guide	(VFRG)

Navigation equipment.

A non-programmable electronic calculator with volatile memory.

No other references or material permitted

Other documents available on line and useful in your study for the PPL examination are -

From the CASA web site: CAO, CAR, CASR, CAAP.

From the Air Services web site: AIP.

While the Visual Flight Rules Guide is perfectly adequate for the General Aviation pilot who is operating to the Visual Flight Rules, there is a great deal of additional (often irrelevant) information contained in other documents. All of these documents, except the maps, can be downloaded from the CASA or Air Services web sites.

A brief description of each of these documents is given below. You may find them handy if you wish to delve deeper into the rules relating to general aviation in Australia.

THE CIVIL AVIATION REGULATIONS [CAR]



This document is the basis for all legislation pertaining to aviation in Australia. With the backing of an act of parliament, the Civil Aviation Act, its requirements are enforceable as law.

Like all laws, failure to comply leaves you liable to penalties such as fines and/or imprisonment! You should take special notice of the use of words like 'shall' and 'must' - they indicate a legal obligation on the pilot.

Individual CARs often require elaboration in...

THE CIVIL AVIATION ORDERS [CAO]



The CAOs expand on the CARs and give more specific details on the day to day operation of an aircraft.

For example the CARs say that you cannot fly at night unless you hold a night VFR or instrument rating - the CAOs detail the training required to obtain such a rating along with the mandatory aircraft equipment.

THE CIVIL AVIATION ADVISORY PUBLICATION [CAAP]



This document contains *advice* to ensure that the CARs are satisfied. For example the CARs say that you must carry sufficient fuel - the CAAPs advise on how much fuel would be considered 'sufficient' for various flights.

Remember you don't *have to* adopt the specific advice offered in the CAAPs as long as you can convince a court that you *did* have sufficient fuel!

Most general aviation operators simply require that their pilots comply with the CAAPs.

THE AERONAUTICAL INFORMATION PUBLICATION [AIP]



The AIP book. This is a single volume handbook which contains detailed operational information. As a VFR pilot much of the content of the AIP book will not concern you. The vast majority of your study will be confined to the following sections:

GEN	General
ENR	Enroute
AD	Aerodromes

The AIP also includes.....

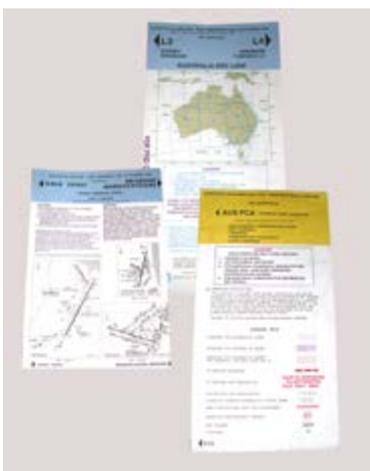
THE EN-ROUTE SUPPLEMENT AUSTRALIA [ERSA]



This publication supplements the AIP and is intended for use in the cockpit as well as in flight planning. It includes a detailed description of:

- Aerodromes and facilities such as navigation aids and lighting [**FAC**].
- Prohibited, restricted and danger areas [**PRD**].
- General information on conversions and preflight briefing etc [**GEN**].
- The structure, use and content of meteorological forecasts [**MET**].
- Procedures to adopt in the event of in-flight emergencies [**EMERG**].

Information such as the elevation and any special procedures pertaining to your destination aerodrome is essential for a safe approach and landing. Also included in the AIP are.....



Planning Chart Australia [PCA]. This chart is used for flight planning and covers such things as meteorological area forecast boundaries and VHF and HF radio coverage.

Visual Terminal Chart [VTC]. This gives details for VFR pilots of airspace and navigation features in the vicinity of major airports.

En-Route Chart [ERC]. This chart is used for planning. It gives details of navigation and radio facilities along with controlled airspace and restricted areas relating to your track.

