



## REVISION REQUIRED!

Before commencing this section revise:

***RPL STUDY GUIDE***  
*Section 11 'Air Law'*

*All questions asked at the RPL level can be asked again in the PPL examination*

## 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><b>You may be granted a Private Pilot Licence provided that you:</b></p> <ul style="list-style-type: none"> <li>* are at least 17 years of age.</li> <li>* hold a flight radiotelephone operator licence.</li> <li>* have passed your PPL theory examination.</li> <li>* have passed your PPL flight test</li> </ul>   | <p><i>Read</i></p> <p><b>VFRG Page 1.5</b><br/><b>CASR 61.515</b></p>   |
| <p><b>You may fly as a private pilot provided that:</b></p> <ul style="list-style-type: none"> <li>* you hold a class endorsement appropriate to the aircraft you intend to fly [eg single or multi engine].</li> <li>* 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].</li> <li>* you hold the appropriate rating for the type of flight you intend to conduct [eg VFR or IFR].</li> <li>* you have passed a flight review in the last 2 years.</li> </ul>  | <p><i>Read</i></p> <p><b>VFRG Page 1.9</b><br/><b>Page 1.10</b></p> <p><i>CASR 61.375</i><br/><i>CAO 40.1.0.1.3</i><br/><i>CASR 61.380\</i><br/><i>CASR 61.400</i></p>                      |
| <p><b>Even though your licence is valid unless it is suspended or cancelled, you must not fly unless:</b></p> <ul style="list-style-type: none"> <li>* you hold a current medical certificate</li> <li>* have a current biennial flight review endorsement in your pilot's log book.</li> <li>* [if you intend to carry passengers] meet the recent experience requirements for a private pilot.</li> <li>* [if the flight will operate within controlled airspace] you have been trained in controlled airspace procedures and have been authorised to conduct such flights.</li> </ul>  | <p><i>Read</i></p> <p><b>VFRG Page 1.5</b><br/><b>Page 1.10</b></p> <p><i>CASR 67.265</i><br/><i>CASR 61.400</i><br/><i>CASR 61.395</i><br/><i>CAO 40.0.3.1</i><br/><i>CAO 40.0.3.2</i></p> |
| <p><b>A flight is not classified as a private flight unless:</b></p> <ul style="list-style-type: none"> <li>* it is purely for the personal transportation of the owner.</li> <li>* no remuneration is received by any person.</li> <li>* it is training for type endorsement in a pilot licence.</li> </ul> <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><b>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.</b></p> | <p><i>Read</i></p> <p><b>VFRG Page 1.14</b></p> <p><i>Page 37 of the CARs</i><br/><i>CAR 2 [7] (d)</i><br/><i>(i) to (viii)</i><br/><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

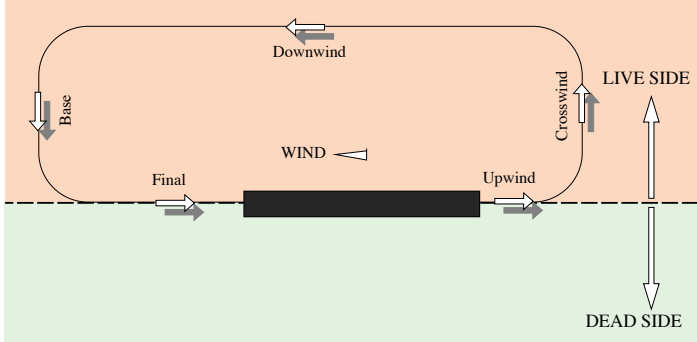
## ANSWERS

- 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.

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|--|--|
| <p><b>DOCUMENTS TO BE CARRIED IN FLIGHT</b></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"> <li>* The licence and medical certificate of each crew member.</li> <li>* The aircraft's maintenance release [or an approved alternative].</li> <li>* The aircraft's flight manual [or an approved alternative].</li> </ul> <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><br/><b>VFRG Page 1.16</b></p> <p>CAR 139</p>  |
| <p><b>OPERATIONS INTO NON-TOWERED AERODROMES.</b></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"> <li>1. <i>Circuit joining procedures.</i></li> <li>2. <i>Circuit heights for aircraft of different speeds.</i></li> <li>3. <i>Radio calls required on the Common Traffic Advisory Frequency [CTAF] allocated to that aerodrome.</i></li> </ol> <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><br/><b>VFRG Page 4.13</b></p> <p>AIP ENR 1.1 para 47.5<br/>AIP ENR 1.1 para 41.3</p> <p>AIP ENR 1.1 para 48<br/>AIP ENR 1.1 para 20.1.13.2 table.</p> <p>AIP ENR 1.1 para 39.</p> |