



RECREATIONAL AVIATION AUSTRALIA

OPERATIONS MANUAL

ISSUE 7.1 - AUGUST 2016

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INTRODUCTION

All forms of flight are potentially hazardous. The risks and hazards associated with flying are real and all pilots and potential pilots must be fully aware of the possible risks involved.

All persons participating in recreational flight training and associated recreational aviation do so at their own risk.

Neither CASA nor Recreational Aviation Australia (including its Board and staff), is liable in negligence or otherwise for any loss or damage incurred by anyone because of, or arising out of, the design, construction, restoration, repair, maintenance or operation of CAO 95.10, 95.32 and 95.55 category aeroplanes, or any act or omission of RAAus done or made in good faith in relation to any of those things.

Civil Aviation Orders (CAO) 95.10, 95.32 and 95.55, as applicable, direct that all recreational aeroplanes be operated in accordance with the standards and procedures specified in the Recreational Aviation Australia Operations Manual, subsequently referred to as 'this manual'.

This manual and its supplements have been compiled to meet the relevant requirements of the Civil Aviation Act 1988 (CAA), Civil Aviation Regulations 1988 (CAR), Civil Aviation Safety Regulations 1998 (CASR), CAOs and relevant associated legislation such as the Transport Safety Investigation Act 2003 (TSI Act). This manual is the only manual recognised by RAAus for the control of recreational aeroplane operations and related requirements.

This manual is accepted by the Civil Aviation Safety Authority (CASA) and amendments are effective from the date of acceptance by CASA, which also has the authority to direct that amendments be made and incorporated.

All amendments will be recorded in in the Amendment Record Section.

This manual sets out the requirements and procedures to obtain and maintain the following qualifications and approvals:

1. Student or Converting Pilot Certificate
2. Pilot Certificate
3. Endorsements
4. Instructor Rating
5. Senior Instructor Rating
6. Chief Flying Instructor Approval
7. Pilot Examiner Approval
8. Regional Operations Coordinator Approval

To achieve standardisation of pilot ground and flight training, thus ensuring a high standard of pilot competency, the procedures contained in this manual must be strictly adhered to.

General information concerning this manual can be obtained from the Operations Manager, who is also responsible for amendment action, so proposed changes to this manual should be forwarded to that person.

Technical information concerning specific recreational aeroplanes should be obtained directly from the manufacturer's handbook or by directing enquiries to the manufacturer or designer.

RAAus is the sole authority in regard to the interpretation of all or part of this manual and RAAus' interpretation is final.

NOTE

The applicable requirements of the Civil Aviation Act (CAA), CARs, CASRs, CAOs, and associated legislation apply to all recreational aeroplanes, just as they do to other Australian aircraft, except where the RAAus member or a recreational aeroplane is specifically exempted from legislation as detailed in CAOs, 95.10, 95.32 or 95.55 (as appropriate) or in CASR Part 200.

ABBREVIATIONS AND DEFINITIONS (More are provided in AIP GEN)

AC	Accident Consultant
AD	Aerodrome
AGL	Above Ground Level
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
AMSL	Above Mean Sea Level
ARP	Aerodrome Reference Point
ASRA	Australian Sport Rotorcraft Association
ATC	Air Traffic Control (in general)
ATSB	Australian Transport Safety Bureau
BAK	Basic Aeronautical Knowledge
BFR	Biennial Flight Review
CASA	Civil Aviation Safety Authority
CAO	Civil Aviation Order
CAR	Civil Aviation Regulation
CASR	Civil Aviation Safety Regulation
CFI	Chief Flying Instructor (as defined in this manual)
CTA	Control Area
CTAF	Common Traffic Advisory Frequency
CTR	Control Zone
ERC-L	En Route Chart - Low
ERSA	En Route Supplement Australia
FT	Feet
FTS	Flight Training School
GA	General Aviation
GFA	Gliding Federation of Australia
HGFA	Hang Gliding Federation of Australia
I	Instructor
ICAO	International Civil Aviation Organisation
IMC	Instrument Meteorological Conditions
IT	Instructor Trainer
IT (T)	Instructor Trainer (Temporary Approval)
LL	Lower Limit
MHz	Megahertz
MTOW	Maximum Take-off Weight
NAA	National Aviation Authority
NM	Nautical Miles
NOTAM	Notice to Airmen

OCTA	Outside Control Area
OCTR	Outside Control Zone
PCA	Planning Chart Australia
PMI	Approved Principles and Methods of Instruction Course
PPL	Private Pilot Licence
PE	RAAus Pilot Examiner
RAAus	Recreational Aviation Australia
RAAP	Recreational Aviation Advisory Publication
ROC	Regional Operational Coordinator
RPL	Recreational Pilot Licence
SA	Special Approval
SAAA	Sport Aircraft Association of Australia
SASAO	Self Administering Sport Aviation Organisation
SFTS	Satellite Flight Training School
SI	Senior Instructor
UTC	Universal Time Co-ordinated
VFR	Visual Flight Rules
VHF	Very High Frequency (30-300MHz)
VMC	Visual Meteorological Conditions
VNC	Visual Navigation Chart (1:500,000)
VTC	Visual Terminal Chart (1:250,000)
WAC	World Aeronautical Chart (1:1,000,000)

DEFINITIONS

Accident Consultant	For the purposes of this manual, an Accident Consultant may be a delegate, staff member, industry specialist or volunteer appointed by the Operations Manager or approved delegate, for the purposes of providing specialist industry knowledge to police and Coroners as required.
Aerodrome	For the purposes of this manual has the same meaning as airfield, airport and Aircraft Landing Area (ALA).
Aeroplane Log Book	The manufacturer's aeroplane log book, or an aeroplane log book approved by RAAus.
Aeroplane Group	See Section 2.04 for designations, which are generally divided by control design e.g. Group A – three axis control aeroplane.
Aircraft Time In Service	The period starting when the aeroplane takes off on a flight and ending when the aeroplane lands at the end of the flight.
Aeroplane Type	<p>In the case of Group A or B aeroplanes; aeroplanes of similar undercarriage configuration, design features, wing design and camber, fuel and electrical system, ancillary control such as flaps, trim, dive brakes, cowl flaps, differing avionics, cockpit ergonomics, critical operating speeds including flight envelope (e.g. high drag/low drag with consideration of inertia), stall speeds and normal/emergency handling characteristics as noted by the manufacturer or RAAus. (Note. This definition applies to assessment of similar aeroplane types for the purposes of type training).</p> <p>In the case of Group D aeroplanes; aeroplanes of a similar canopy type (box or elliptical) similar control type (foot or hand) and nose wheel type (steerable or fixed).</p>
Approval	Issued by the Operations Manager for the purpose of a defined duty or duties. An 'Approval' is an addition to existing RAAus qualifications i.e. CFI, PE, IT, ROC or AC. See Section 2.05 – 1 for the various types and associated symbols.

CAA	Civil Aviation Act 1988
CAO	Civil Aviation Orders issued by CASA.
CAR	Civil Aviation Regulations 1988.
CASR	Civil Aviation Safety Regulations 1998.
Certificate (RAAus)	A document verifying the attainment of a Student or Pilot qualification issued by RAAus.
CFI	Chief Flying Instructor appointed by the Operations Manager, with duties and responsibilities as specified in this manual. Unless specifically mentioned in this manual a CFI does not mean a CFI in GA or in any other Recreational Aviation Administration Organisation (RAAO).
Converting Pilot Certificate	A pilot with qualifications from another organisation, Australian or overseas, who intends to obtain a RAAus Pilot Certificate.
Direct Supervision	The supervisor personally provides surveillance, assessment and mentoring development of persons providing ground and flight training to ensure it meets the training and safety requirements of this Manual and the RAAus Syllabus of Flight Training.
Endorsement(s)	Are additional qualifications applied to a Pilot Certificate. Refer to Section 2.05.
Flight Training School	A school authorised by the Operations Manager to conduct ground and flight training.
Flying School	Has the same meaning in this manual as Flight Training School.
Formation Flight	Two or more aeroplanes flown in close proximity to each other operating as a single aeroplane with regard to navigation, position reporting and control.

Health Standard	Is the level of health equivalent to that required to hold a private motor vehicle driver licence in Australia.
Immediate Reportable Matter	A serious transport safety matter that covers occurrences such as accidents or serious incidents involving death, serious injury, destruction of, or serious damage to vehicles or property or when an accident nearly occurred.
Indirect Supervision	The surveillance, assessment and mentoring development of persons providing ground or flight training and associated operations by a means other than the physical presence or personal surveillance of the supervisor to ensure it meets the training and safety requirements of this Manual and the RAAus Syllabus of Flight Training. Such indirect supervision is provided as deemed appropriate by the RAAus Operations Manager.
Licence	A document verifying the attainment of a qualification issued by a government department (e.g. CASA).
Maintenance Authority	An authority issued to a suitably qualified volunteer person appointed by the RAAus Technical Manager to conduct maintenance on a RAAus aeroplane.
Medical Certificate	A Certificate issued under CASR Subpart 67.C.
Nose Wheel (Undercarriage)	An aeroplane undercarriage configuration utilising a nose wheel.
Occurrence	The term that collectively describes the RAAus reporting of accidents, incidents, hazards, defects and confidential complaints.
Operations Manager	A person appointed by RAAus, whose duties and responsibilities are specified in this manual.
Operations Manual	The RAAus Operations Manual, subsequently referred to as 'this manual'.
Operations Bulletin	A RAAus flight operations document that defines, describes and/or supplements the RAAus Operations Manual, normally

distributed to RAAus Flight Training Schools. Amendments proposed via Operations Bulletins will be incorporated into subsequent issues.

Operations Notice	A RAAus flight operations information document, normally distributed to RAAus Flight Training Facilities.
Pilot Certificate	A Certificate issued on successful completion of a RAAus approved pilot training program. Refer to Section 2.07.
Pilot Examiner (PE)	A RAAus Senior Instructor, eligible to be a Chief Flying Instructor and approved by the Operations Manager to examine recreational pilots and instructors.
Pilot in Command (PIC)	For RAAus student and pilot purposes: the person in control of the aeroplane when not in the company of an Instructor and referred to as solo flight time.
Pilot Log Book	A system used to keep an accurate record of a pilot's aeronautical experience and RAAus qualifications.
Rating	A designation as either Instructor (I) or Senior Instructor (SI). Refer to Section 2.05.
RAAus	Means Recreational Aviation Australia as an organisation and unless indicated to the contrary in this document it includes its Officers, Members and Affiliates.
RAAus Examiner	Means a Senior Instructor, CFI, PE, ROC, Assistant Operations Manager or Operations Manager, within the scope of their privileges, as detailed in this manual.
RAAus Instructor	Means a RAAus member who holds a valid Pilot Certificate endorsed with a current Instructor or Senior Instructor Rating that is: <ul style="list-style-type: none"> - applicable to the aeroplane grouping, and - authorises the holder to give flight training in association with an approved FTS.
Recreational Aeroplane	For the purpose of this manual, an aeroplane registered with RAAus as defined in CAO 95.10, 95.32, 95.55 and is operated in accordance with this manual.

Recognised Flight Time	The expression is defined in Section 2.13 of this manual.
Recognised Qualifications	Are validated Licences, Certificates, Endorsements, Ratings and Approvals and overseas equivalents from RAAus recognised NAAs and RAAOs.
Regional Operations Coordinator (ROC)	An RAAus member holding a valid Pilot Certificate and eligible to hold a PE Approval, appointed by the Operations Manager
Routine Reportable Matter	A transport safety matter that has not had a serious outcome and does not require an immediate report, but transport safety was affected or could have been affected. These include a non-serious injury or if the aircraft suffered minor damage or structural failure e that does not significantly affect the structural integrity or performance characteristics of the aircraft.
Regional Safety Officer	A volunteer RAAus member, appointed by the Safety Manager to assist the Safety Manager in the performance of his or her duties.
Safety-Relevant Condition (Health)	A medically significant condition that may reduce a person’s ability to fully exercise the privileges of a Certificate or Rating.
Supervision	The surveillance, assessment and correction of persons engaged in ground or flight training and associated operations. Supervision may be ‘direct’ in the presence of the supervisor or ‘indirect’ by the supervisor monitoring the operations through other persons, or means acceptable to RAAus.
Tail Wheel (Undercarriage)	An aeroplane undercarriage configuration utilising a tail wheel.
Volunteer	A position appointed by RAAus to a RAAus member for a specific purpose. This person may work on a casual contract basis for specific delegated tasks.

SECTION 1.01

ORGANISATION AND ADMINISTRATION

RAAus is a for purpose organisation consisting of individual members and affiliated organisations whose aims and objectives are to foster and encourage the construction and safe operation of recreational aircraft for educational, recreational and research purposes.

The day-to-day administration of the RAAus is the responsibility of the Chief Executive Officer (CEO), who functions in accordance with the directions issued by the Chairman of the RAAus Board.

The RAAus Board (subsequently referred to as the board) is made up of member representatives as defined by the Constitution of RAAus, and the Chairman is elected from the Board.

The Operations Manager and Technical Manager are appointed by the Board and are responsible to the Chairman through the CEO for the overall control, supervision and discipline of the operational and technical requirements of the relevant Civil Aviation Act, CARs, CASRs, CAOs, AIP and associated legislation, the Operations Manual and supplements thereto.

The Operations Manager will approve the following qualifications:

- a. Regional Operations Coordinators
- b. Pilot Examiners
- c. Chief Flying Instructors
- d. Senior Instructors
- e. Instructors
- f. Pilots
- g. Student or Converting Pilots

Note: Any or all of these appointment approvals may be delegated by the Operations Manager, to another RAAus delegate.

All members in the following categories are required to possess a personal copy (a current electronic copy is acceptable) of the documents shown below:

- a. STUDENT PILOT OR CONVERTING PILOT – RAAus Operations and Technical Manual and reference books as recommended by a RAAus Examiner.
- b. PILOT – RAAus Operations and Technical Manual and reference books as recommended by a RAAus Examiner.
- c. INSTRUCTOR – RAAus Operations and Technical Manual and the RAAus Flight Instructor Reference Manual or CASA Flight Instructor Manual (Aeroplane).
- d. SENIOR INSTRUCTOR – RAAus Operations and Technical Manual and the RAAus Flight Instructor Reference Manual or the CASA Flight Instructor Manual (Aeroplane).
- e. CHIEF FLYING INSTRUCTOR – RAAus Operations and Technical Manual, the RAAus Flight Instructor Reference Manual or CASA Flight Instructor Manual (Aeroplane) and relevant parts of the CAA, CARs, CASRs, CAOs, AIP Book and ERSA, RAAus Syllabus of Flight Training plus applicable maps and charts.
- f. PILOT EXAMINER – RAAus Operations and Technical Manual and the RAAus Flight Instructor Reference Manual or the CASA Flight Instructor Manual (Aeroplane).

All RAAus flying members are required to maintain a pilot log book in accordance with the requirements specified in this manual.

RAAus shall keep a register of the issue of all classes of Pilot Certificates, the renewal of those certificates, the issue of Endorsements, Ratings and Approvals and the renewal of those privileges.

RAAus shall keep a register of initial aircraft registrations in addition to renewals and transfers of aircraft registrations and subsequent inspections.

