

## PART 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
What are the requirements for a Student Pilot?	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—has a current aviation English language proficiency assessment; and*

*(iii) for a recreational or student pilot—meets the general English language proficiency requirements mentioned in regulation 61.265.*

Question No 2 ✨	Answer
What are the limitations of a student pilot?	Fly an aircraft while receiving flying training if the pilot in command is a flight instructor. Fly a training aircraft in VMC as pilot in command provided an instructor has authorised the flight. Use the radio as required during flight

**Reference: CASR 61.112, CASR 61.1227 & VFRG page 1.6**

*What does a student licence allow you to do?*

**61.112 Flying as a student pilot**

*(1) Subject to regulations 61.113 to 61.115, a person who does not hold a pilot licence is authorised to pilot an aircraft if:*

- (a) the pilot in command of the aircraft is a flight instructor and the flight is for the purpose of the person receiving flight training;*
- (b) the flight is:*
  - (i) approved by, and conducted under the supervision of, a flight instructor*
  - (ii) conducted under the VFR; and*
  - (iii) conducted in accordance with the flight instructor's approval.*

*(See also CASR 61.1227) for use of radio by a student pilot.*

Question No 3 ✨	Answer
When may you fly solo?	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. If you hold an appropriate medical certificate. If you satisfy the recency requirements.

**Reference: CASR 61.1225 and 61.112 & VFRG page 1.7**

**61.1225 Obligations of pilot instructors- student pilots**

**(3) A flight instructor commits an offence if:**

- (a) the instructor approves a student pilot 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 a student pilot; 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 61.115 & VFRG page 1.7**

*61.115 Solo flights—recent experience requirements for student pilots*

*(1) A student pilot is authorised to conduct a solo flight in an aircraft only if:*

- (a) the student pilot has, within the previous 14 days and in the same type of aircraft, successfully completed a dual flight check; and*
- (b) as a result of the flight, his or her solo flight time since he or she last successfully completed a dual flight check would not exceed 3 hours*

*(2) However, paragraph (1)(b) does not apply to the student pilot if the student pilot 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 61.350 and 61.355 & VFRG page 1.10**

*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.*

*(2) 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 ensure that each entry in the logbook is retained unaltered throughout the period mentioned in subregulation (1).*

*(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;*

Question No 6 ✨	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 7 ✨	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 for certain passenger flight activities*

*(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 be a student pilot 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 holders of pilot licences authorised to operate aircraft radio*

*(1) A person is authorised to transmit on a radio*

*(a) holds a private pilot licence, commercial pilot licence, multi-crew pilot licence or air transport pilot licence; or*

*(b) holds a recreational pilot licence with a flight radio endorsement.*

*(CASR 61.1227) the instructor approves a person who does not hold a flight crew licence, or who holds a recreational pilot licence but does not hold a flight radio endorsement, (the student) to transmit on a radio*

<b>Question No 9</b> ✨	<b>Answer</b>
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 61.404 and 61.114 and VFRG page 1.5**

*61.114 Solo flights—medical requirements for student pilots*

*(2) A student pilot is authorised to conduct the flight only if:*

*(a) the student pilot:*

*(i) holds a class 1 or 2 medical certificate; and*

*(ii) carries the medical certificate on the flight;*

*61.405 Limitations on exercise of privileges of pilot licences*

*CASR 61.404(1) The holder of a 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.*

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

**Reference: CASR 67.205**

*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.*

Question No 11 	Answer
What rules apply to a pilot's use of drugs or alcohol?	<p>A pilot must not fly if the consumption of drugs or alcohol impairs his/her capacity to act as pilot in command.</p> <p>in any case, a pilot must not consume <i>any</i> alcohol within 8 hours of the departure of the aircraft ...</p> <p>... and ...</p> <p>must not consume <i>any</i> alcohol during flight.</p>

**Reference: CAR 256 & VFRG page 1.15**

***256 Intoxicated persons not to act as pilots etc. or be carried on aircraft***

*(1) A person shall not, while in a state of intoxication, enter any aircraft. Penalty: 5 penalty units.*

*(2) A person acting as a member of the operating crew of an aircraft, or carried in the aircraft for the purpose of so acting, shall not, while so acting or carried, be in a state in which, by reason of his or her having consumed, used, or absorbed any alcoholic liquor, drug, pharmaceutical or medicinal preparation or other substance, his or her capacity so to act is impaired. Penalty: 50 penalty units.*

*(3) A person shall not act as, or perform any duties or functions preparatory to acting as, a member of the operating crew of an aircraft if the person has, during the period of 8 hours immediately preceding the departure of the aircraft consumed any alcoholic liquor.*

*(4) A person who is on board an aircraft as a member of the operating crew, or as a person carried in the aircraft for the purpose of acting as a member of the operating crew, shall not consume any alcoholic liquor.*

Question No 12 ✨	Answer
What rules exist regarding smoking in a light aircraft?	No smoking is permitted during take-off, landing or refuelling operations.

*Reference: CAR 255 & VFRG page 1.16*

### **255 Smoking in aircraft**

- (1) *Subject to subregulation 1A, a person must not smoke:*
- (a) *in a part of an aircraft in which a notice is permanently displayed indicating that smoking is prohibited at all times or without specifying a period during which smoking is prohibited;*
  - (b) *anywhere in an aircraft during take-off, landing or refuelling*

Question No 13 ✨	Answer
What separation from other aircraft is required for take-off at a non controlled aerodrome?	You may not commence your take-off run unless any aircraft which has departed before you on the same runway has crossed the upwind end of the runway or commenced a turn.  or, an aircraft landing on a cross runway has either crossed or stopped short of the runway intersection.