THE PRIVATE PILOT LICENCE

<p>You may be granted a Private Pilot Licence provided that you:</p> <ul style="list-style-type: none"> * are at least 17 years of age. * hold a flight radiotelephone operator licence. * have passed your PPL theory examination. * have passed your PPL flight test 	<p><i>Read</i></p> <p>VFRG Page 1.5 CAR 5.77.1</p>
<p>You may fly as a private pilot provided that:</p> <ul style="list-style-type: none"> * you hold a class endorsement appropriate to the aircraft you intend to fly [eg single or multi engine]. * you hold a special design feature endorsement covering any special design features on the aircraft you intend to fly [eg constant speed propeller, retractable undercarriage, tail wheel, skis, floats or pressurisation]. * you hold the appropriate rating for the type of flight you intend to conduct [eg VFR or IFR]. 	<p><i>Read</i></p> <p>VFRG Page 1.9 Page 1.10</p> <p><i>CAR 5.79 [1]</i> <i>CAO 40.1.0.1.3</i> <i>CAR 5.01.[2]</i></p>
<p>Even though your licence is valid unless it is suspended or cancelled, you must not fly unless:</p> <ul style="list-style-type: none"> * you hold a current medical certificate * have a current biennial flight review endorsement in your pilot's log book. * [if you intend to carry passengers] meet the recent experience requirements for a private pilot. * [if the flight will operate within controlled airspace] you have been trained in controlled airspace procedures and have been authorised to conduct such flights. 	<p><i>Read</i></p> <p>VFRG Page 1.5 Page 1.10</p> <p><i>CAR 5.04</i> <i>CAR 5.81</i> <i>CAR 5.82</i> <i>CAO 40.0.3.1</i> <i>CAO 40.0.3.2</i></p>
<p>A flight is not classified as a private flight unless:</p> <ul style="list-style-type: none"> * it is purely for the personal transportation of the owner. * no remuneration is received by any person. * it is training for type endorsement in a pilot licence. <p>Cost sharing is permitted providing the pilot and passengers share the cost equally and the number of persons carried, including the pilot, does not exceed six.</p> <p>In simple terms, if anyone makes any profit out of a flight, including agents who are not actually carried on board, the flight must be classified as Aerial Work or Charter and the pilot must hold a Commercial Pilot Licence.</p>	<p><i>Read</i></p> <p>VFRG Page 1.14</p> <p><i>Page 37 of the CARs</i> <i>CAR 2 [7] (d)</i> <i>(i) to (viii)</i> <i>and CAR 206</i></p>

As the holder of a pilot licence you must not fly if you become aware of any medical condition which may impair your performance. You must advise the CASA or a medical examiner of the condition.

Read

CASR 67.265

If the medical condition is of a temporary nature, such as a sporting injury or a head cold, the requirement to advise CASA or a medical examiner does not apply if the condition lasts for less than 30 days [for a private pilot].

REVIEW QUESTIONS - SET 1

Question No 1

Which document is the basis for all legislation pertaining to aviation in Australia?

- [a] CAR [b] CAO
- [c] AIP [d] ERSA

Question No 2

Where would you look to find the details of the training required to obtain a night VFR rating?

- [a] CAR [b] CAO
- [c] AIP [d] ERSA

Question No 3

Where would you look to find the elevation of a particular aerodrome?

- [a] CAR [b] CAO
- [c] AIP [d] ERSA

Question No 4

Where would you look to find detailed operational information on in-flight procedures?

- [a] CAR [b] CAO
- [c] AIP [d] ERSA

Question No 5

Where would you look to find in-flight emergency procedures?

- [a] CAR [b] CAO
- [c] AIP [d] ERSA

Question No 6

Where would you find details on restricted areas?

- [a] CAR [b] CAO
- [c] AIP [d] ERSA

Question No 7

Where would you look to find area forecast boundaries?

- [a] PCA [b] VTC
- [c] ERC [d] ERSA

Question No 8

Which of the following would always be classified as a private flight?

- [a] less than six passengers are carried
- [b] the passengers share the cost between them
- [c] the pilot receives no payment
- [d] the flight is purely for the personal transportation of the owner of the aircraft

Question No 9

Which of the following would not prohibit a private pilot from conducting a solo flight.