SECTION 1.02**STATEMENT OF DUTIES AND RESPONSIBILITIES****OPERATIONS MANAGER**

The Operations Manager is responsible to the CEO for the following duties and responsibilities:

1. Approve and issue Student or Converting Pilot Certificates, or delegate the authority for the issue of Student or Converting Pilot Certificates.
2. Upon recommendation from a CFI, approve or delegate the authority for the issue of Pilot Certificates.
3. Upon recommendation from a Pilot Examiner or Instructor Trainer, approve or delegate the authority for the issue of Instructor Ratings.
4. Upon recommendation from a CFI or Pilot Examiner, approve or delegate the authority for the issue of Senior Instructor Ratings.
5. Examine candidates for Pilot Certificates, Endorsements, Ratings and all Approvals and approve or otherwise the issue of such qualifications. Where constraints of time and economy are involved, the Operations Manager may, in writing, delegate authority to a suitably qualified Pilot Examiner or ROC to carry out ground and flight assessment of these candidates.
6. Examine Pilot Examiner and Regional Operations Coordinator candidates and approve or otherwise the issue of such approvals. The Operations Manager may, in writing, delegate authority to a suitably qualified Pilot Examiner or Regional Operations Coordinator to carry out ground and flight assessment of a Pilot Examiner candidate.
7. Approve the issue, or delegate the authority to approve the issue of Instructor Training Approvals and Accident Consultant Approvals.
8. Approve or otherwise the issue, or delegate the authority to approve the issue of renewals of Pilot Certificates.
9. Issue Operations Notices or Operations Bulletins as required.

10. Plan, formulate, conduct, or cause to be conducted by suitably qualified persons, training and refresher courses for Instructors, Senior Instructors, CFIs, Pilot Examiners, Regional Operations Coordinators and Accident Consultants and candidates for those Ratings or Approvals.
11. Prepare or approve a series of multi-choice examination papers for candidates seeking Pilot Certificates for all Aircraft Groups specified in this manual.
12. Regularly monitor trends in training and general flying practices and recommend changes/amendments to this manual, training syllabi and instructor manuals.
13. Attend meetings, conferences and forums as directed by the CEO.
14. Action directives from the CEO promptly and maintain regular face-to-face, written, or telephone contact with the CEO.
15. The Operations Manager's authority to suspend or cancel a Pilot Certificate is contained in Section 2.14 of this manual. All other disciplinary matters are conducted in accordance with the RAAus Disciplinary Framework.
16. Undertake investigation of accidents, incidents and/or occurrences involving RAAus members or aircraft, when requested by CASA, police or the ATSB.
17. Be responsible for maintaining a high level of training practices and methods, overall flying standards and pilot competency under the control of RAAus.
18. Exemplify and encourage a positive safety culture in all RAAus operations and associated activities.

SECTION 1.03**STATEMENT OF DUTIES AND RESPONSIBILITIES****ASSISTANT OPERATIONS MANAGER**

An Assistant Operations Manager is responsible to the RAAus Operations Manager for the following duties and responsibilities:

1. Approve, on behalf of the Operations Manager, the issue of Student or Converting Pilot Certificates.
2. Upon recommendation from a CFI, on behalf of the Operations Manager, approve the issue of Pilot Certificates.
3. Upon recommendation from a Pilot Examiner or Instructor Trainer, on behalf of the Operations Manager, approve the issue of Instructor Ratings.
4. Upon recommendation from a CFI or Pilot Examiner, on behalf of the Operations Manager, approve the issue of Senior Instructor Ratings.
5. Examine candidates for Pilot Certificates, Endorsements, Ratings and all Approvals, and approve or otherwise the issue of such qualifications. Where constraints of time and economy are involved, the Assistant Operations Manager may, in writing, delegate authority to a suitably qualified Pilot Examiner or Regional Operations Coordinator to carry out ground and flight assessment of candidates after consultation with the Operations Manager.
6. Examine Pilot Examiner candidates and approve or otherwise the issue of such qualifications. The Assistant Operations Manager may, in writing, delegate authority to a suitably qualified Pilot Examiner to carry out ground and flight assessment of a Pilot Examiner candidate after consultation with the Operations Manager.
7. Approve, or delegate the authority to approve, the issue of Instructor Training Approvals and Accident Consultant Approvals after consultation with the Operations Manager.
8. Approve or otherwise the issue of renewals of Pilot Certificates, or delegate the authority to renew the certificates, as appropriate, unless the member in question is under disciplinary action which requires approval from the Operations Manager.

9. Regularly monitor trends in training and general flying practices and recommend to the Operations Manager changes/amendments to this manual, RAAus training syllabi and instructor manuals.
10. When requested by the Operations Manager, undertake accident, incident or occurrence investigation involving RAAus members or aircraft.
11. Be responsible to the Operations Manager for maintaining a high level of training practices and methods, overall flying standards and pilot competency under the control of the RAAus.
12. Exemplify and encourage a positive safety culture in all RAAus operations and associated activities.

SECTION 1.04**STATEMENT OF DUTIES AND RESPONSIBILITIES****REGIONAL OPERATIONS COORDINATOR**

Regional Operations Coordinators (ROC) are responsible to the RAAus Operations Manager for the following duties and responsibilities:

1. Undertake any of the duties laid down in Section 1.05 of this manual, namely: STATEMENT OF DUTIES AND RESPONSIBILITIES - PILOT EXAMINER.
2. Upon written request by the Operations Manager, conduct FTS inspections and assessments for recommendation for the issue of Pilot Certificates, Endorsements, Ratings and Approvals for aeroplane Groups they hold or are approved to issue.
3. Plan, formulate, conduct, or cause to be conducted by suitably qualified persons, standards and training courses for Instructors, Senior Instructors, CFIs, Pilot Examiners and candidates for those ratings or approvals.
4. Be responsible for standards in training and general flying practices, and recommend to the Operations Manager, changes or amendments to this manual.
5. Liaise with and advise the Operations Manager of any operational issues, on an ongoing and regular basis.
6. Maintaining a high level of training practices and methods, overall flying standards and pilot competencies under the control of the RAAus.
7. At the request of the Operations Manager or delegate, undertake accident, incident or occurrence investigation.
8. Report accidents, incidents and occurrences involving FTS personnel or aircraft in accordance with the requirements of this manual and relevant legislation.
9. Exemplify and encourage a positive safety culture in all RAAus operations and associated activities.

SECTION 1.05**STATEMENT OF DUTIES AND RESPONSIBILITIES****PILOT EXAMINER**

Pilot Examiners are responsible to the RAAus Operations Manager for the following duties and responsibilities:

1. Conduct ground and in-flight assessment of Instructor and Senior Instructor candidates and make recommendation to the Operations Manager as to the issue, or otherwise, of the appropriate ratings.
2. Conduct ground and in-flight assessment of Instructors and Senior Instructors requesting renewal of their respective ratings, and make recommendation to the Operations Manager as to the renewal, or otherwise of the appropriate rating.
3. With the written approval of the Operations Manager conduct ground and/or in-flight training courses for Instructor candidates.
4. Upon written request from the Operations Manager, conduct ground and in-flight assessments for the issue or renewal of Chief Flying Instructor and/or Pilot Examiner approvals, and make written recommendation as to the issue/renewal, or otherwise of the appropriate approval.
5. Upon written request from the Operations Manager, conduct training and refresher courses for Chief Flying Instructors and Pilot Examiners and candidates for those approvals.
6. Upon request from the Operations Manager, monitor the training standards and practices of specified Flight Training Schools and report, in writing, to the Operations Manager.
7. On advice of a complaint received by the Operations Manager that a pilot of a recreational aircraft has allegedly contravened the requirements of this manual or relevant legislation a Pilot Examiner shall, wherever possible, carry out a full investigation of the incident. Should the Pilot Examiner deem it necessary, for reasons of continued safety and/or to protect the good name and reputation of the RAAus, a ground and/or flight test may be conducted by the Pilot Examiner. The Pilot Examiner will report, in writing, the findings

of the investigation/examination to the Operations Manager. Included in the report will be recommendations as to the suitability, or otherwise, of the offending pilot to continue to hold any, or all, classes and types of RAAus Pilot Certificates, Ratings or Approvals.

8. Maintaining a high level of training practices and methods, overall flying standards and pilot competency under control of the RAAus.
9. At the request of the Operations Manager or delegate, undertake accident, incident or occurrence investigation.

SECTION 1.06**STATEMENT OF DUTIES AND RESPONSIBILITIES****CHIEF FLYING INSTRUCTOR**

Chief Flying Instructors are responsible to the RAAus Operations Manager for the following duties and responsibilities:

1. Conduct ground and in-flight training for Student or Converting Pilots and Pilots in accordance with the requirements of this manual and relevant legislation. The training provided is limited to activities the CFI is authorised to undertake by virtue of Endorsements and Approvals held by the CFI.
2. Conduct the operation and administration of the Flight Training School to ensure compliance with the requirements of this manual and the RAAus Technical Manual. These duties may include aeroplane hire to RAAus Pilot Certificate holders.
3. Subsequent to satisfactory completion of a flight test by the CFI, make written recommendation to the Operations Manager, using the appropriate RAAus forms, for the issue or renewal of Pilot Certificates or Endorsements for candidates.
4. With written temporary Instructor Training Approval from the Operations Manager, conduct ground and in-flight training for Instructor candidates and make recommendation to a Pilot Examiner as to the candidate's readiness to undergo examination for the issue of the rating.
5. With written permanent Instructor Training Approval from the Operations Manager, conduct ground and in-flight training and testing for Instructor candidates and make recommendation to the Operations Manager or delegate for the issue of an Instructor Rating.
6. Recommend to the Operations Manager, in writing, that a person's Pilot Certificate, Endorsement or Rating be removed or varied.
7. Ensure that Instructors under their control maintain the highest level of competency and are current by conducting regular check flights, in accordance with this manual. Additionally, assess their continued suitability to conduct flight training by flying regularly with their students.

8. Appoint a Senior Instructor to take control of the FTS in their absence. Such an appointment must be issued in writing to the Senior Instructor by the Operations Manager or approved delegate. Where several Senior Instructors operate under a CFI, one must be authorised in writing.
9. Ensure that all aeroplanes used by their FTS are kept in a clean and airworthy state and properly registered with the RAAus.
10. Maintain a high level of training standards and general flying practices of pilots operating aeroplanes attached to their FTS.
11. Report accidents, incidents or occurrences involving FTS personnel or aeroplanes in accordance with the requirements of this manual and relevant legislation.
12. Be present at any FTS inspection of their facility and make available all documentation and equipment as required by the RAAus Operations Manager or delegate.
13. Promote a positive safety culture in all RAAus operations and associated activities.

SECTION 1.07**STATEMENT OF DUTIES AND RESPONSIBILITIES****SENIOR INSTRUCTOR**

Senior Instructors are responsible to the Chief Flying Instructor (CFI) for the following duties and responsibilities:

1. Under the direction of the CFI, conduct ground and in-flight training in accordance with the requirements of this manual and the relevant legislation.
2. Conduct the operational and administrative aspects of their assigned duties in such a manner so as not to bring the RAAus into disrepute.
3. Assess the readiness for and authorise a Student Pilot to undertake first solo and subsequent solo flights, but only after receiving initial approval to do so by the CFI.
4. Where several Senior Instructors operate at an FTS, one must be authorised in writing by the CFI, to take control of the FTS in the CFI's absence. Senior Instructors are only permitted to supervise Instructors if requested by the CFI and authorised in writing by the Operations Manager or approved delegate.
5. When authorised in writing by the Operations Manager, take control of a remote SFTS at the request of the CFI and report the activities of the remote facility to the CFI on a regular basis. However, the role of supervising an Instructor must be authorised in writing by the Operations Manager or approved delegate.
6. Ensure that all aeroplanes used by the FTS are in a clean and airworthy state and properly registered with the RAAus.
7. Report to the CFI, without delay, any faults, or defects appearing in training aeroplanes that render the aeroplane unserviceable or unsuitable for training. Ensure that the fault/defect is repaired prior to conducting further training flights in that aeroplane.
8. Meet recency requirements prior to operating FTS aeroplanes.
9. Report accidents, incidents or occurrences involving FTS personnel or aeroplanes in accordance with the requirements of this manual and relevant legislation.
10. Promote a positive safety culture in all RAAus operations and associated activities.

SECTION 1.08**STATEMENT OF DUTIES AND RESPONSIBILITIES****INSTRUCTOR**

Instructors are responsible to the Chief Flying Instructor (CFI) for the following duties and responsibilities:

1. Under the direction of the CFI, conduct ground and in-flight training in accordance with the requirements of this manual and the relevant legislation.
2. Conduct the operational and administrative aspects of their assigned duties in such a manner so as not to bring the RAAus into disrepute.
3. Make recommendations to the CFI, as to the readiness of a Student Pilot to undertake first solo and subsequent solo flights but under no circumstances authorise such flights.
4. Ensure that all aeroplanes used by the Flight Training School (FTS) are in a clean and airworthy state and properly registered with the RAAus.
5. Report to the CFI, without delay, any faults, or defects, appearing in training aeroplanes that render the aeroplane un-airworthy or unsuitable for training. Ensure that the fault/defect is repaired prior to conducting further training flights in that aeroplane.
6. Meet recency requirements prior to operating FTS aeroplanes.
7. Report accidents, incidents and occurrences involving FTS personnel or aeroplanes in accordance with the requirements of this manual and relevant legislation.
8. Promote a positive safety culture in all RAAus operations and associated activities.

SECTION 2.01**PILOT CERTIFICATE – GROUP A and B**

(See paragraph 25 onwards for Group D)

PILOT IN COMMAND (GROUP A and B)

1. A person intending to act as pilot in command of a Group A or B recreational aeroplane operated under the provisions of this manual and associated legislation must:
 - a. be a financial member of RAAus; and
 - b. be the holder of a valid Student or Converting Pilot Certificate or Pilot Certificate, in the appropriate aeroplane Group, issued or recognised by RAAus; and
 - c. be medically fit to the following standards:
 - (1) Student or Converting Pilot and Pilot Certificate holders - A medical standard equivalent to that required to hold a private motor vehicle driver's licence in Australia (refer to Section 2.16 - Medical requirements).
 - (2) Instructor or higher level rating - A CASA Class 2 medical or higher, confirmed by a medical certificate, or the RAAus Medical Questionnaire and Examination form (refer to Section 2.16 - Medical requirements); and
 - d. have attained the age of:
 - (1) In the case of Pilot Certificate holders, fifteen (15) years;
 - (2) In the case of Rating holders, eighteen (18) years; and
 - (3) In the case of Approval holders, twenty one (21) years; and
 - e. have undergone a flight review or equivalent flight check in accordance with this manual within the previous 24 months; and
 - f. meet the pilot recency requirements in accordance with this manual.

PILOT INSTRUCTION

2. In order to provide flight instruction in a recreational aeroplane a Pilot Certificate holder must hold an Instructor Rating, Senior Instructor Rating, Special Approval, or higher Approval. Such Rating holders must be responsible to and under the supervision of a CFI, or hold a CFI approval.