*Reference: AIP ENR 1.1 para 41.2.1 (ATC AU-717 para 6.2.2) & VFRG page 3.74*

## **41.2 Separation Minima**

### **41.2.1 An aircraft must not commence take-off until:**

- a. a preceding departing aircraft using the same runway has:
  - (1) crossed the upwind end of the runway; or
  - (2) commenced a turn; or
  - (3) if the runway is longer than 1,800M, become airborne and is at least 1,800M ahead; or
  - (4) if both aircraft have a MTOW below 2,000KG, the preceding aircraft is airborne and is at least 600M ahead;
- b. a preceding landing aircraft using the same runway, has vacated it and is taxiing away from the runway; or
- c. a preceding aircraft, using another runway, has crossed or stopped short of the take-off aircraft's runway.

Question No 14 	Answer
What are the legs of a circuit and in what direction and at what height should a circuit be flown?	See diagram below. Unless otherwise indicated in ERSAs all turns should be to the left and, at non-towered aerodromes general aviation training type aircraft should fly the downwind leg at 1000 ft AGL.

*Reference: AIP ENR 1.1 para 41.1.2 & VFRG 3.34 - 3.38  
AIP ENR 1.1 para 41.3.1 (ATC AU-717 para 6.2.1 & 6.2.3)*

### Circuit Direction

Left-hand circuits must normally be made. Right-hand circuit requirements are listed in ERSAs.

At non-towered aerodromes an aircraft is permitted, however, to execute a turn opposite to the circuit direction on to course if:

- (a) it has climbed straight ahead to well outside the circuit area
- (b) has reached a point at least 3nm from the aerodrome.

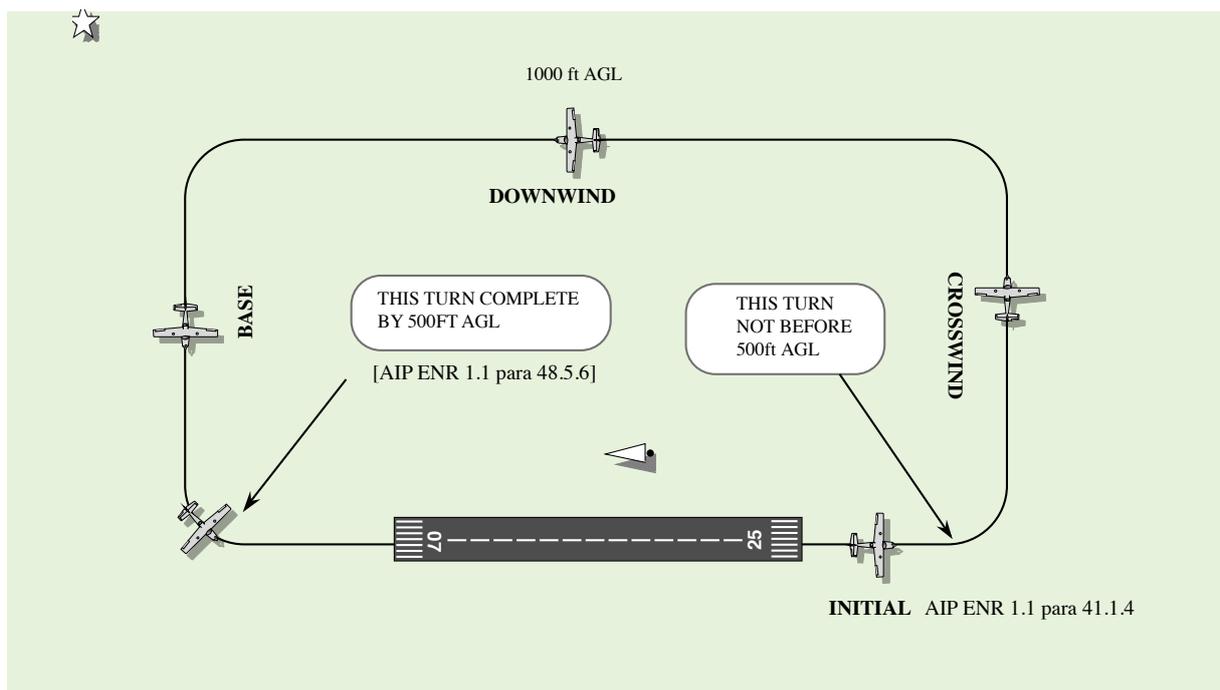
### Circuit Height

By convention, the following circuit heights are flown:

- (a) jets, turbo-props, and others with a speed greater than 150kt.....1,500ft AGL
- (b) other aircraft with a speed between 55kt and 150kt.....1,000ft AGL and
- (c) helicopters and ultra-lights with a speed of 55kt or less.....500ft AGL

Circuit heights for aerodromes which have specific requirements are published in ERSAs.

At non-towered aerodromes typical General Aviation training aircraft [medium performance] with a downwind speed between 55kt and 150 kt fly the circuit at 1000ft.



## AERODROME MARKERS AND MARKINGS ✪

Further details pertaining to this section are found in *AIP AD 1.1 (ATC AU-308 intro)* and *AIP ENR 1.5 para 12.3 (ATC AU-307 para 4.3)* and *VFRG page 1.83*. The following section contains the items which are relevant to the RPL syllabus.

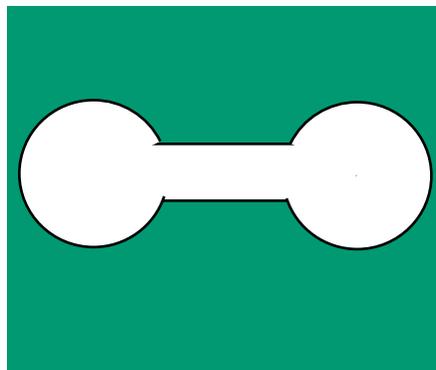
When operating into an uncontrolled aerodrome, information on the serviceability status of the aerodrome is conveyed to the pilot by appropriate markers or markings. Markers are white symbols displayed in the aerodrome signal circle, usually located adjacent to the primary wind direction indicator. Markings are lines painted on the surface of runways, taxiways or on other parts of the movement areas.