- [a] medical certificate not current
- [b] no current biennial flight review
- [c] the pilot is being paid to carry freight
- [d] the pilot has not flown in the last 90 days

Question No 10

A pilot may not fly an aircraft equipped with floats unless

- [a] he/she holds a power boat licence
- [b] he/she has the appropriate design feature endorsement
- [c] he/she is at least a Commercial Pilot
- [d] he/she has previous experience

Question No 11

As a private pilot you must notify CASA or a designated medical examiner if you have suffered a sporting injury which has incapacitated you for more than

- [a] 30 days
- [b] 7 days
- [c] 90 days
- [d] 120 days

Question No 12

Where would you look to find the recommended minimum fuel reserves to ensure that you comply with the requirements of CAR 234?

- [a] CAR [b] CAO
- [c] CAAP [d] ERSA

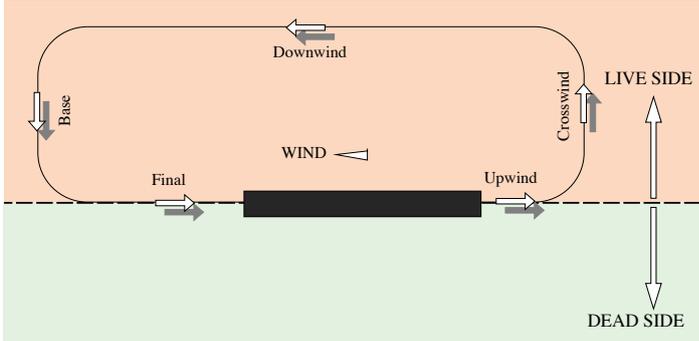
ANSWERS

- 1 [a] 2 [b] 3 [d] 4 [c] 5 [d] 6 [d]
7 [a]
8 [d] 9 [d] 10 [b] 11 [a] 12 [c].

FLIGHT RULES AND CONDITIONS OF FLIGHT

Much of this section has already been covered in the RPL STUDY GUIDE.

Be sure to revise Air Law [Section 11] of that volume. Additional areas of concern to the private pilot are dealt with below.

<p>DOCUMENTS TO BE CARRIED IN FLIGHT</p> <p>The following documents must be carried on board any aircraft operating as a private flight wholly within Australian territory:</p> <ul style="list-style-type: none"> * The licence and medical certificate of each crew member. * The aircraft's maintenance release [or an approved alternative]. * The aircraft's flight manual [or an approved alternative]. <p><i>Note that the CAR refers to 'bills of lading and cargo manifests'. Since this implies a commercial operation, it is not considered applicable for a private flight.</i></p>	<p><i>Read</i> VFRG Page 1.16</p> <p>CAR 139</p>
<p>OPERATIONS INTO NON-TOWERED AERODROMES.</p> <p>Because of the absence of a tower controller, traffic arriving at a non-towered aerodrome should follow a set of procedures to ensure separation is maintained whilst aircraft of varying performance are manoeuvring to land or depart. These procedures include:</p> <ol style="list-style-type: none"> 1. <i>Circuit joining procedures.</i> 2. <i>Circuit heights for aircraft of different speeds.</i> 3. <i>Radio calls required on the Common Traffic Advisory Frequency [CTAF] allocated to that aerodrome.</i> <p><i>Note: If an aerodrome listed in ERSA has no CTAF frequency allocated, the calls should be made on the standard CTAF frequency of 126.7 MHz. If you are operating at an aerodrome that is not listed in ERSA, such as a private airstrip at a property, the calls should be made on the area frequency indicated on the relevant ERC or VTC.</i></p> <p>Let's begin with circuit joining procedures. Imagine that the extended centreline of the runway divides the airspace surrounding the aerodrome into two zones. The side that contains the circuit is called the 'live side' while the side that does not contain the circuit is called the 'dead side'.</p> 	<p><i>Read</i> VFRG Page 4.13</p> <p>AIP ENR 1.1 para 47.5 AIP ENR 1.1 para 41.3</p> <p>AIP ENR 1.1 para 48 AIP ENR 1.1 para 20.1.13.2 table.</p> <p>AIP ENR 1.1 para 39.</p>