GROUP A and B
ENDORSEMENTS***Endorsements Based on Pilot Qualifications*****RADIO OPERATOR ENDORSEMENT (R)**

3. In order to operate a recreational aeroplane VHF radio on aeronautical frequencies a person must:
- hold a RAAus Radio Operator (R) Endorsement; or
 - be under instruction by an RAAus Instructor for the purpose of training, who holds the Radio Endorsement; or
 - hold a recognised Flight Radiotelephone Operator Licence or Flight Radio Endorsement.

PASSENGER CARRYING ENDORSEMENT (PAX)

4. In order to carry passengers in a recreational aeroplane a Pilot Certificate holder must hold a Passenger Carrying (PAX) Endorsement, and the aeroplane must meet the requirements of CAO 95.55 or CAO 95.32.

CROSS COUNTRY ENDORSEMENT (X)

5. In order to act as pilot in command of a recreational aeroplane at a distance greater than 25 nautical miles from the original point of departure a Pilot Certificate holder must hold a RAAus Cross Country (X) Endorsement.

Note: Consecutive flights of 25 nautical miles do not comply with this requirement.

FORMATION FLYING ENDORSEMENT (F)

6. In order to act as pilot in command of a recreational aeroplane in formation a Pilot Certificate holder must:
- hold a RAAus Formation (F) Endorsement; and
 - ensure each pilot in command in the formation is qualified to fly in formation; and
 - ensure each pilot involved in the proposed formation is briefed prior to each sortie, including normal and emergency procedures.

GROUP A and B**ADVANCED PILOT AWARD ENDORSEMENT (APA)**

7. As this Endorsement does not allow the holder any operational privileges no further detail is provided here. However, the requirements for the endorsement are shown in Section 2.07, paragraph 13.

LOW LEVEL ENDORSEMENT (LL)

8. In order to act as pilot in command and operate a recreational aeroplane below 500FT AGL a Pilot Certificate holder must:
- a. operate the aeroplane in accordance with the requirements set out in CAO 95.10, 95.32 and 95.55, under “Provisions relating to flight height limitations”; and
 - b. hold a RAAus Low Level (LL) Endorsement.

GLIDER TOWING ENDORSEMENT (GT)

9. In order to tow a glider operated under the GFA as pilot in command of a recreational aeroplane a Pilot Certificate holder must:
- a. hold a RAAus Glider Towing (GT) Endorsement and conduct the operation as specified in the RAAus Glider Towing Manual; and
 - b. ensure the aeroplane is a fully manufactured CAO 95.55 aeroplane fitted with a factory approved tow hook which holds approval to tow gliders in accordance with CAAP 149 -1(0) and the relevant changes to the aeroplane have been noted in the flight manual and signed off by the relevant authority; and
 - c. have written approval from the GFA for glider towing operations.

HANG GLIDER TOWING ENDORSEMENT (HGT)

10. In order to tow a hang glider operated under the HGFA as pilot in command of a recreational aeroplane a Pilot Certificate holder must:
- a. hold a RAAus Hang Glider Towing (HGT) Endorsement and conduct the operation as specified in the RAAus Hang Glider Towing Manual; and

GROUP A and B

- b. ensure the aeroplane is a factory built CAO 95.55 or 95.32 aeroplane fitted with a factory approved tow hook which holds approval to tow gliders in accordance with CAAP 149 -1(0). Relevant changes to the aeroplane must be noted in the aeroplane's Type Certification Data Sheet (TCDS) and/or Flight Manual Supplement and signed off by the relevant authority; and
- c. have written approval from the HGFA for hang glider towing operations.

THEORY INSTRUCTOR ENDORSEMENT (G)

11. A person wishing to attain a Theory Instructor (G) Endorsement must meet the requirements of Section 2.12 of this manual.

TYPE TRAINING

12. A pilot must ensure they are competent to operate the Aeroplane Type in accordance with the Definitions section of this Manual. Further information about RAAus recommendations for Aeroplane Type Training can be obtained in the Recreational Aviation Advisory Publication "RAAP 1 - 2016 Type Transition Guidance".

Note: Logbook entries showing a minimum of 2 hours pilot in command of an aeroplane type recorded prior to Issue 7 of this manual will be accepted as evidence of appropriate type training for that aeroplane.

Endorsements based on aeroplane characteristics**TAIL WHEEL UNDERCARRIAGE ENDORSEMENT (TW)**

13. In order to operate a Group A recreational aeroplane with a tail wheel undercarriage as pilot in command a Pilot Certificate holder must hold a RAAus Tail Wheel Undercarriage (TW) Endorsement.

GROUP A and B**TWO STROKE ENDORSEMENT (2S)**

14. In order to operate a recreational aeroplane fitted with a two stroke engine as pilot in command a Pilot Certificate holder must hold a RAAus Two Stroke (2S) Endorsement.

INFLIGHT ADJUSTABLE PROPELLER ENDORSEMENT (AP)

15. In order to operate a recreational aeroplane with an In-flight Adjustable Propeller as pilot in command a Pilot Certificate holder must hold a RAAus In-flight Adjustable Propeller (AP) Endorsement.

RETRACTABLE UNDERCARRIAGE ENDORSEMENT (RU)

16. In order to operate a recreational aeroplane with a retractable undercarriage as pilot in command a Pilot Certificate holder must hold a RAAus Retractable Undercarriage (RU) Endorsement.

FLOAT ENDORSEMENTS (WF) and (WH)

17. In order to operate a recreational aeroplane as pilot in command in water alighting operations a Pilot Certificate holder must hold a RAAus Float (WF) or Floating Hull (WH) Endorsement, as appropriate to the aeroplane design.

UTILITY ENDORSEMENT

18. In order to operate a recreational aircraft below 500ft AGL on a property for the purposes of stock spotting and movement, water trough or fence line inspection, etc. as pilot in command a Pilot Certificate holder must hold a Utility endorsement.

PROVISION FOR SOLO FLIGHT DURING ENDORSEMENT TRAINING

19. In spite of the requirements shown in this Section, solo flight may be authorised for individual flights as part of the training for the following endorsements when conducted by a RAAus Examiner or Special Approval holder (where appropriate):

GROUP A and B

Cross Country (X), Formation (F), Low Level (LL), Tail Wheel (TW), Two-stroke (2S), In-flight Adjustable Propeller (AP), Retractable Undercarriage (RU), and Waterborne Operations – Floats (WF), Waterborne Operations – Floating Hull (WH) and Utility – (U).

QUALIFICATIONS FROM OTHER ORGANISATIONS OR COUNTRIES WHICH MAY BE USED FOR RAAUS ENDORSEMENT PURPOSES

20. The following Endorsements may be issued to Pilot Certificate holders who have documented evidence of equivalent or higher qualifications acceptable to the Operations Manager or delegate:

Radio (R), Passenger (PAX), Cross Country (X), Formation (F), Low Level (LL), Glider Towing (GT), Hang Glider Towing (HGT), Tail Wheel (TW), Two-stroke (2S), In-flight Adjustable Propeller (AP), Retractable Undercarriage (RU), Waterborne Operations – Floats (WF) and Waterborne Operations – Floating Hull (WH).

CARRIAGE AND PRODUCTION OF PILOT CERTIFICATE

21. On request from a RAAus official (including Operations and Technical Staff, CFI, PE or ROC), an officer of CASA or a Police Officer, pilots are required to produce their Pilot Certificate within 72 hours.
22. Owners and/or operators of recreational aeroplanes must provide pilot in command details for any flight when requested by a RAAus official (including Operations and Technical Staff, CFI, PE or ROC), an officer of CASA or a Police Officer.

REGISTRATION AND OPERATION OF WEIGHTSHIFT AEROPLANES

23. CAO 95.32 and CAO 95.10 permit weight shift aeroplanes to be registered with RAAus or the HGFA. Despite this:
- a. HGFA Pilot Certificate holders may not act as pilot in command of an RAAus registered aeroplane without relevant RAAus qualifications; and
 - b. RAAus Pilot Certificate holders may not act as pilot in command of a HGFA registered aeroplane without relevant HGFA qualifications.

PILOT CERTIFICATE – GROUP D**PILOT IN COMMAND (GROUP D)**

24. In order for a person to act as pilot in command of a Group D recreational aeroplane that person must:
- a. be a financial member of RAAus; and
 - b. be the holder of a valid Student or Converting Pilot Certificate or Pilot Certificate, in Group D aeroplanes, issued by RAAus; and
 - c. be medically fit to the following standards:
 - (1) Student or Converting Pilot and Pilot Certificate holders - A medical standard equivalent to that required to hold a private motor vehicle driver's licence in Australia (refer to Section 2.16 - Medical requirements).
 - (2) Instructor or higher level rating - A CASA Class 2 medical or higher, confirmed by a medical certificate, or the RAAus Medical Questionnaire and Examination form (refer to Section 2.16 - Medical requirements); and
 - d. have attained the age of:
 - (1) In the case of Pilot Certificate holders, fifteen (15) years.
 - (2) In the case of Rating holders, eighteen (18) years; and
 - (3) In the case of Approval holders, twenty one (21) years; and
 - e. have undergone a flight review or equivalent flight check in accordance with this manual within the previous 24 months; and
 - f. meets the pilot recency requirements in accordance with this manual.
25. In order to give flight instruction in a Group D recreational aeroplane a Pilot Certificate holder must hold a Group D Instructor or Senior Instructor Rating, or higher Approval. Such Rating holders must be responsible to and under the indirect or direct supervision of a CFI, or hold a CFI approval.

Group D**ENDORSEMENTS*****Endorsements Based on Pilot Qualifications*****RADIO OPERATOR ENDORSEMENT (R)**

26. In order to operate a recreational aeroplane VHF radio on aeronautical frequencies a person must:
- a. hold a RAAus Radio Operator (R) Endorsement; or
 - b. be under instruction by a RAAus Instructor for the purpose of training, who holds the Radio Endorsement; or
 - c. hold a recognised Flight Radiotelephone Operator Licence or Flight Radio Endorsement.

PASSENGER CARRYING ENDORSEMENT (PAX)

27. In order to carry a passenger in a Group D recreational aeroplane the Pilot Certificate holder shall be the holder of a Passenger Carrying (PAX) Endorsement and the aeroplane must meet the requirements of CAO 95.32.

NAVIGATION COMPETENCY

28. In order to act as pilot in command of a Group D recreational aeroplane at a distance greater than 25 nautical miles from the original point of departure a Pilot Certificate holder must hold a Group A or B RAAus Cross Country (X) Endorsement, or a logbook endorsement by a Group D CFI complying with Section 2.07 Paragraph 37 of this manual.

Note: Multiple flights of 25 nautical miles or less do not comply with this requirement.

UTILITY ENDORSEMENT

29. In order to operate a Group D recreational aeroplane below 300 FT AGL on a property for the purposes of stock spotting and movement, water trough or fence line inspection, etc. as pilot in command a Pilot Certificate holder must hold a Utility Endorsement.

Group D

Endorsements based on aeroplane characteristics

TYPE TRAINING

30. In order for a pilot to operate a Group D recreational aeroplane they must ensure they are competent and familiar with the canopy type e.g. Box or Elliptical, and the specific characteristics of the base e.g. foot or hand control, fixed or steerable nose wheel and hand or foot operated throttle control

Further information about the RAAus recommended processes for Aeroplane Type Training can be obtained in the Recreational Aviation Advisory Publication “RAAP 1 – 2016 Type Transition Guidance”.

- Note:** Logbook entries showing a minimum of 2 hours pilot in command of an aeroplane type recorded prior to Issue 7 of this manual will be accepted as evidence of appropriate type training for that aeroplane.

TWO STROKE ENDORSEMENT (2S)

31. In order to operate a Group D recreational aeroplane fitted with a two stroke engine as pilot in command a Group D Pilot Certificate holder must hold a RAAus Two Stroke (2S) Endorsement.

PROVISION FOR SOLO FLIGHT DURING ENDORSEMENT TRAINING

32. In spite of the requirements shown in this Section, solo flight may be specifically authorised for individual flights as part of the training for the following endorsements when conducted by a RAAus Examiner:

Two-stroke (2S)

QUALIFICATIONS WHICH MAY BE USED FOR RAAUS ENDORSEMENT PURPOSES

33. The following Endorsements may be issued to Group D Pilot Certificate holders who have documented evidence of equivalent or higher qualifications acceptable to the Operations Manager or delegate:

Radio (R), Passenger (PAX), Cross Country (X), Two-stroke (2S)

Group D**CARRIAGE AND PRODUCTION OF PILOT CERTIFICATE**

34. On request from a RAAus official (including Operations and Technical Staff, CFI, PE or ROC), an officer of CASA or a Police Officer, pilots are required to produce their Pilot Certificate within 72 hours.
35. Owners and/or operators of Group D recreational aeroplanes must provide pilot in command details for any flight when requested by a RAAus official (including Operations and Technical Staff, CFI, PE or ROC), an officer of CASA or a Police Officer.

REGISTRATION AND OPERATION OF WEIGHTSHIFT AEROPLANES

36. CAO 95.32 permit Group D aeroplanes to be registered with RAAus or the HGFA. Despite this:
 - a. HGFA Pilot Certificate holders may not act as pilot in command of an RAAus registered aeroplane without relevant RAAus Group D qualifications; and
 - b. RAAus Group D Pilot Certificate holders may not act as pilot in command of a HGFA registered aeroplane without relevant HGFA qualifications.

SECTION 2.02**RECREATIONAL AEROPLANE PILOT LOG BOOK**

1. RAAus Pilot Certificate holders (Student or Converting Pilot and Pilot) are required to maintain an up-to-date Pilot Log Book, which should contain the following information:
 - a. full name;
 - b. RAAus membership number;
 - c. Up to date contact details; and
 - d. a record of all RAAus flight time, which includes but is not limited to:
 - (i) date;
 - (ii) aeroplane type and model;
 - (iii) aeroplane registration;
 - (iv) name of pilot in command;
 - (v) full name/s of pilot and/or Instructor (or passenger's name if appropriate);
 - (vi) the exercise flown or the route flown; and
 - (vii) the duration of the flight recorded either in the Dual or Solo Command column as appropriate.
2. For the purposes of obtaining a Certificate, Type Training, Rating or Approval, a log book entry required as above must be signed and dated by the person recommending or approving the qualification. The signature and date must be accompanied by the issuer's printed name and RAAus membership number.
3. Pilot log books are to be retained in a good condition, with all entries made accurately, legibly and in ink.
4. Any member who deliberately falsifies entries in a Pilot Log Book will be deemed to have brought RAAus into disrepute and disciplined in accordance with Section 2.14 of this manual.
5. The duration of a flight is the elapsed period of time from when an aeroplane moves under its own power for the purpose of flight until the aeroplane comes to a halt in the parking area at the completion of a flight.

PRODUCTION OF LOGBOOKS

6. Pilots in command of recreational aeroplanes are required to produce their logbook within 72 hours, on demand from an RAAus official (including, Operations and Technical Staff, CFI, PE or ROC), an officer of CASA or a Police Officer.

7. Owners and/or operators of recreational aeroplanes must provide aircraft logbook details for any flight when requested by an RAAus official (including Operations and Technical Staff, CFI, PE or ROC), an officer of CASA or a Police Officer.