### Aerodrome Markers ✪

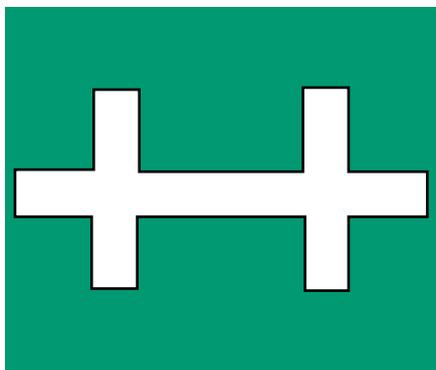


**Total unserviceability:** When an aerodrome which does not have 24 hour air traffic control coverage is completely unserviceable for all operations, a white cross is displayed in the signal circle. *AIP AD 1.1 para 3.3.2 (ATC AU-308 para 5.2.3)*

**Partial unserviceability:** If part of the aerodrome is unserviceable, that unserviceable area is marked by white crosses with the limits of the unserviceable area indicated by red and white cone markers. *AIP AD 3.3.1 & 3.5.5 (c) (ATC AU-308 para 5.2.2)*



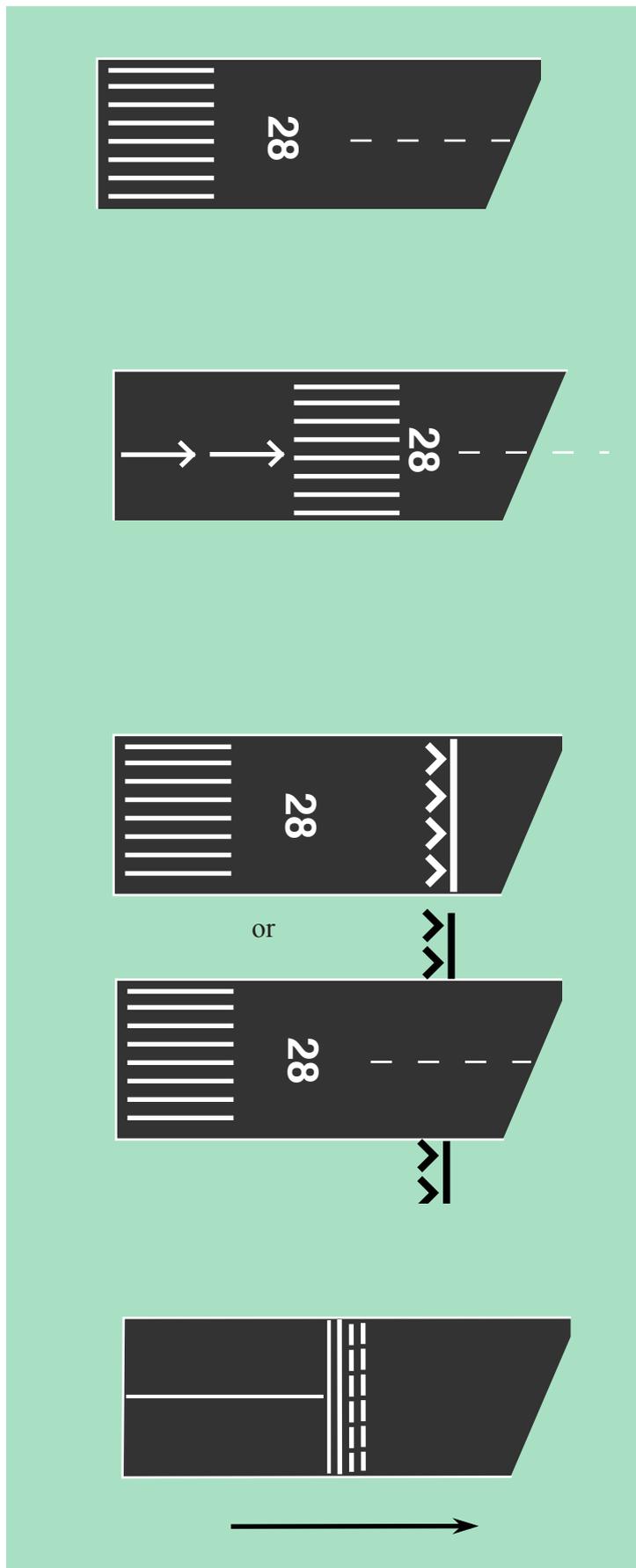
**Restricted operations:** When ground operations are confined to hard surfaces only at an aerodrome which does not have 24 hour ATC services, a white dumb-bell is displayed in the signal circle. This is often the case after heavy rain has made all grass areas soft and boggy. "*Keep off the grass.*" *AIP AD 1.1 para 3.4 (ATC AU-308 para 5.3)*



**Gliding operations:** When gliding operations are in progress, a double white cross is displayed in the signal circle.

All other types of operations are permitted providing the pilot takes all necessary precautions. [See CAR 92 (1)].

In the case of controlled aerodromes, air traffic controllers may use light signals to communicate with aircraft with an unserviceable radio by directing a light from the tower to the pilot with a special signalling lamp. The various light signals and their meanings are given in *AIP ENR 1.5 para 12.1 (ATC AU-306 para 4)* and should be known by pilots without reference to the publication.

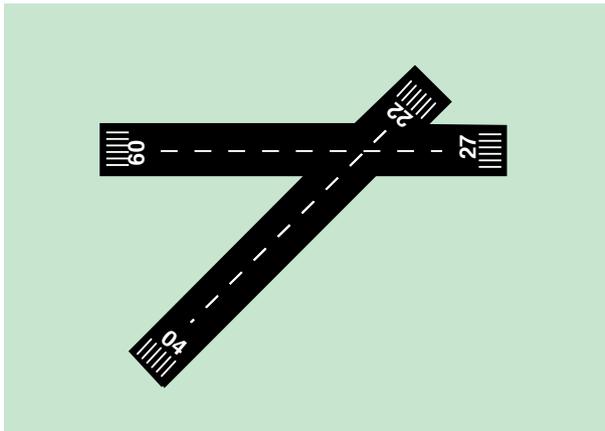


**Runway threshold markings** are shown as parallel longitudinal white lines, often called 'piano key' markings. They indicate the beginning of the landing distance available on a given runway.

**Permanently displaced** runway threshold markings indicate that a permanent obstacle on the approach shortens the landing distance available in that direction. The landing distance available commences at the piano keys, while the remainder of the runway is available for take-off or for the landing roll from the opposite direction.

**Temporarily displaced threshold** markings have the same significance as the permanently displaced threshold markings except that the displacement is caused by a temporary obstacle such as a crane. Once again the section of runway between the original threshold and the new threshold is available for take-off or for landing in the opposite direction, unless it is marked with unserviceability crosses.

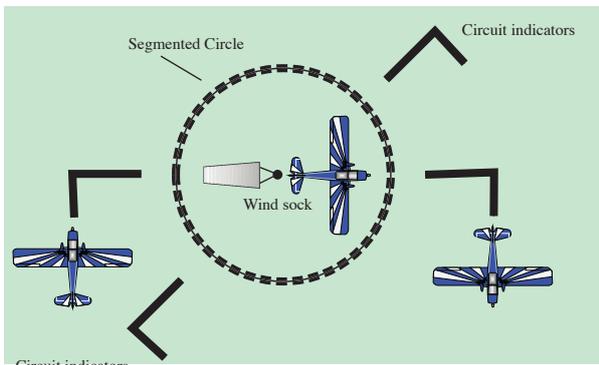
**Holding point** marked on a taxiway indicates a holding point for aircraft taxiing in the direction of the arrow. For aircraft taxiing in the opposite direction, it has no significance.



### The segmented circle symbol.

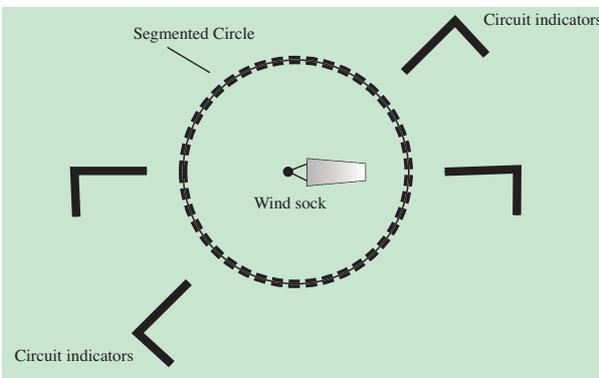
At non-towered aerodromes where some circuits are left hand and some are right hand, a ground circle may be placed at the wind direction indicator. An overflying pilot can determine the appropriate circuit direction by observing the direction of the wind indicator in relation to the circuit indicators [AIP AD 1.1 para 5.4.2].

In the example at top left, the aerodrome has two runways, 09/27 and 04/22. The wind direction in the top segmented circle diagram is from the east.



If the aircraft approaches into wind, the circuit indicators point towards the live side of the circuit. In this example, runway 09 has a right hand circuit.

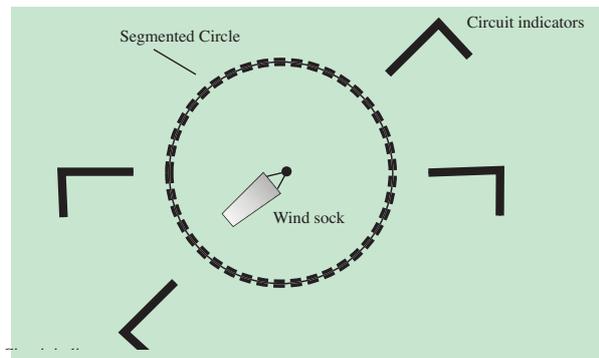
In the second segmented circle diagram at left, the wind is from the west, if the approach is made into wind, the circuit indicators point towards the live side of the circuit so runway 27 has left hand circuits.