SECTION 2.03**COMPLIANCE CHECKS**

1. Compliance checks may be conducted by suitably trained and appointed officers within RAAus, including the Operations Manager, Technical Manager or delegates approved in writing by the Operations Manager.
2. Pilots of recreational aircraft are required to participate with compliance checks conducted by the Operations Manager, Technical Manager, approved delegates or a CASA Officer.
3. Such checks may include, but not be limited to, assessment of the pilot, the aircraft, documents relating to flight planning, weather, fuel management, aircraft documentation, etc.
4. Documents required to be produced in relation to a compliance check are to be produced when requested to the Operations Manager, Technical Manager, approved delegates or a CASA Officer, no later than 72 hours from the time of the request.
5. Whilst compliance checks will be carried out to ensure pilots meet minimum requirements regarding aircraft operation, the intent of the check is also to provide ongoing education to members.
6. Notwithstanding paragraph 5, identified breaches of this manual or the regulations deemed to adversely impact the safety of air navigation will be assessed in accordance with Section 2.14 of this manual and may be referred to CASA.

SECTION 2.04**PILOT CERTIFICATES – AEROPLANE GROUPS**

Pilot Certificate holders shall have their Endorsements, Ratings and Approvals linked to one or more of the following Aeroplane Groups:

1. Group A - Three Axis Control aeroplanes only
2. Group B - Weight Shift Control aeroplanes only
3. Group C - Combined Control aeroplanes only
4. Group D - Powered Parachutes only
5. Group E - RESERVED
6. Group F - Foot Launched aeroplanes only
7. Group G - RESERVED
8. Group H - RESERVED

The Table in Section 2.04 – 2 shows the availability of Endorsements, Ratings and Approvals in each Aeroplane Group.

PILOT QUALIFICATIONS

	Abbrev.	Group A 3 Axis	Group B Weight Shift	Group C Combined Control	Group D Powered Parachute	Group F Foot Launch
Certificates						
Student	S	Y	Y	Y	Y	Y
Converting	C	Y	Y	Y	Y	Y
Pilot	P	Y	Y	Y	Y	Y
Endorsements						
Radio Operator	R	Y	Y	Y	Y	Y
Passenger	PAX	Y	Y	N	Y	N
Cross Country	X	Y	Y	Y	N	Y
Formation	F	Y	Y	N	N	N
Low Level	LL	Y	Y	Y	N	Y
Glider Towing	GT	Y	N	N	N	N
Hang Glider Towing	HGT	Y	Y	N	N	N
Theory Instructor	G	Y	Y	Y	Y	Y
Nose Wheel	NW	Y	N	Y	N	N
Tail Wheel	TW	Y	N	Y	N	N
Two-stroke	2S	Y	Y	Y	Y	Y
In-flight Adjustable Propeller	AP	Y	N	Y	N	N
Retractable Undercarriage	RU	Y	Y	N	N	N
Waterborne Operations - Floats	WF	Y	Y	N	N	N
Waterborne Operations - Floating Hull	WH	Y	Y	N	N	N
Utility	U	Y	Y	N	Y	N
Advanced Pilot Award	APA	Y	N	N	N	N
Maintenance Authority - Level	Number	Y	Y	Y	Y	Y
Ratings						
Instructor	I	Y	Y	Y	Y	Y
Senior Instructor	SI	Y	Y	Y	Y	Y
Approvals						
Chief Flying Instructor	CFI	Y	Y	Y	Y	Y
Pilot Examiner	PE	Y	Y	Y	Y	Y
Instructor Training Approval	IT	Y	Y	Y	Y	Y
Regional Operations Consultant	ROC					
Accident Consultant	AC					

SECTION 2.05**PILOT CERTIFICATES, ENDORSEMENTS, RATINGS & APPROVALS**

Subject to approved training and testing, Pilot Certificates holders may be issued one or more of the following Endorsements, Ratings or Approvals:

	Symbol
Certificates	
Student	S
Converting	C
Pilot	P
Endorsements	
Radio Operator	R
Passenger	PAX
Cross Country	X
Formation	F
Low Level	LL
Glider Towing	GT
Hang Glider Towing	HGT
Theory Instructor	G
Nose Wheel	NW
Tail Wheel	TW
Two-stroke	2S
In-flight Adjustable Propeller	AP
Retractable Undercarriage	RU
Waterborne Operations - Floats	WF
Waterborne Operations - Floating Hull	WH
Utility	U
Advanced Pilot Award	APA
Maintenance Authority - Level	Number
Ratings	
Instructor	I
Senior Instructor	SI
Approvals	
Chief Flying Instructor	CFI
Pilot Examiner	PE
Instructor Training Approval	IT
Regional Operations Consultant	ROC
Accident Consultant	AC

SECTION 2.06**STUDENT OR CONVERTING PILOT CERTIFICATE****REQUIREMENTS PRIOR TO COMMENCING FLYING TRAINING**

1. A person may commence flying training prior to the issue of a Student or Converting Pilot Certificate provided that the person:
 - (a) is advised of risks associated with recreational flying in accordance with Section 3.02 of this manual; and
 - (b) is issued with a temporary RAAus membership; and
 - (c) has, in the opinion of the instructor intending to conduct the flight, sufficient command of the English language and cognitive skills for the flight to be undertaken safely; and
 - (d) if under the age of 18 years, has written consent from a parent or guardian to undertake flying training; and
 - (e) is given a general overview of:
 - health standards
 - not to fly when ill or suffering from injuries
 - drug and alcohol restrictions including caution on medications
 - the ground training and flight training syllabi and examination requirements.

2. The privileges specified in Paragraph 1 of this Section may continue until the person has undergone no more than three (3) hours of dual flight instruction. After that maximum period of dual instruction, but preferably earlier, the person must:
 - (a) provide a declaration that their health is of a standard required for the issue of a private motor vehicle driver licence in Australia (refer to Section 2.16 - Medical Requirements); and
 - (b) be accepted as a Member to facilitate the issue of a Student or Converting Pilot Certificate; and
 - (c) agree to abide by the RAAus Constitution, rules of the organisation, and this manual.

PRIVILEGES OF A STUDENT OR CONVERTING PILOT CERTIFICATE HOLDER

3. A Student or Converting Pilot Certificate holder, or an applicant for a Student or Converting Pilot Certificate, may:
 - (a) undergo dual flight training with an Instructor who is supervised by a Flight Training School or Satellite Flight Training School in accordance with the appropriate syllabus of training provided in the RAAus Syllabus of Flight Training.

4. A Student or Converting Pilot Certificate holder, or an applicant for a Student or Converting Pilot Certificate must not conduct solo flight as the sole occupant of a recreational aeroplane unless:
 - (a) a Student or Converting Pilot Certificate has been issued; and
 - (b) they have attained the age of 15 years; and
 - (c) they have passed a written pre-solo air legislation examination; and
 - (d) the flight is directly supervised and authorised by at least a Senior Instructor with approval from a CFI.

SECTION 2.07**PILOT CERTIFICATE - GROUP A or B****REQUIREMENTS FOR ISSUE - GROUP A or B**

(See paragraph 26 onwards for Group D)

1. An applicant for the issue of a Group A or B Pilot Certificate must:
 - (a) hold a valid Student or Converting Pilot Certificate; and
 - (b) have a health standard equivalent to that required for the issue of a private motor vehicle driver licence in Australia (refer to Section 2.16 - Medical Requirements) and provide RAAus with a declaration to that effect; and
 - (c) agree to abide by the Constitution, rules of the organisation and this manual, and
 - (d) have undergone ground and flight training in accordance with the RAAus Syllabus of Flight Training (published separately), for the Aeroplane Group in which the Pilot Certificate is sought; and
 - (e) have met the minimum aeronautical experience requirements specified in this Section; and
 - (f) have passed theory examinations in accordance with the RAAus Syllabus of Flight Training (published separately), for the Aeroplane Group in which the Pilot Certificate is sought; and
 - (g) satisfactorily completed a flight test with an approved RAAus CFI or on request by the CFI or the Operations Manager, a RAAus Pilot Examiner.

AERONAUTICAL EXPERIENCE

2. Prior to undertaking a flight test for the issue of a Group A or B Pilot Certificate, an applicant must:
 - (a) have completed a minimum of 20 hours flying training, including no less than 5 hours as pilot in command, in a recreational aeroplane of the same Group in which the flight test is to be conducted; and
 - (b) passed theory examinations specified in Section 3.03 of this manual; or
 - (c) if having *recognised flight time or qualifications*, satisfy the requirements of Section 2.13 paragraphs 5 - 7 inclusive.

GROUP A and B**PRIVILEGES**

3. A Pilot Certificate authorises the holder to act as pilot in command of a recreational aeroplane when:
 - a. the requirements of Section 2.01 of this manual are met in respect of:
 - (i) medical fitness;
 - (ii) valid membership of RAAus;
 - (iii) flight review currency;
 - (iv) pilot recency; and
 - b. the aeroplane is of the same Group shown on the Pilot Certificate (refer to Section 2.04 -Aeroplane Group Ratings); and
 - c. the pilot ensures their competency to operate the aeroplane type (refer to RAAP 1 – 2016 Type Transition Guidance) and holds all required Endorsements for the aeroplane and the intended flight (refer to Section 2.01 – Requirements).

PERIOD OF VALIDITY

4. Aeroplane Groupings, Endorsements and Ratings attached to a Pilot Certificate remain valid indefinitely. However, the authority to exercise the privileges of a Pilot Certificate is subject to compliance with the requirements detailed in paragraph 3 of this Section, unless suspended, varied or cancelled by the Operations Manager, or surrendered by the holder.

REQUIREMENTS FOR THE MAINTENANCE OF A PILOT CERTIFICATE**5. Medical**

A Pilot Certificate holder may only exercise the privileges of the certificate when meeting the requirements of the *health standard* as per Section 2.16 - Medical Requirements.

Flight Review

- a. Within a period of two years immediately before the day of the proposed flight must have satisfactorily completed a flight review with a RAAus Examiner;

GROUP A and B

- (i) unless approved in writing by the Operations Manager the flight review must be conducted in a recreational aeroplane of a *similar aeroplane type* in which the pilot flew the greatest amount of time as pilot in command, during the last ten flights; or
 - (ii) if the type of recreational aeroplane mentioned in Subparagraph 5 (a) (i) is a single place aeroplane, or is not fitted with fully-functioning dual controls, the RAAus Examiner may waive the flight check, providing they have satisfied themselves by discussion and observation, that the pilot is familiar with any changes in procedures or legislation, and is competent to continue to exercise the privileges of the Certificate; or
 - (iii) if the aeroplane is a two seat aeroplane which is not a type the RAAus Examiner is familiar with, an observed BFR may be completed, provided the RAAus Examiner has satisfied themselves by discussion and observation the pilot is familiar with changes to procedures or legislation, and is competent to continue to exercise the privileges of the Certificate.
- b. After satisfactorily completing the flight review, the RAAus Examiner must make an entry in the pilot's logbook to the effect that the pilot has satisfactorily completed the flight review. Additionally, acknowledgment of successful completion of the review is to be provided to RAAus either electronically or by using the appropriate RAAus BFR Reporting Form.
 - c. Notwithstanding Subparagraph 5 (a) (i), when a person holds a Pilot Certificate with two or more Aeroplane Groups, each subsequent flight review must be conducted in a different Group of aeroplane.
 - d. If a Pilot Certificate holder has within a period of two years immediately preceding the proposed flight, passed a RAAus flight check for the issue of an Endorsement other than a Radio or Human Factors Endorsement, or satisfactorily completed flight training for a specific aeroplane type, or the issue of a Rating, then the pilot is taken to have satisfactorily completed a flight review on the day the Endorsement or Rating was successfully completed. Evidence of logbook entries detailing successful completion of training must be provided to RAAus.

GROUP A and B

- e. If a Pilot Certificate holder has within a period of two years immediately preceding the proposed flight, passed a flight test for the issue of a CASA Recreational Pilot Licence or higher, or the initial issue of a single engine CASA licence, rating or endorsement, then the pilot is taken to have satisfactorily completed a recreational aeroplane flight review on the date of the flight test. Evidence of logbook or Licence entries detailing successful completion of training must be provided to RAAus.
- f. CASA issued endorsements accepted as meeting the requirements of Paragraph 5 (e) are:
 - (i) MPPC propeller (formally CSU),
 - (ii) Tail wheel undercarriage,
 - (iii) Retractable undercarriage,
 - (iv) Float alighting gear,
 - (v) Floating hull,
 - (vi) Controlled airspace
- g. A flight review or flight instructor review conducted in a single engine aeroplane with a MTOW less than 1500 KG under Day VFR, is accepted as meeting the requirements of paragraph 5 (e). A copy of the flight review statement from the pilot's logbook or Part 61 Licence is to be provided to RAAus. The statement should include the pilot's name, type of flight conducted, name and signature of the examiner and the date of the flight review.

REGENCY

- 6. In addition to the flight review requirements, a Pilot Certificate holder must not carry a passenger on any flight unless the holder has conducted 3 take-offs and 3 landings in the last 90 days in an aeroplane of the same Group, aeroplane type and having the same design features.

ENDORSEMENT TRAINING

- 7. Other than for Human Factors or Radio Endorsements, an applicant for the issue of an endorsement is required to hold a valid RAAus Pilot Certificate and;
 - a. undertake theory lessons appropriate to the endorsement; and

GROUP A and B

- b. undertake dual and solo flight training required to meet the endorsement requirements in this Section; and
- c. achieve the competency standard as outlined in the relevant Unit of the RAAus Syllabus of Flight Training for each endorsement.

HUMAN FACTORS ENDORSEMENT (HF)

- 8. An applicant for the issue of a Human Factors Endorsement must:
 - a. satisfactorily complete a RAAus recognised human factors course; or
 - b. complete theory training outlined in Unit 2.05 of the RAAus Syllabus of Flight Training and pass a RAAus issued multiple choice examination on human factors, airmanship and decision making; or
 - c. provide written proof to the Operations Manager of an appropriate *recognised qualification*.

RADIO OPERATOR ENDORSEMENT (R)

- 9. An applicant for the issue of a RAAus aeronautical frequency Radio Operator Endorsement must:
 - a. be able to speak and understand the English language; and
 - b. pass a written and oral test conducted by an Instructor or RAAus Examiner who holds a RAAus Flight Radio Endorsement, Flight Radiotelephone Operator Licence or Flight Radio Endorsement, and operates under the supervision of a CFI. The written and oral test may also be conducted by an appropriately qualified Theory Instructor.

PASSENGER CARRYING ENDORSEMENT (PAX)

- 10. An applicant for the issue of a Passenger Endorsement must:
 - a. have logged a minimum of 10 hours flight time as pilot in command of an aeroplane; and
 - b. have a minimum of 2 hours flight time as pilot in command of a two seat recreational aeroplane of the same Group, aeroplane type and design features; and
 - c. pass a flight check with a RAAus Examiner; or

GROUP A and B

- d. provide written proof to the Operations Manager of an appropriate *recognised qualification* and meet the requirements of subparagraphs 10.(a) and 10.(b) of this Paragraph.

CROSS COUNTRY ENDORSEMENT (X)

11. An applicant for the issue of a Group A or B Cross Country Endorsement must familiarise themselves with the requirements of Unit 2.03 of the RAAus Syllabus of Flight Training of this manual and:
 - a. have logged a minimum of 10 hours dual cross country navigation training plus a minimum of 2 hours solo cross country navigation; and
 - b. reach the standard required as specified in Unit 2.03 of the RAAus Syllabus of Flight Training, and
 - c. pass a RAAus Flight Navigation written examination; and
 - d. pass a navigation flight test in a two seat recreational aeroplane with a Chief Flying Instructor or Pilot Examiner; or
 - e. provide written proof to the Operations Manager of an appropriate *recognised qualification*.

FORMATION ENDORSEMENT (F)

12. An applicant for the issue of a Formation Endorsement must:
 - a. achieve a minimum of 50 hours pilot in command of a recreational aeroplane of the same Group as the endorsement is sought; and
 - b. reach the competency standards required in Unit 1.06 of the RAAus Syllabus of Flight Training; and
 - c. pass a flight check with a RAAus Examiner; or
 - d. provide written proof to the Operations Manager of an appropriate *recognised qualification*. Proof of recency may be requested.

ADVANCED PILOT AWARD ENDORSEMENT (APA)

13. An applicant for the issue of an Advanced Pilot Award must:
 - a. have reached the competency standards required under Unit 1.07 of the RAAus Syllabus of Flight Training; and

GROUP A and B

- b. be recommended by a RAAus Examiner to undergo the flight test for issue of the endorsement; and
- c. pass a flight test conducted by a Pilot Examiner or a CFI.

LOW LEVEL ENDORSEMENT (LL)

14. An applicant for the issue of a Low Level Endorsement must, prior to commencing training, provide sufficient reason to the RAAus Operations Manager to attain the endorsement; and
- a. achieve a minimum of 50 hours pilot in command of a recreational aeroplane of the same Group as the endorsement is sought; and
 - b. have reached the competency standards required in Unit 1.08 of the RAAus Syllabus of Flight Training, and
 - c. pass a flight check with a RAAus Examiner, or
 - d. provide written proof to the Operations Manager of an appropriate *recognised qualification*. Proof of recency may be requested.

GLIDER TOWING ENDORSEMENT (GT)

15. An applicant for the issue of a Glider Towing Endorsement must:
- a. undertake training outlined in the RAAus Glider Towing Manual; and
 - b. have reached the competency standards required in Unit 1.09 of the RAAus Syllabus of Flight Training; and
 - c. pass a flight check with a GFA Tugmaster; or
 - d. provide written proof to the Operations Manager of an appropriate *recognised qualification*; and
 - e. in all circumstances, have written approval from the GFA for glider towing operations.

HANG GLIDER TOWING ENDORSEMENT (HGT)

16. An applicant for the issue of a Hang Glider Towing Endorsement must:
- a. undertake training outlined in the RAAus Hang Glider Towing Manual; and
 - b. have reached the competency standards required in Unit 1.10 of the RAAus Syllabus of Flight Training; and

GROUP A and B

- c. pass a flight check with a RAAus Examiner; or
- d. provide written proof to the Operations Manager of an appropriate *recognised qualification*; and
- e. in all circumstances, have written approval from the HGFA for glider towing operations.

THEORY INSTRUCTOR ENDORSEMENT (G)

17. An applicant for the issue of a Theory Instructor Endorsement must:
- a. hold the qualifications required by Section 2.12 (Theory Instructor) of this manual; and
 - b. provide written justification for appointment to the Operations Manager; and
 - c. teach only those subjects shown in the letter of appointment from the Operations Manager.

TAIL WHEEL UNDERCARRIAGE ENDORSEMENT (TW)

18. An applicant for the issue of a Tail Wheel Endorsement must:
- a. hold a Group A aeroplane rating; and complete theory training to the satisfaction of a RAAus Examiner; and
 - b. undertake flight training to meet the competency requirements of Unit 1.12 of the RAAus Syllabus of Flight Training, in a tail wheel undercarriage aeroplane; and
 - c. pass a flight check with a RAAus Examiner; or
 - d. provide written proof to the Operations Manager of an appropriate *recognised qualification*.

TWO STROKE ENDORSEMENT (2S)

19. An applicant for the issue of a Two Stroke Endorsement must:
- a. complete theory training to the satisfaction of a RAAus Examiner; and
 - b. undertake flight training to meet the competency requirements of Unit 1.13 of the RAAus Syllabus of Flight Training, in a two stroke powered aeroplane; and
 - c. pass a flight check with a RAAus Examiner; or

GROUP A and B

- d. provide written proof to the Operations Manager of an appropriate *recognised qualification*.

IN-FLIGHT ADJUSTABLE PROPELLER ENDORSEMENT (AP)

20. An applicant for the issue of an In-flight Adjustable Propeller endorsement must:
 - a. complete theory training to the satisfaction of a RAAus Examiner; and
 - b. undertake flight training to meet the competency requirements of Unit 1.14 of the RAAus Syllabus of Flight Training, in an aeroplane fitted with an In-flight Adjustable propeller; and
 - c. pass a flight check with a RAAus Examiner; or
 - d. provide written proof to the Operations Manager of an appropriate *recognised qualification*.

RETRACTABLE UNDERCARRIAGE ENDORSEMENT (RU)

21. An applicant for the issue of a Retractable Undercarriage Endorsement must:
 - a. complete theory training to the satisfaction of a RAAus Examiner; and
 - b. undertake flight training to meet the competency requirements of Unit 1.15 of the RAAus Syllabus of Flight Training, in an aeroplane fitted with a retractable undercarriage; and
 - c. pass a flight check with a RAAus Examiner; or
 - d. provide written proof to the Operations Manager of an appropriate *recognised qualification*.

WATERBORNE FLOAT ENDORSEMENT (WF)

22. An applicant for the issue of a Waterborne Float Endorsement must:
 - a. undertake theory training outlined in the RAAus Waterborne Procedures Manual; and
 - b. undertake sufficient flight training to meet the competency requirements of Unit 1.16 of the RAAus Syllabus of Flight Training, in an aeroplane fitted with floats; and
 - c. be assessed on other design features fitted to the aeroplane in accordance with this Section; and
 - d. pass a flight check with a RAAus Examiner; or
 - e. provide written proof to the Operations Manager of an appropriate *recognised qualification*.

GROUP A and B**WATERBORNE FLOATING HULL ENDORSEMENT (WH)**

23. An applicant for the issue of a Waterborne Floating Hull Endorsement must:
- a. undertake theory training outlined in the RAAus Waterborne Procedures Manual; and
 - b. undertake sufficient flight training to meet the competency requirements of Unit 1.16 of the RAAus Syllabus of Flight Training, in a floating hull aeroplane; and
 - c. be assessed on other design features fitted to the aeroplane in accordance with this Section; and
 - d. pass a flight check with a RAAus Examiner; or
 - e. provide written proof to the Operations Manager of an appropriate *recognised qualification*.

UTILITY ENDORSEMENT

24. An applicant for the issue of a Utility Endorsement must;
- a. achieve a minimum of 100 hours pilot in command of a recreational aeroplane of the same Group as the endorsement is sought; and
 - b. undertake sufficient flight training to meet the competencies of Unit 1.17 of the RAAus Syllabus of Flight Training; or
 - c. provide written proof to the Operations Manager of an appropriate *recognised qualification*; and
 - d. pass a flight check with an RAAus Examiner.

PILOT CERTIFICATE - GROUP D**REQUIREMENTS FOR ISSUE**

25. An applicant for the issue of a Group D Pilot Certificate must:
- a. hold a valid Student or Converting Pilot Certificate; and
 - b. have a health standard equivalent to that required for the issue of a private motor vehicle driver licence in Australia (refer to Section 2.16 - Medical Requirements) and provide RAAus with a declaration to that effect; and
 - c. agree to abide by the Constitution, rules of the organisation and this manual, and

GROUP D

- d. have undergone ground and flight training in accordance with the RAAus Syllabus of Flight Training (published separately), for a Group D Aeroplane Group; and
- e. have met the minimum aeronautical experience requirements specified in this Section; and
- f. have passed theory examinations in accordance with the RAAus Syllabus of Flight Training (published separately), for a Group D Aeroplane; and
- g. satisfactorily completed a flight test with an approved RAAus Group D CFI.

AERONAUTICAL EXPERIENCE

26. Prior to undertaking a flight test for the issue of a Group D Pilot Certificate, an applicant must:
- a. have completed a minimum of 15 hours flying training, including a minimum of 5 hours as pilot in command, in a Group D recreational aeroplane; and
 - b. passed theory examinations specified in Section 3.03 of this manual; or
 - c. if having *recognised flight time or qualifications*, satisfy the requirements of Section 2.13 Paragraphs 5 - 7 inclusive.

PRIVILEGES

27. A Group D Pilot Certificate authorises the holder to act as pilot in command of a Group D recreational aeroplane when:
- a. the requirements of Section 2.01 of this manual are met in respect of:
 - (i) medical fitness;
 - (ii) valid membership of RAAus;
 - (iii) flight review currency;
 - (iv) pilot recency; and
 - b. Group D aeroplanes are indicated on the Pilot Certificate (refer to Section 2.04 -Aeroplane Group Ratings); and
 - c. the pilot ensures their competency to operate the aeroplane intended for the flight (refer to RAAP 1 – 2016 Type Transition Guidance) and

GROUP D

holds all required Endorsements for the aeroplane and the intended flight (refer to Section 2.01 – Group D Requirements).

PERIOD OF VALIDITY

28. Aeroplane Groupings, Endorsements and Ratings attached to a Pilot Certificate remain valid indefinitely. However, the authority to exercise the privileges of a Pilot Certificate is subject to compliance with the requirements detailed in Paragraph 29 of this Section, unless suspended, varied or cancelled by the Operations Manager, or surrendered by the holder.

REQUIREMENTS FOR THE MAINTENANCE OF A PILOT CERTIFICATE

29. Medical

A Group D Pilot Certificate holder may only exercise the privileges of the certificate when meeting the requirements of the *health standard* as per Section 2.16 - Medical Requirements.

Flight Review

- a. Within a period of two years immediately before the day of the proposed flight must have satisfactorily completed a flight review with a RAAus Examiner;
- (i) unless approved in writing by the Operations Manager the flight review must be conducted in a Group D recreational aeroplane of a *similar type* in which the pilot flew the greatest amount of time as pilot in command, during the last ten flights; or
 - (ii) if the Group D recreational aeroplane to be used for the flight review is a single place aeroplane, or is not fitted with fully-functioning dual controls, the RAAus Examiner may waive the flight check, providing they have satisfied themselves by discussion and observation, that the pilot is competent to continue to exercise the privileges of the Certificate.
 - (iii) If a Group D RAAus Examiner or Group A or B CFI willing to conduct an observed BFR are not available within 200 km of the Pilot Certificate holder's residence, the Pilot Certificate

GROUP D

holder may exercise an option to provide to a RAAus Group D Examiner a recorded video of them completing the BFR requirements as set down in the RAAus PPC BFR Guide.

- b. After satisfactorily completing the flight review, the RAAus Examiner must make or supply an entry for the pilot's logbook to the effect that the pilot has satisfactorily completed the flight review. Additionally, acknowledgment of successful completion of the review is to be provided to RAAus by using the appropriate RAAus BFR Reporting Form.
- c. When a person holds a Pilot Certificate with two or more Aeroplane Groups, each subsequent flight review must be conducted in a different Group of aeroplane.
- d. The Operations Manager may, on request and with sufficient reason, permit the flight review in a different aeroplane Group to that required in Subparagraph 29 (c) of this Section.
- e. If a Pilot Certificate holder has within a period of two years immediately preceding the proposed flight, passed a flight check for the issue of an Endorsement other than a Radio or Human Factors, in Group D aeroplanes, or satisfactorily completed flight training for the issue of a Group D Instructor Rating, then the pilot is taken to have satisfactorily completed a flight review on the day the Endorsement or Rating was successfully completed.
- f. An aeroplane flight review conducted in a single engine aeroplane with a MTOW less than 1500KG under Day VFR, is accepted as meeting the requirements of paragraph 29 (e). A copy of the flight statement from the pilot's logbook or Part 61 Licence is to be provided to RAAus. The statement should include the pilot's name, type of flight conducted, name and signature of the examiner and the date of the flight review.

REGENCY

- 30. In addition to the flight review requirements, a Pilot Certificate holder must not carry a passenger on any flight unless the holder has conducted 3 take-offs and 3 landings in the last 90 days in a Group D aeroplane and have no less than 5 hours flight time and 10 full stop landings as PIC of the same Group D aeroplane type being used for the flight.

GROUP D**ENDORSEMENT TRAINING**

31. Other than for Human Factors or Radio Endorsements, an applicant for the issue of an endorsement is required to hold a valid RAAus Pilot Certificate and;
- a. undertake theory lessons appropriate to the endorsement; and
 - b. undertake dual and solo flight training required to meet the endorsement requirements in this Section; and
 - c. achieve the competency standard as outlined in the relevant Unit of the RAAus Syllabus of Flight Training for each endorsement.

HUMAN FACTORS ENDORSEMENT (HF)

32. An applicant for the issue of a Human Factors Endorsement must:
- a. satisfactorily complete a RAAus recognised human factors course; or
 - b. complete theory training outlined in Unit 2.05 of the RAAus Syllabus of Flight Training and pass an RAAus issued multiple choice examination on human factors, airmanship and decision making; or
 - c. provide written proof to the Operations Manager of an appropriate *recognised qualification*.

RADIO OPERATOR ENDORSEMENT (R)

33. An applicant for the issue of a RAAus aeronautical frequency Radio Operator Endorsement must:
- a. be able to speak and understand the English language; and
 - b. pass a written and oral test conducted by an Instructor or RAAus Examiner who holds an RAAus Flight Radio Endorsement, Flight Radiotelephone Operator Licence or Flight Radio Endorsement, and operates under the supervision of a CFI. The written and oral test may also be conducted by an appropriately qualified Theory Instructor.

PASSENGER CARRYING ENDORSEMENT (PAX)

34. An applicant for the issue of a Passenger Endorsement must:
- a. have logged a minimum of 25 hours total experience in a Group D recreational aeroplane; and
 - b. have logged a minimum of 5 hours and 10 full stop landings as pilot

GROUP D

- in command of a two seat Group D recreational aeroplane, of the aeroplane type that will be used for the carrying of passengers; and
- c. pass a flight check with a RAAus Examiner; or
 - d. provide written proof to the Operations Manager of an appropriate *recognised qualification* and meet the requirements of Subparagraphs 34 (a) or 34 (b) of this Paragraph.