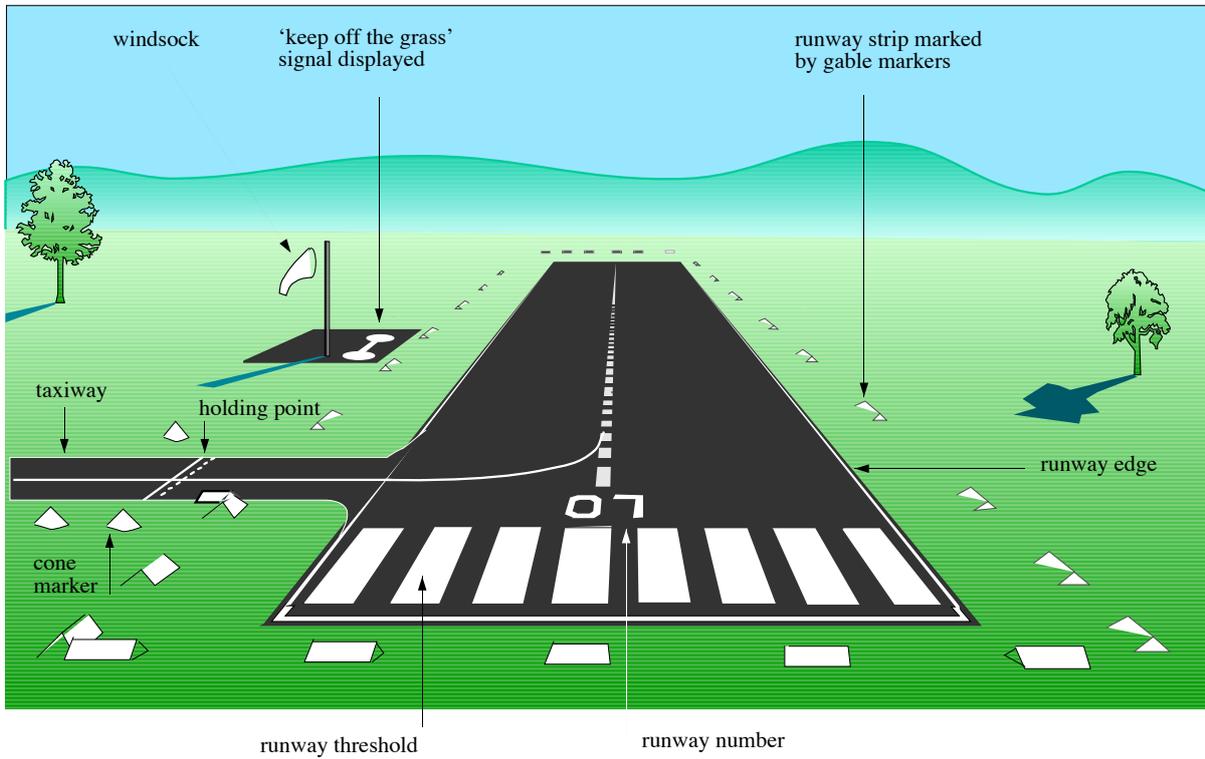


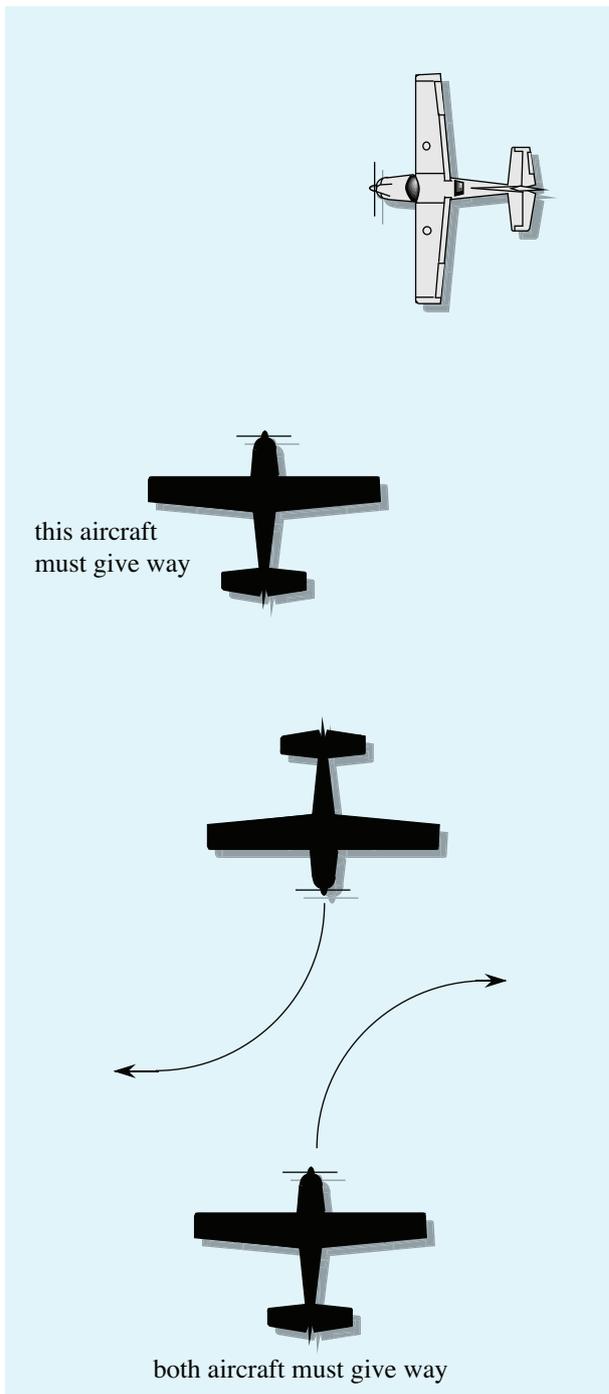
Using the same reasoning, had the wind been from the north-east, runway 04 would have right hand circuits as shown in the bottom left diagram.

If the wind was from the south-west, runway 22 would have left hand circuits.

Requirements for right hand circuits on some runways at a particular aerodrome will also be given in ERSA.







***In each case the black aircraft must give way.***

When aircraft are on converging courses, the aircraft which has the other on its right shall give way.

In the figure at left the black aircraft must give way. In doing so it should alter heading to pass *behind* the other aircraft.

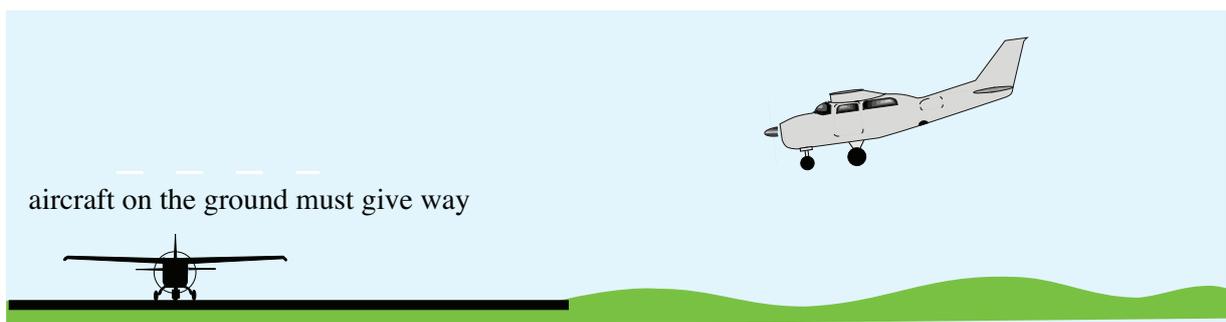
*The aircraft that has right of way should maintain heading and speed. The pilot must still keep a look out for all other aircraft and be prepared to take avoiding action if necessary.*

When two aircraft are approaching each other head on [left], both aircraft must give way.