NAVIGATION COMPETENCY

35. In order to operate a Group D aeroplane in flight as outlined in Paragraph 36 of this Section, a Group D Pilot Certificate holder must hold either a Group A or B Cross Country endorsement or obtain a pilot logbook entry confirming Navigation Competency from a Group D Examiner.
36. A Group D Pilot Certificate holder acting as pilot in command of a Group D aeroplane who does not hold a Group A or B Cross Country Endorsement is permitted flight further than 25 nautical miles, but no more than 100 nautical miles, only if the pilot has completed training with a RAAus Examiner in accordance with paragraph 37 of this Section, and has had their log book endorsed with a Navigation Competency entry by that Examiner, that the pilot is competent to do so.
37. The competencies to be assessed by the RAAus Examiner to comply with Paragraph 36 of this Section are;
 - a. The ability to read and interpret aviation maps and charts, obtain and interpret weather forecasts; and
 - b. The ability to identify and maintain separation from all of the types of airspace including controlled airspace; and
 - c. Have passed a flight check demonstrating competency in navigation principles, including lost procedures; and
 - d. Have passed an approved RAAus Group D Nav/Met exam; and
 - e. If operating in the vicinity of a Registered, Military or Certified aerodrome, hold a RAAus Radio Endorsement.

GROUP D**THEORY INSTRUCTOR ENDORSEMENT (G)**

38. An applicant for the issue of a Theory Instructor Endorsement must:
- a. hold the qualifications required by Section 2.12 (Theory Instructor) of this manual; and
 - b. provide written justification for appointment to the Operations Manager; and
 - c. teach only those subjects shown in the letter of appointment from the Operations Manager.

TWO STROKE ENDORSEMENT (2S)

39. An applicant for the issue of a Two Stroke Endorsement must:
- a. complete theory training to the satisfaction of an RAAus Examiner; and
 - b. undertake flight training to meet the competency requirements of Unit 1.13 of the RAAus Syllabus of Flight Training, in a two stroke powered aeroplane; and
 - c. pass a flight check with a RAAus Examiner; or
 - d. provide written proof to the Operations Manager of an appropriate *recognised qualification*.

UTILITY ENDORSEMENT

40. An applicant for the issue of a Utility Endorsement must;
- a. achieve a minimum of 60 hours pilot in command of a recreational aeroplane of the same Group as the endorsement is sought; and
 - b. undertake sufficient flight training to meet the competencies of Unit 1.17 of the RAAus Syllabus of Flight Training; and
 - c. pass a flight check with a RAAus Examiner; or
 - d. provide written proof to the Operations Manager of an appropriate *recognised qualification*.

SECTION 2.08**INSTRUCTOR RATING – GROUP A AND B****REQUIREMENTS FOR ISSUE**

1. An applicant for the issue of a Group A or B Instructor Rating must:
 - a. hold a valid Pilot Certificate for a Group A or B aeroplane in which the rating is sought, and meet the theory requirements of the RAAus Syllabus of Flight Training of this manual and hold the following Endorsements:
 - (i) Radio Operator;
 - (ii) Passenger Carrying;
 - (ii) Cross Country;
 - (iv) Human Factors; and
 - b. have attained the age of 18 years; and
 - c. have a health standard equivalent to, or greater than, the requirements specified in Section 2.16 Subparagraph 6 and 7 of this manual; and
 - d. have successfully undertaken an approved RAAus Principles and Methods of Instruction (PMI) course, or RAAus recognised equivalent; and
 - e. have undergone ground and in-flight Instructor training in accordance with the requirements specified in this manual, or published separately by RAAus, for the Aeroplane Group in which the Instructor rating is sought, or recognised equivalent; and
 - f. have met the minimum aeronautical experience specified in this Section; and
 - g. demonstrate to a Pilot Examiner or a CFI with Permanent Instructor Training Approval, the ability to give ground instruction to persons undertaking training in recreational aeroplanes; and
 - h. pass a flight test with a Pilot Examiner or a CFI with Permanent Instructor Training Approval, for a Group A or B aeroplane (as appropriate).
2. For the purpose of Subparagraph 1.(g) of this Section, the level of competency required is:
 - a. to give ground instruction on any subject or flying sequence listed in the Flight Training Syllabus to a high degree of accuracy and simplicity;

GROUP A and B

- b. ability to impart knowledge appropriate to the student;
 - c. demonstrate a sound level of knowledge;
 - d. demonstrate an ability to construct a well-defined lesson brief;
3. For the purpose of Subparagraph 1.(h) of this Section, the level of competency required is:
- a. to give in-flight instruction on any flying sequence listed in the Flight Training Syllabus;
 - b. to impart knowledge, identify and correct student faults;
 - c. display a high level of airmanship;
 - d. synchronise patten with aeroplane response to control input;
 - e. fly the aeroplane accurately and safely in each sequence to the standards set out in the RAAus Syllabus of Flight Training.

AERONAUTICAL EXPERIENCE

4. Prior to undertaking an in-flight examination for the issue of an Instructor Rating, an applicant must:
- a. have completed the RAAus Instructor Training Course or an approved equivalent, that includes:
 - (i) a minimum of 20 hours dual in-flight instruction in a recreational aeroplane of the same Group; and
 - (ii) a minimum of 30 hours ground instruction, which includes the PMI course required by Subparagraph 1.(d) of this Section and practice formal briefings; and
 - (iii) a minimum of 5 hours of the in-flight instruction required under subparagraph 4.(a) (i) of this Section must be completed with a CFI or PE approved by the Operations Manager as an Instructor Trainer (IT). The remainder of the in-flight instruction may be completed by a Senior Instructor, (who has been approved by the Operations Manager), acting under the IT; and
 - b. have a minimum of 100 hours as pilot-in-command of recreational aeroplane in the same Aeroplane Group for which the rating is sought;
or

GROUP A and B

- c. if having *recognised flight time* as a Pilot or Instructor from a recognised organisation other than RAAus, satisfy the requirements of Section 2.13 Paragraphs 8 and 9 of this manual.

PRIVILEGES

5. Subject to the requirements of Paragraph 7 of this Section and Section 1.08, an Instructor Rating authorises the holder to give ground and in-flight instruction only in Group A or B recreational aeroplanes as approved by the rating.

LIMITATIONS

6. The holder of an Instructor Rating:
 - a. must not conduct ground and in-flight instruction without the direct supervision of a CFI, or an appropriately qualified Senior Instructor who has been approved in writing by the Operations Manager,
 - b. must not authorise the undertaking of any first or subsequent solo flight by a Student Pilot or a Pilot undertaking endorsement training;
 - c. must not conduct in-flight instruction unless having satisfactorily completed a standards and proficiency check with the CFI or Pilot Examiner at the FTS or SFTS, prior to commencing instructional duties. Subsequent checks are to be conducted at least every 90 days thereafter; and
 - d. must not conduct in-flight instruction in an aeroplane:
 - (i) other than the Aeroplane Group covered by the rating; and
 - (ii) without having a minimum of 5 hours pilot in command utilising any Endorsement required to operate the aeroplane or required for the proposed flight; and
 - (iii) without having a minimum of 5 hours pilot in command in an aeroplane intended to be utilised for instruction; and
 - (iv) without having a minimum of 1 hour pilot in command during the last 90 days, in an aeroplane of similar performance/ characteristics.

PERIOD OF VALIDITY

7. Unless cancelled, suspended or varied by the Operations Manager an Instructor Rating shall remain valid for a period of 2 years from the date of issue or renewal.

GROUP A and B

8. In spite of Paragraph 7 of this Section the Operations Manager may give one extension of no more than 90 days to the validity of an Instructor Rating.

REQUIREMENTS FOR RENEWAL

9. An applicant for the renewal of an Instructor Rating must:
- a. within the 90 days prior to the expiry date of their certificate, undertake a flight review with a CFI (or higher approval holder) and successfully demonstrate competency and instructional ability in both ground and air exercises; and
 - b. maintain a health standard in accordance with Section 2.16 - Medical Requirements; and
 - c. forward a renewal application, photocopy of medical certificate and the appropriate fee to reach the RAAus HQ at least 7 days prior to the expiry date of the certificate.
10. When a member holds Instructor ratings in more than one Aeroplane Group, the check flight required by Subparagraph 9 (a) of this Section, revalidates the Instructor ratings of all other Aeroplane Groups held.
11. When a member holds Instructor ratings in more than one Aeroplane Group, each subsequent Instructor renewal should be conducted in a different Group.
12. If the provision of Paragraph 11 of this Section cannot be complied with, then the Operations Manager may approve in writing that a subsequent renewal conducted in the same Aeroplane Group, revalidates the Instructor ratings of all other Groups held.
13. Failure to renew an Instructor Rating by the due date means the rating is no longer valid and the holder may not exercise the privileges of the Rating.

NOTE: The renewal of an Instructor Rating automatically renews the member's BFR.

REQUIREMENTS FOR ISSUE - INSTRUCTOR RATING – GROUP D

14. An applicant for the issue of a Group D Instructor Rating must:
- a. hold a valid Pilot Certificate for a Group D aeroplane, and meet the theory requirements of the RAAus Syllabus of Flight Training of this manual and hold the following Endorsements:

GROUP D

- (i) Radio Operator;
 - (ii) Passenger Carrying;
 - (iii) a log book entry proving Navigation Competency
 - (iv) Human Factors; and
- b. have attained the age of 18 years; and
 - c. have a health standard equivalent to, or greater than, the requirements specified in Section 2.16 Subparagraph 6 & 7 of this manual; and
 - d. have successfully undertaken an approved RAAus Principles and Methods of Instruction (PMI) course, or RAAus recognised equivalent; or
 - e. have undergone ground and in-flight Instructor training by a RAAus IT; and
 - f. have met the minimum aeronautical experience specified in this Section; and
 - g. demonstrate to a Pilot Examiner or a CFI with Permanent Instructor Training Approval, the ability to give ground instruction to persons undertaking training in Group D recreational aeroplanes; and
 - h. pass a flight test with a Pilot Examiner or a CFI with Permanent Instructor Training Approval, for Group D aeroplanes.
15. For the purpose of Subparagraph 14 (g) of this Section, the level of competency required is:
- a. to give ground instruction on any subject or flying sequence listed in the Flight Training Syllabus to a high degree of accuracy and simplicity;
 - b. ability to impart knowledge appropriate to the student;
 - c. demonstrate a sound level of knowledge;
 - d. demonstrate an ability to construct a well-defined lesson brief;
16. For the purpose of Subparagraph 14 (h) of this Section, the level of competency required is:
- a. to give in-flight instruction on any flying sequence listed in the Flight Training Syllabus;
 - b. to impart knowledge, identify and correct student faults; and
 - c. display a high level of airmanship;

GROUP D

- d. synchronise patten with aeroplane response to control input;
- e. fly the aeroplane accurately and safely in each sequence to the standards set out in the RAAus Syllabus of Flight Training.

AERONAUTICAL EXPERIENCE

17. Prior to undertaking an in-flight examination for the issue of an Instructor Rating, an applicant must:
- a. have a minimum of 40 hours as pilot-in-command of recreational aeroplane in Group D aeroplanes; and
 - b. have completed the RAAus Instructor Training Course or an approved equivalent, that includes:
 - (i) a minimum of 15 hours dual in-flight instruction in a recreational aeroplane of the same Group; and
 - (ii) a minimum of 20 hours ground instruction, which includes the PMI course required by Subparagraph 14 (d) or 14 (e) of this Section and practice formal briefings; and
 - (iii) a minimum of 5 hours of the in-flight instruction required under subparagraph 17 (b) (i) of this Section must be completed with a CFI or PE approved by the Operations Manager as an Instructor Trainer (IT). The remainder of the in-flight instruction may be completed by a Senior Instructor, (who has been approved by the Operations Manager), acting under the IT; or
 - c. if having *recognised flight time* as a Pilot or Instructor from a recognised organisation other than RAAus, satisfy the requirements of Section 2.13 Paragraphs 15 and 16 of this Manual.

PRIVILEGES

18. Subject to the requirements of Paragraph 20 of this Section, a Group D Instructor Rating authorises the holder to give ground and in-flight instruction only in Group D recreational aeroplanes.

LIMITATIONS

19. The holder of a Group D Instructor Rating may only conduct ground and in-flight instruction under the *direct supervision* of a CFI or an appropriately qualified Senior Instructor who has been approved in writing by the Operations

GROUP D

Manager, until adequately demonstrating to the CFI, the ability to correctly assess a minimum of three ab initio students as ready for their first solo flight; and

- a. completed no less than 30 hours of instructing under *direct supervision* before being eligible for *indirect supervision* by a CFI; and
- b. the progression of the Instructor from the requirement of *direct supervision* to *supervision* after completion of the above requirements shall be at the discretion of the CFI; and
- c. must not authorise the undertaking of a first solo flight by a Student Pilot or a Pilot undertaking endorsement training; and
- d. must not conduct in-flight instruction unless having satisfactorily completed an initial standards and proficiency check with the CFI or Pilot Examiner at the FTS or SFTS, prior to commencing instructional duties. Subsequent checks are to be conducted at least every 6 months thereafter; and
- e. must not conduct in-flight instruction in an aeroplane other than Group D aeroplanes; and must
 - (i) hold a minimum of 5 hours pilot in command utilising any Endorsement required to operate a Group D aeroplane or required for the proposed flight; and
 - (ii) hold a minimum of 5 hours pilot in command in an aeroplane intended to be utilised for instruction; and
 - (iii) conducted a minimum of 1 hour pilot in command during the last 90 days, in an aeroplane of similar performance/ characteristics.

PERIOD OF VALIDITY

20. Unless cancelled, suspended or varied by the Operations Manager a Group D Instructor Rating shall remain valid for a period of 2 years from the date of issue or renewal.
21. In spite of Paragraph 20 of this Section the Operations Manager may give one extension of no more than 90 days to the validity of an Instructor Rating.

REQUIREMENTS FOR RENEWAL – GROUP D

22. An applicant for the renewal of a Group D Instructor Rating must:
 - a. within the 90 days prior to the expiry date of their certificate, undertake a flight review with a CFI (or higher Approval holder) and successfully demonstrate competency and instructional ability in both ground and air exercises; and
 - b. maintain a health standard in accordance with Section 2.16 - Medical Requirements; and
 - c. forward a renewal application, photocopy of medical certificate and the appropriate fee to reach RAAus at least 7 days prior to the expiry date of the certificate.

23. When a member holds Instructor ratings in more than one Aeroplane Group, the check flight required by Subparagraph 22 (a) of this Section, revalidates the Instructor ratings of all other Aeroplane Groups held.

24. When a member holds Instructor ratings in more than one Aeroplane Group, each subsequent Instructor renewal must be conducted in a different Group.

25. If the provision of Paragraph 24 of this Section cannot be complied with, then the Operations Manager may approve in writing that a subsequent renewal conducted in the same Aeroplane Group, revalidates the Instructor ratings of all other Groups held.

26. Failure to renew an Instructor Rating by the due date means the rating is no longer valid and the holder may not exercise the privileges of the Rating.

NOTE: The renewal of an Instructor Rating automatically renews the member's BFR.

SECTION 2.09**SENIOR INSTRUCTOR RATING - GROUP A AND B****REQUIREMENTS FOR ISSUE**

1. An applicant for the issue of a Group A or B Senior Instructor Rating must:
 - a. hold a valid Pilot Certificate for Group A or B aeroplanes as applicable; and
 - (i) hold an Instructor Rating for Group A or B aeroplanes in which the rating is sought; or
 - (ii) meet the aeronautical experience requirements of Paragraphs 5 through 7 of this Section; and
 - b. have attained the age of 18 years; and
 - c. have a minimum health standard equivalent to the requirements specified in Section 2.16 Subparagraphs 6 and 7 of this manual; and
 - (i) when the rating sought is for Group A aeroplanes, have passed the CASA Private Pilot Licence theory examination/s; or
 - (ii) have passed theory examinations set by the Operations Manager that are deemed an RAAus equivalent of the CASA Private Pilot Licence theory examination/s relevant to Group A or B aeroplanes; or
 - (iii) when the rating sought is for Group B aeroplanes, have passed examinations considered by the Operations Manager to be at least equivalent to CASA Private Pilot Licence theory examinations relevant to the particular Aeroplane Group; and
 - (iv) have satisfactorily completed an RAAus recognised Principles and Methods of Instruction (PMI) Course; and
 - (v) have successfully undertaken Human Factors training acceptable to the Operations Manager; and
 - d. have utilised their instructor rating at an RAAus FTS and satisfied their CFI (or higher approval holder) that they will be capable of carrying out the duties and responsibilities of a Senior Instructor, detailed in Section 1.07; and
 - e. have demonstrated to their CFI the ability to satisfactorily train and correctly assess at least 3 RAAus Student Pilots for their first solo flight; and

GROUP A and B

- f. Demonstrate to a CFI (or higher approval holder) the ability to give ground and in-flight instruction to persons undertaking training in recreational aeroplanes in the Aeroplane Group for which the rating is sought.

Note: First solo means the first solo flight of a Student Pilot who has never acted as pilot in command under any other Certificate or Licence.

2. Instructors holding or adding additional aeroplane groups to their pilot certificate must demonstrate to a PE (or higher approval holder) the ability to satisfactorily train and correctly assess at least 1 RAAus Student Pilot for their first solo flight, for each additional Group sought.
3. For the purpose of Subparagraph 1 (f) of this Section, the level of competency required is:
 - a. to give ground instruction on any subject or flying sequence listed in the Flight Training Syllabus to a high degree of accuracy and simplicity;
 - b. ability to impart knowledge appropriate to the student;
 - c. demonstrate a sound level of knowledge; and
 - d. demonstrate an ability to construct a well-defined lesson brief;
4. For the purpose of Subparagraph 1 (f) of this Section, the level of in-flight instruction competency in a two place recreational aeroplane required is:
 - a. with demonstrated experience, give in-flight instruction on any sequence listed in the Flight Training Syllabus;
 - b. to impart knowledge, identify and correct student faults;
 - c. display a high level of airmanship;
 - d. synchronise patten with aeroplane response to control input; and
 - e. fly the aeroplane accurately and safely in each sequence to the relevant standard set out in the RAAus Syllabus of Flight Training.

AERONAUTICAL EXPERIENCE

5. Prior to undertaking an in-flight examination for the issue of a Senior Instructor Rating, an applicant must:
 - a. have a minimum of 150 hours aeronautical experience, of which a minimum of 75 hours was logged as a flight instructor in recreational aeroplanes of Group A or B as appropriate; or

GROUP A and B

- b. if having *recognised qualifications* from a recognised organisation other than RAAus, satisfy the requirements of Section 2.13 Paragraphs 11 and 12 of this manual.
 6. Where a member and Pilot Certificate holder may have significant experience in a specialised area without holding a RAAus Instructor rating, a Special Approval (SA) may be issued to that member for the purpose of training and recommending for issue the following Endorsements:
 - a. Glider Towing; or
 - b. Hang Glider Towing; or
 - c. Waterborne Hull and/or Floats; or
 - d. Low Level; or
 - e. Utility
 7. Applicants for the issue of a Special Approval must:
 - a. comply with the requirements of Section 2.07 and Section 2.08 paragraph 1. (e); and
 - b. meet the minimum medical requirements in accordance with Section 2.16, Paragraphs 6 and 7 of this manual; and
 - c. provide written justification of the need for the SA; and
 - d. provide sufficient evidence of a recognised qualification for the SA sought; and
 - e. forward a letter of recommendation from a CFI that details the CFI's willingness to provide supervision of the training and testing of the endorsement.
- NOTE:** for the purpose of Paragraph 7 (e), the CFI is not required to hold the specific endorsement held by the SA holder.
8. Special Approvals are assessed on a case by case basis by application to the Operations Manager and are valid for a period of two (2) years. The holder of a valid SA must:
 - a. only provide training to Pilot Certificate holders and under no circumstances provide training to Student Pilot Certificate holders;
 - b. advise their CFI of:

GROUP A and B

- (i) the commencement of any endorsement training;
 - (ii) any solo flight prior to being undertaken;
 - (iii) when a flight test is to be undertaken; and
- c. comply with Paragraph 10 of this Section:

PRIVILEGES

9. A Senior Instructor Rating authorises the holder to utilise the following privileges appropriate to Group A or B as applicable and subject to the requirements of Paragraph 10 of this Section:

- a. give ground and in-flight instruction to Student Pilots; and
- b. authorise first and subsequent solo flights for Student Pilots and Pilots undertaking endorsement training, but only after authorisation to do so is given by the CFI; and
- c. conduct endorsement training, test and make written recommendation to the Operations Manager, using the appropriate RAAus form. The Senior Instructor must hold the endorsement, have acquired 10 hours pilot in command utilising that Endorsement, and hold authorisation to do so by the CFI. The exceptions are Low Level, Waterborne Float and Waterborne Hull Endorsements.
- d. Notwithstanding Subparagraph (c) Low Level and Waterborne Endorsements require the following additional requirements, in order to conduct Endorsement training, testing and recommendation for issue:
 - (i) Low Level requires a total of 50 hours pilot in command utilising the Endorsement and a submission of a Low Level Training Manual to the Operations Manager.
 - (ii) Waterborne Float and Waterborne Floating Hull requires 200 logged water landings. Training is to be conducted in accordance with Section 2.07 Paragraphs 23 and 24 respectively.

A Special Approval holder is authorised to utilise the following privileges appropriate to Group A or B as applicable and subject to the requirements of Paragraph 10 of this Section:

- e. give ground and in-flight instruction to holders of Pilot Certificates; and

GROUP A and B

- f. authorise first and subsequent solo flights for Pilot Certificate holders undertaking endorsement training; and
- g. conduct endorsement training, test and make written recommendation for issue to the Operations Manager, using the appropriate RAAus form. The Senior Instructor or Special Approval Holder must hold the endorsement, have acquired 10 hours pilot in command utilising that Endorsement, and hold authorisation to do so by the CFI. The exceptions are Low Level, Waterborne Float and Waterborne Hull Endorsements.
- h. Notwithstanding Subparagraph (g) Low Level, Waterborne Hull and Waterborne Float Endorsements require the following additional requirements, in order to conduct Endorsement training, testing and recommendation for issue:
 - (i) Low Level requires a total of 50 hours pilot in command utilising the Endorsement and a submission of a Low Level Training Manual to the Operations Manager.
 - (ii) Waterborne Float and Waterborne Floating Hull requires a total of 75 hours pilot in command utilising the Endorsement and 200 logged water landings. Training is to be conducted in accordance with Section 2.07 Paragraphs 23 and 24 respectively; and.
- i. conduct Biennial Flight Reviews and refresher training for Pilots Certificate holders that are not flight instructors.

LIMITATIONS

- 10. The holder of a Senior Instructor Rating or SA:
 - a. must not conduct ground or in-flight instruction unless under the *supervision* of a CFI;
 - b. must not conduct in-flight instruction unless, during the 12 months preceding the proposed flight, satisfactorily undergone a Flight Review with a CFI or higher approval holder; and
 - c. must not conduct in-flight instruction in an aeroplane:
 - (i) unless having a minimum of 10 hours pilot in command on a Group A or B aeroplane as applicable; and
 - (ii) without a minimum of 5 hours pilot in command utilising any endorsement required to operate the aeroplane or required for the proposed flight; and

GROUP A and B

- (iii) without a minimum of 5 hours pilot in command of the aeroplane type (or in the case of Group B aeroplanes, sufficient experience on the proposed wing type) intended to be utilised for instruction; and
 - (iv) without a minimum of 1 hour pilot in command the last 90 days, in an aeroplane of similar performance/characteristics.
11. Notwithstanding Subparagraph 9.c. of this Section, a Senior Instructor is not authorised to conduct the flight test for a Cross Country Endorsement (X) or recommend issue of the Endorsement.

PERIOD OF VALIDITY

12. Unless cancelled, suspended or varied by the Operations Manager a Senior Instructor Rating or Special Approval remains valid for a period of 2 years from the date of issue or renewal.
13. Despite Paragraph 12 of this Section the Operations Manager or Assistant Operations Manager may give one extension of no more than 90 days to the validity of a Senior Instructor Rating.

REQUIREMENTS FOR RENEWAL

14. An applicant for the renewal of a Senior Instructor Rating or Special Approval must:
- a. within the 90 days prior to the expiry date of the rating undertake a check flight with a CFI or higher approval holder and successfully demonstrate competence and instructional ability in both ground and in-flight exercises; and
 - b. maintain a minimum health standard in accordance with Section 2.16 - Medical Requirements Subparagraphs 6 and 7; and
 - c. forward a renewal application, copy of current medical certificate and the appropriate fee to reach RAAus at least 7 days prior to the expiry date of the certificate.
15. Notwithstanding Paragraph 14 (a) of this Section, the issue or renewal of a GA Grade 2 or higher instructor rating may satisfy the requirement at the discretion of the Operations Manager or approved delegate. Proof of a valid

GROUP A and B

and current GA rating, and compliance to the requirements of Subparagraph 10 (b) of this Section must be provided with the application for approval.

16. When a member holds Senior Instructor Ratings in more than one Aeroplane Group the check flight required by Subparagraph 14 (a) of this Section, revalidates the Senior Instructor Ratings of all other Aeroplane Groups held; and
17. When a member holds Senior Instructor ratings in more than one Aeroplane Group, each subsequent Senior Instructor renewal should be conducted in a different Group.
18. If the provision of Paragraph 17 of this Section cannot be complied with, then the Operations Manager may approve in writing that a subsequent renewal conducted in the same Aeroplane Group, revalidates the Senior Instructor ratings of all other Groups held.
19. Failure to renew a Senior Instructor Rating or Special Approval by the due date means the rating is no longer valid and the holder may not exercise the privileges of the Rating.

NOTE: The renewal of a Senior Instructor Rating or Special Approval automatically renews the member's BFR.

SENIOR INSTRUCTOR RATING - GROUP D**REQUIREMENTS FOR ISSUE**

20. An applicant for the issue of a Group D Senior Instructor Rating must:
 - a. hold a valid Pilot Certificate for Group D aeroplanes; and
 - (i) hold an Instructor Rating for Group D aeroplanes; and
 - (ii) meet the aeronautical experience requirements of Paragraph 24 of this Section; and
 - b. have attained the age of 18 years; and
 - c. have a minimum health standard equivalent to the requirements specified in Section 2.16 Subparagraphs 6 & 7 of this manual; and
 - (i) have passed theory examinations set by the Operations Manager that are deemed an RAAus equivalent of the CASA Private Pilot Licence theory examination/s relevant to Group D aeroplanes; or

GROUP D

- (ii) have satisfactorily completed an RAAus recognised Principles and Methods of Instruction (PMI) Course; and
 - (iii) have successfully undertaken Human Factors training acceptable to the Operations Manager; and
- d. have utilised their Instructor rating at an RAAus FTS and satisfied their CFI (or higher approval holder) that they will be capable of carrying out the duties and responsibilities of a Senior Instructor, detailed in Section 1.07; and
 - e. have demonstrated to their CFI the ability to satisfactorily train and correctly assess at least 3 Student Pilots for their first solo flight; and
 - f. Demonstrate to a CFI (or higher approval holder) the ability to give ground and in-flight instruction to persons undertaking training in recreational aeroplanes in the Aeroplane Group for which the rating is sought.

Note: First solo means the first solo of a Student Pilot who has never acted as pilot in command under any other Certificate or Licence.

- 21. Instructors holding or adding additional aeroplane groups to their pilot certificate must demonstrate to a PE (or higher approval holder) the ability to satisfactorily train and correctly assess at least 1 ab-initio Student Pilot for their first solo flight, for Group D aeroplanes.
- 22. For the purpose of Subparagraph 20.(f) of this Section, the level of competency required is:
 - a. to give ground instruction on any subject or flying sequence listed in the Flight Training Syllabus to a high degree of accuracy and simplicity;
 - b. ability to impart knowledge appropriate to the student;
 - c. demonstrate a sound level of knowledge; and
 - d. demonstrate an ability to construct a well-defined lesson brief;
- 23. For the purpose of Subparagraph 20 (f) of this Section, the level of in-flight instruction competency in a two place recreational aeroplane required is:
 - a. with demonstrated experience, give in-flight instruction on any sequence listed in the Flight Training Syllabus;
 - b. to impart knowledge, identify and correct student faults;
 - c. display a high level of airmanship;

GROUP D

- d. synchronise patter with aeroplane response to control input; and
- e. fly the aeroplane accurately and safely in each sequence to the relevant standard set out in the RAAus Syllabus of Flight Training.

AERONAUTICAL EXPERIENCE

- 24. Prior to undertaking an in-flight examination for the issue of a Group D Senior Instructor Rating, an applicant must:
 - a. have a minimum of 75 hours aeronautical experience, of which a minimum of 40 hours was logged as in flight instruction in Group D aeroplanes; or
 - b. have *recognised qualifications* from a recognised organisation other than RAAus, that satisfy the requirements of Section 2.13 Paragraphs 17 and 18 of this manual.

PRIVILEGES

- 25. A Senior Instructor Rating authorises the holder to utilise the following privileges appropriate to Group D Aeroplanes and subject to the requirements of Paragraph 26 of this Section:
 - a. give ground and in-flight instruction to Student or Converting Pilots; and
 - b. authorise first and subsequent solo flights for Student or Converting Pilots and Pilots undertaking endorsement training, but only after authorisation to do so is given by the CFI; and
 - c. conduct endorsement training, test and make written recommendation to the Operations Manager, using the appropriate RAAus form. The Senior Instructor must hold the endorsement, have acquired 10 hours pilot in command utilising that Endorsement, and hold authorisation to do so by the CFI.
 - d. conduct Biennial Flight Reviews and refresher training for Pilots Certificate holders that are not flight instructors; and
 - e. with the Operations Manager's written approval, conduct instructor training in conjunction with an approved Instructor Trainer.

GROUP D**LIMITATIONS**

26. The holder of a Group D Senior Instructor Rating:
- a. must not conduct ground or in-flight instruction unless under the *supervision* of a CFI;
 - b. must not conduct in-flight instruction unless, during the 12 months preceding the proposed flight, satisfactorily undergone a Flight Review with a CFI or higher approval holder; and
 - c. must not conduct in-flight instruction in a Group D aeroplane:
 - (i) unless having a minimum of 10 hours pilot in command on a Group D aeroplane; and
 - (ii) without having a minimum of 5 hours pilot in command on the aeroplane type or utilising any Endorsement required for the proposed flight; and
 - (iii) without a minimum of 1 hour pilot in command the last 90 days, in a similar aeroplane type.