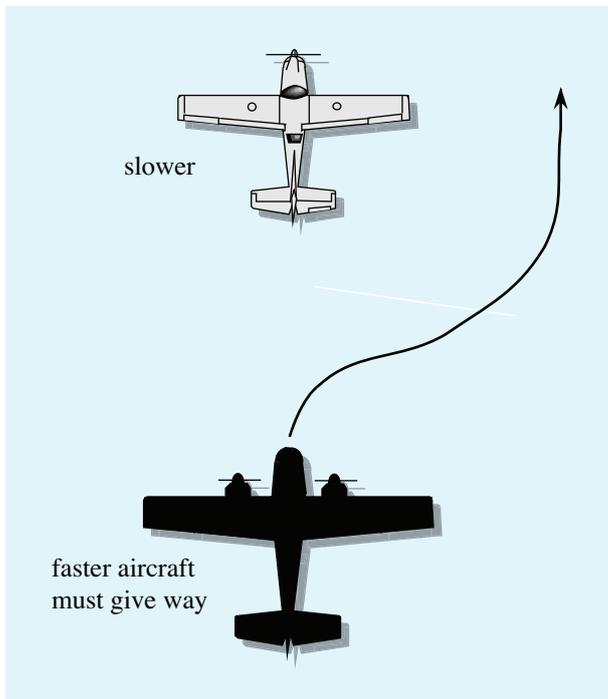
Each aircraft should alter heading to the right. Note that this rule also applies while taxiing.

An aircraft on the ground shall give way to an aircraft on final approach to land.

The aircraft on the ground should hold short of the taxiway or runway intersection.



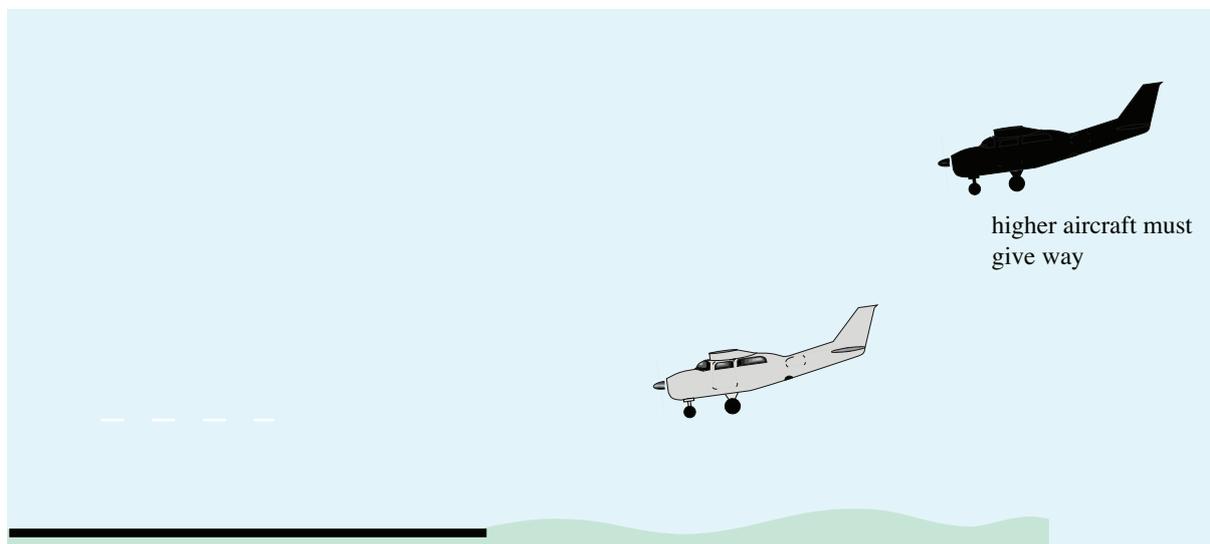
**RIGHT OF WAY RULES [CAR 160 to 163 - see next page].** ✨



When a faster aircraft is overtaking a slower one, the faster aircraft should give way by altering heading to the right.

When two or more aircraft are following a similar approach path to an aerodrome, the higher aircraft must give way to the lower one.

*This is not an excuse for a lower aircraft to cut in front of a higher one which is on approach to land.*



Both aircraft on final approach to land.

***CAR 160 to 163 deals with the right of way rules.  
These regulations are reproduced in full on the following pages.***

## **160 Interpretation**

In this Division, an “overtaking aircraft” means an aircraft that approaches another aircraft from the rear on a line forming an angle of less than 70° with the plane of symmetry of the latter. That is to say, an aircraft that is in such a position with reference to another aircraft, that at night it would be unable to see either of the forward navigation lights of the other aircraft.

## **161 Right of way**

- (1) An aircraft that is required by the rules in this Division to keep out of the way of another aircraft shall avoid passing over or under the other, or crossing ahead of it, unless passing well clear.
- (2) An aircraft that has the right of way shall maintain its heading and speed, but nothing in the rules in this Division shall relieve the pilot in command of an aircraft from the responsibility of taking such action as will best avert collision.

## **162 Rules for prevention of collision**

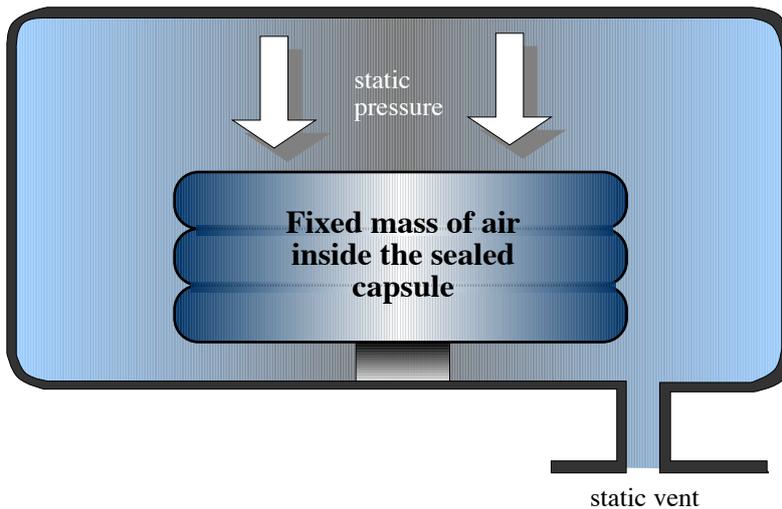
- (1) When 2 aircraft are on converging headings at approximately the same height, the aircraft that has the other on its right shall give way, except that:
  - (a) power-driven heavier-than-air aircraft shall give way to airships, gliders and balloons;
  - (b) airships shall give way to gliders and balloons;
  - (c) gliders shall give way to balloons; and
  - (d) power-driven aircraft shall give way to aircraft that are seen to be towing other aircraft or objects.
- (2) When two aircraft are approaching head-on or approximately so, and there is danger of collision, each shall alter its heading to the right.
- (3) An aircraft that is being overtaken has the right-of-way and the overtaking aircraft, whether climbing, descending, or in horizontal flight, shall keep out of the way of the other aircraft by altering its heading to the right, and no subsequent change in the relative positions of the two aircraft shall absolve the overtaking aircraft from this obligation until it is entirely past and clear.
- (4) An overtaking aircraft shall not pass the aircraft that it is overtaking by diving or climbing.
- (5) An aircraft in flight, or operating on the ground or water, shall give way to other aircraft landing or on final approach to land.
- (6) When two or more heavier-than-air aircraft are approaching an aerodrome for the purpose of landing, aircraft at the greater height shall give way to aircraft at the lesser height, but the latter shall not take advantage of this rule to cut-in in front of another that is on final approach to land, or overtake that aircraft.
- (7) Notwithstanding anything contained in subregulation (6), power-driven heavier-than-air aircraft shall give way to gliders.
- (8) An aircraft that is about to take-off shall not attempt to do so until there is no apparent risk of collision with other aircraft.
- (9) An aircraft that is aware that another aircraft is compelled to land, shall give way to that aircraft.

## ALTIMETRY

### Let's begin with a little revision on the altimeter.

Since atmospheric pressure drops at a predictable rate with increasing height, the altimeter measures the ambient static pressure and displays it as a corresponding height.

The instrument assumes that any changes in static pressure are due to changes in height and changes its reading accordingly.



The instrument consists of a case, vented to the outside static pressure and a sealed capsule containing a fixed amount of air.

Since the number of air molecules trapped within the capsule remains constant, it expands as the outside static pressure drops and contracts as the outside static pressure increases.

The position of the capsule is sensed through linkages which move the hands of the instrument to indicate height.

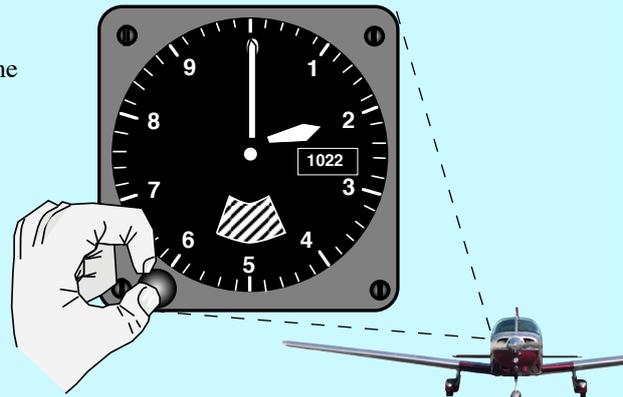
### Limitations

The most important limitation of the instrument is its assumption that any change in pressure must be due to a change in height. This is not always true, as atmospheric pressure also changes from place to place and with time, as high and low pressure systems move across the face of the earth. To allow for this, the instrument is fitted with a knob which allows the pilot to select a reference pressure. The instrument measures the difference between the outside static pressure and the reference pressure selected. It displays the height change which would be equivalent to that pressure difference. Provided the correct reference pressure is set, the instrument gives reliable indication of height.

The atmospheric pressure at sea level is called QNH. The letters come from a code which was once used to indicate 'Question Nil Height'. It meant what is the atmospheric pressure at nil height? [ie sea level]. If the QNH is set as the reference pressure, the instrument will read the height above sea level.

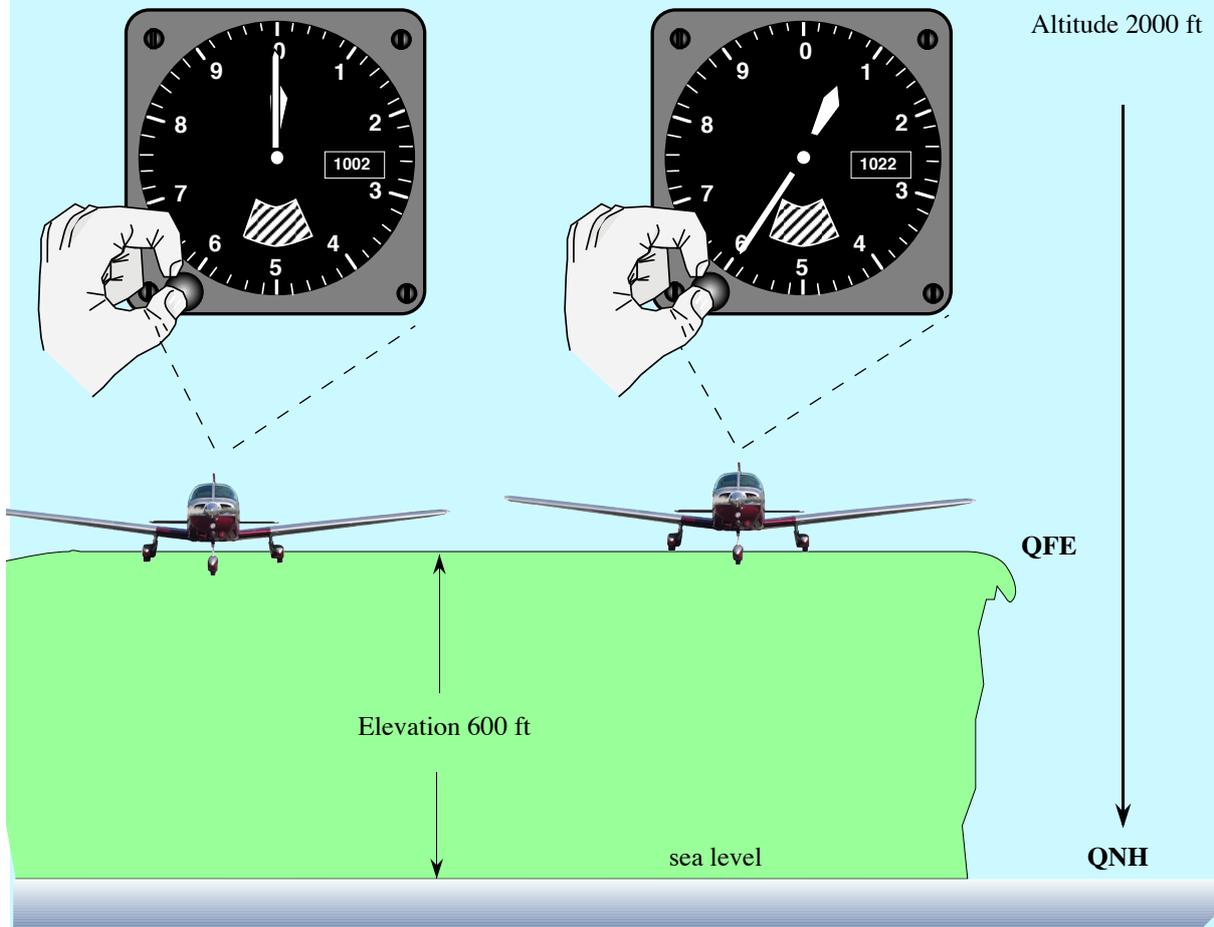
The atmospheric pressure that exists at a particular field is called QFE where 'FE' stands for 'field elevation'. If the current QFE is set, the instrument will read the height above the field. If the hands of the instrument are forced to read zero while the aeroplane is on the ground, the reference pressure will automatically be the QFE.

Consider a day when the QNH is 1022 hPa.  
 If the pilot sets 1022 in the subscale window of the altimeter, the instrument will then read the height of the aircraft above the sea. This is called the altitude



If the altimeter knob is adjusted to make the instrument read zero, the pressure which appears in the sub scale window will be the current pressure at this field. This is called the QFE and the altimeter will now indicate height above the field.

If the QNH is set while the aircraft is on the ground at this field, the altimeter will once again read the height above the sea. In this case it is called the elevation



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 outside the following areas only if the holder also holds a recreational navigational endorsement*

- (a) the area within a 25 nautical miles of the departure aerodrome*
- (b) a flight training area*
- (c) the area that is direct route between the departure aerodrome and a flight training area.;*

*(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 61.115 and VFRG page 1.7

*61.115 Solo flights—recent experience requirements for student pilots*

*(1) A student pilot is authorised to conduct a solo flight in an aircraft only if:*

- (a) the student pilot has, within the previous 14 days and in the same type of aircraft, successfully completed a dual flight check; and*
- (b) as a result of the flight, his or her solo flight time since he or she last successfully completed a dual flight check would not exceed 3 hours.*

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 61.115 and VFRG page 1.7, 1.9 and 1.10**

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*(2) However, paragraph (1)(b) does not apply to the student pilot if the student pilot is enrolled in an integrated training course.*

Question No 18   	Answer
Can you carry passengers as a student pilot?	No. A Student Pilot is not authorised 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 61.113 and VFRG page 1.7-1.9**

*61.113 General requirements for student pilots*

*(1) A student pilot is authorised to conduct a solo flight in an aircraft only if the student pilot:*

- (a) has an ARN; and*
- (b) is at least 15.*

*(2) A student pilot is not authorised to pilot an aircraft carrying passengers*

<b>Question No 19</b> 	<b>Answer</b>
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"> <li>- flight instructing</li> <li>- aerial application (cropdusting)</li> <li>- operation under the IFR</li> <li>- operations at night</li> <li>- low-level operations</li> </ul>

*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.

<b>Question No 20</b> 	<b>Answer</b>
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.

- (c) ensure that all gyroscopic flight instruments are correctly set and uncaged; and
- (d) perform such checks and tests as are required by the flight manual for, or the operations manual of, the aircraft.

#### 244 Safety precautions before take-off

- (1) Immediately before taking-off on any flight, the pilot in command of an aircraft shall:
  - (a) test the flight controls on the ground to the full limit of their travel and make such other tests as are necessary to ensure that those controls are functioning correctly
  - (b) ensure that locking and safety devices are removed and that hatches, doors and tank caps are secured; and
  - (c) ensure that all external surfaces of the aircraft are completely free from frost and ice.

Question No 21 ✨	Answer
How and when should a fuel system inspection be carried out?	<p>Before the first flight of the day and after each refuelling.            Drain a sample of fuel into a clear container that already contains some pure fuel and look for a visible surface demarcation.</p> <p>Or use a chemical means such as litmus or water detecting paste.</p>

*Reference: CAO 20.2 5 and VFRG page 2.71*

### 5 - FUEL SYSTEM INSPECTION

**5.1** - The operator and pilot in command shall ensure that the following inspections and tests for the presence of water in the fuel system of the aircraft are made:

- (i) where the aircraft manufacturer's data specifies the manner in which inspections and tests for the presence of water in the aircraft's fuel system are to be made or
- (ii) in any other case, before the start of each day's flying, and after each refuelling, with the aircraft standing on a reasonably level surface, drain a small quantity of fuel from each fuel tank into a clear transparent container and check by an approved method for the presence of water.

*Note: It is important that checks for water contamination of fuel drainage samples be positive in nature and do not rely solely on sensory perceptions of colour and smell, both of which can be highly deceptive.*

*The following methods are acceptable:*

1. *Place a small quantity of fuel into the container before taking samples from tank or filter drain points. The presence of water will then be revealed by a visible surface of demarcation between the two fluids in the container.*
2. *Check the drainage samples by chemical means such as water detecting paper or paste, where a change in colour of the detecting medium will give clear indication of the presence of water.*

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.