PERIOD OF VALIDITY

27. Unless cancelled, suspended or varied by the Operations Manager a Senior Instructor Rating remains valid for a period of 2 years from the date of issue or renewal.
28. Despite Paragraph 27 of this Section the Operations Manager or Assistant Operations Manager may give one extension of no more than 90 days to the validity of a Senior Instructor Rating.

REQUIREMENTS FOR RENEWAL

29. An applicant for the renewal of a Senior Instructor Rating must:
- a. within the 90 days prior to the expiry date of the rating undertake a check flight with a CFI or higher approval holder and successfully demonstrate competence and instructional ability in both ground and in-flight exercises; and
 - b. maintain a minimum health standard in accordance with Section 2.16 - Medical Requirements Subparagraphs 6 and 7; and
 - c. forward a renewal application, copy of current medical certificate and the appropriate fee to reach RAAus at least 7 days prior to the expiry date of the certificate.

GROUP D

30. When a member holds Senior Instructor Ratings in more than one Aeroplane Group the check flight required by Subparagraph 29 (a) of this Section, revalidates the Senior Instructor Ratings of all other Aeroplane Groups held.
31. When a member holds Senior Instructor ratings in more than one Aeroplane Group, each subsequent Senior Instructor renewal must be conducted in a different Group.
32. If the provision of Paragraph 31 of this Section cannot be complied with, then the Operations Manager may approve in writing that a subsequent renewal conducted in the same Aeroplane Group, revalidates the Senior Instructor ratings of all other Groups held.
33. Failure to renew a Group D Senior Instructor Rating by the due date means the rating is no longer valid and the holder may not exercise the privileges of the Rating.

NOTE: The renewal of a Senior Instructor Rating automatically renews the member's BFR.

SECTION 2.10**CHIEF FLYING INSTRUCTOR APPROVAL- GROUP A AND B****REQUIREMENTS FOR ISSUE**

1. An applicant for appointment as a Group A or B Chief Flying Instructor must:
 - a. hold a valid Pilot Certificate for Group A or B aeroplanes, as applicable; and
 - (i) hold a Senior Instructor Rating for Group A or B aeroplanes, as applicable;
 - (ii) undertake an interview and check flight with the Operations Manager or approved delegate, to demonstrate the capability to hold the appointment; and
 - b. have attained the age of 21 years; and
 - c. undertake, in writing, to conduct all ground and flight operations in accordance with the requirements of this manual and relevant legislation; and
 - d. furnish all the information necessary to satisfy RAAus that the Flight Training School (FTS) for which the approval is sought has properly certificated two place recreational aeroplane(s), documentation, facilities and other equipment, as stipulated in Section 3.01 of this manual, necessary to ensure the proper and adequate training of pilots; and
 - e. have written approval from the Operations Manager to be CFI of a specified FTS.
2. The Operations Manager may permit the appointment of a person as CFI who does not meet all the requirements specified in this Section, with or without additional conditions placed on the appointment.
3. The interview and check flight required by Subparagraph 1.(a) ii of this Section is to be conducted at the proposed FTS unless varied in writing by the Operations Manager.

GROUP A and B**AERONAUTICAL EXPERIENCE**

4. Prior to undertaking an in-flight examination for the issue of a Group A or B Chief Flying Instructor Approval, an applicant must:
 - a. have a minimum of 250 hours logged as a flight instructor in Group A or B recreational aeroplanes; or
 - b. have held a RAAus Instructor Rating, or RAAus Senior Instructor Rating, for a combined period of at least 12 months.
5. If having *recognised qualifications* from a recognised organisation other than RAAus, the candidate must satisfy the requirements of Section 2.13 Paragraphs 12 and 13 of this manual.

PRIVILEGES

6. A Chief Flying Instructor Approval authorises the holder to:
 - a. manage and operate a specified Flight Training School and any associated Satellite Flight Training Schools (SFTS) relating to Group A or B aeroplanes, as applicable, in accordance with Section 3.01 of this manual;
 - b. authorise solo flights by Student or Converting Pilots or Pilot Certificate holders;
 - c. complete a flight test and make written recommendation to the Operations Manager, using the appropriate RAAus forms, for the issue or renewal of Pilot Certificates or Endorsements for candidates;
 - d. conduct flight reviews for Pilot Certificate holders up to and including pilots holding Senior Instructor Ratings, but not those holding CFI approvals without the written authorisation of the Operations Manager; and
 - e. conduct ongoing training, checking and standardisation of all instructors operating in association with the FTS or SFTS(s).

LIMITATIONS

7. A Chief Flying Instructor approval:
 - a. shall lapse anytime the Senior Instructor rating is not valid;
 - b. only relates to Group A or B aeroplanes as applicable and held as a Senior Instructor;

GROUP A and B

- c. holder shall not conduct instructor training unless they have written authorisation from the Operations Manager or hold an Instructor Training (IT) Approval.

PERIOD OF VALIDITY

8. Unless cancelled or suspended by the Operations Manager, a CFI Approval shall remain valid for a period of two years, whilst their Group A or B Senior Instructor Rating remains current and the holder remains responsible for the FTS for which the approval was granted.
9. The FTS Approval shall remain in force whilst the provisions of Paragraph 8 are complied with and the facility has had an inspection by the Operations Manager or approved delegate, within a period of two (2) years since the last inspection. The CFI must be in attendance at the inspection of the FTS and furnish any and all information including documents as requested by the Operations Manager or their delegate, relevant to the safety of the operation and inspection of the FTS. The Operations Manager or Assistant Operations Manager may issue a written extension for the inspection of the FTS beyond two (2) years.
10. The Operations Manager may authorise a temporary replacement for a CFI for a period of up to three (3) months on receipt of a written recommendation from the CFI.

NOTE: The renewal of a CFI Approval automatically renews the member's BFR.

CHIEF FLYING INSTRUCTOR APPROVAL - GROUP D**REQUIREMENTS FOR ISSUE**

11. An applicant for appointment as a Group D Chief Flying Instructor must:
 - a. hold a valid Pilot Certificate for Group D aeroplanes; and
 - (i) have held a Senior Instructor Rating for Group D aeroplanes for a minimum of 12 months;
 - (ii) undertake an interview and check flight with the Operations Manager or approved delegate, to demonstrate the capability to hold the appointment;

GROUP D

- b. have attained the age of 21 years;
 - c. undertake, in writing, to conduct all ground and flight operations in accordance with the requirements of this manual and relevant legislation;
 - d. furnish all the information necessary to satisfy RAAus that the Flight Training School (FTS) for which the approval is sought has properly certificated two place recreational aeroplane(s), documentation, facilities and other equipment, as stipulated in Section 3.01 of this manual, necessary to ensure the proper and adequate training of pilots;
 - e. have written approval from the Operations Manager to be CFI of a specified FTS.
12. The Operations Manager may permit the appointment of a person as CFI who does not meet one or more of the requirements specified in this Section, with or without additional conditions placed on the appointment.
13. The interview and check flight required by Subparagraph 11.(a) ii of this Section is to be conducted at the proposed FTS unless varied in writing by the Operations Manager.

AERONAUTICAL EXPERIENCE

14. Prior to undertaking an in-flight examination for the issue of a Group D Chief Flying Instructor Approval, an applicant must:
- a. have a minimum of 100 hours logged as a flight Instructor in Group D aeroplanes; and
 - b. have held a Group D RAAus Instructor Rating, or RAAus Senior Instructor Rating, for a combined period of at least 12 months; or
15. If having *recognised qualifications* from a recognised organisation other than RAAus, satisfy the requirements of Section 2.13 Paragraphs 19 and 20 of this manual.

PRIVILEGES

16. A Group D Chief Flying Instructor Approval authorises the holder to:

GROUP D

- a. manage and operate a specified Flight Training School and any associated Satellite Flight Training Facilities (SFTS) relating to Group D aeroplanes, in accordance with Section 3.01 of this manual;
- b. authorise solo flights by Student Pilots or Pilot Certificate holders;
- c. complete a flight test and make written recommendation to the Operations Manager, using the appropriate RAAus forms, for the issue or renewal of Pilot Certificates or Endorsements for candidates;
- d. conduct flight reviews for Pilot Certificate holders up to and including pilots holding Senior Instructor Ratings, but not those holding CFI approvals without the written authorisation of the Operations Manager; and
- e. conduct ongoing training, checking and standardisation of all instructors operating in association with the FTS or SFTS(s).

LIMITATIONS

17. A Group D Chief Flying Instructor approval:
 - a. shall lapse anytime the Group D Senior Instructor rating is not valid;
 - b. only relates to Group D aeroplanes held as a Senior Instructor;
 - c. holder shall not conduct instructor training unless they have written authorisation from the Operations Manager or hold an Instructor Training (IT) Approval.

PERIOD OF VALIDITY

18. Unless cancelled or suspended by the Operations Manager, a Group D CFI Approval shall remain in force for a period of two years, whilst their Senior Instructor Rating remains current and the holder remains responsible for the FTS for which the approval was granted.
19. The FTS Approval shall remain in force whilst the provisions of Paragraph 18 are complied with and the facility has had an inspection by the Operations Manager or approved delegate, within a period of two (2) years since the last inspection. The CFI must be in attendance at the inspection of the FTS and furnish any and all information including documents as requested by the Operations Manager or their delegate, relevant to the safety of the operation and inspection of the FTS. The Operations Manager or Assistant Operations

GROUP D

Manager may issue a written extension for the inspection of the FTS beyond two (2) years.

20. The Operations Manager may authorise a temporary replacement for a CFI for a period of up to three (3) months on receipt of a written recommendation from the CFI.

NOTE: The renewal of a CFI Approval automatically renews the member's BFR.

SECTION 2.11**PILOT EXAMINER APPROVAL****REQUIREMENTS FOR ISSUE**

1. An applicant for appointment as a Pilot Examiner must:
 - a. hold a valid Pilot Certificate for the Aeroplane Group(s) in which the approval is sought; and
 - (i) hold a Senior Instructor Rating for the Aeroplane Group(s) in which the approval is sought;
 - (ii) hold, or be eligible to hold, a Chief Flying Instructor Approval;
 - (iii) justify the need for the appointment and have written consent from the Operations Manager to initiate the application process;
 - b. have attained the age of 21 years;
 - c. demonstrate to the Operations Manager the ability to accurately assess ground and in-flight performance of Pilot Certificate, Endorsements, Rating and Approval holders, and take appropriate remedial action, particularly where performance has been demonstrated to be below required standards.

AERONAUTICAL EXPERIENCE

2. Prior to undertaking an in-flight examination for the issue of a Pilot Examiner Approval, an applicant must:
 - a. for Group A or B have a minimum of 600 hours logged as a flight instructor in Group A or B recreational aeroplanes; or
 - b. for Group D have a minimum of 250 hours logged as a flight instructor in Group D aeroplanes; and
 - c. have held CFI Approval for a period of at least 24 months; or
3. Applicants with *recognised qualifications* from a recognised organisation other than RAAus should refer to Section 2.13 of this manual.

PRIVILEGES

4. With the written approval of the Operations Manager a Pilot Examiner Approval authorises the holder to:

- a. conduct ground and in-flight examinations of Instructor and Senior Instructor candidates for initial issue or renewal of Ratings for the Aeroplane Group in which their Approval is held; and
- b. conduct ground and in-flight examinations of CFI candidates for initial issue and renewal, for the Aeroplane Group in which their Approval is held.

LIMITATIONS

5. A Pilot Examiner must not conduct Instructor training:
 - a. without the written approval of the Operations Manager; or
 - b. unless holding Instructor Training Approval (IT).

PERIOD OF VALIDITY

6. Unless cancelled or suspended by the Operations Manager, a Pilot Examiner Approval shall remain valid:
 - a. whilst the holder retains a valid Senior Instructor Rating; and
 - b. for two (2) years unless extended by the Operations Manager, upon written request from the approval holder 90 days prior to the expiry of the approval.

NOTE: The renewal of a PE Approval automatically renews the member's BFR.

SECTION 2.12**THEORY INSTRUCTOR****PURPOSE**

1. The Operations Manager or Assistant Operations Manager may appoint an appropriately qualified person as a theory instructor. Such persons may provide ground instruction to RAAus Certificate holders on subjects outlined in the RAAus Syllabus of Flight Training, whilst working under the supervision of a CFI.

METHOD OF APPROVAL

2. A person seeking appointment as a Theory Instructor must:
 - a. have passed the Australian Private Pilot Aeroplane Licence Examinations (theory), or
 - b. have passed theory examinations considered by the Operations Manager to be at least equivalent to Australian Private Pilot Aeroplane Licence Theory Examinations; or
 - c. have passed examinations set by the Operations Manager, or recognised from another organisation, for Group B, C, D or F aeroplanes equivalent to the Private Pilot level; or
 - d. have qualifications, in the opinion of the Operations Manager, that are equivalent to or higher than the qualifications specified above; and
 - e. submit written justification for appointment, including a CFI recommendation to the Operations Manager; and
 - f. pass additional written or verbal examinations as directed by the Operations Manager.

APPOINTMENT

3. Theory Instructors will be appointed, in writing, by the Operations Manager or Assistant Operations Manager.
4. The letter of appointment will specify the subject or subjects the Theory Instructor is authorised to teach.

PERIOD OF VALIDITY

5. The Operations Manager may vary, suspend or cancel the appointment of a Theory Instructor:
 - a. for reasons specified in Section 2.14 of this manual; or
 - b. if the justification submitted in Subparagraph 2.(e) is no longer required by the CFI.

SECTION 2.13**RECOGNISED FLIGHT TIME AND/OR QUALIFICATIONS FROM ORGANISATIONS OTHER THAN RAAus**

For the purpose of this manual *recognised flight time* is:

1. For gaining a Group A Pilot Certificate and associated Endorsements, Ratings and Approvals:
 - a. dual and pilot in command hours gained in obtaining and maintaining a CASA aeroplane, helicopter, gyroplane, airship licence or overseas equivalents or Australian Defence Forces wings standard, overseas equivalents, a GFA Glider Rating or overseas equivalents and endorsements, ratings and approvals associated with these qualifications; and
 - b. dual and pilot in command hours gained in obtaining a CASA Recreational Pilot Licence and former equivalent or graduation from an Australian Defence Force basic pilot's course, whatever called; or
 - c. verified logbook entries of training undertaken towards the attainment of a Licence or Certificate with a recognised organisation.
2. For gaining a Group B, C, D or F Pilot Certificate and associated Endorsements, Ratings and Approvals:
 - a. all dual and pilot in command hours flown when obtaining a Pilot Certificate with another RAAO, or equivalent overseas qualification and endorsement, rating and approval associated with these qualifications for the corresponding Aeroplane Group; or
 - b. verified logbook entries of training undertaken towards the attainment of a Licence or Certificate with a recognised organisation.
3. Notwithstanding Paragraphs 1 and 2 of this Section, the Operations Manager may disallow overseas qualifications without recourse.
4. For the purpose of this manual *recognised qualifications* are validated Licences, Certificates, Endorsements, Ratings and Approvals and overseas equivalents from recognised NAAs and RAAOs.

PILOT CERTIFICATE

5. A person seeking a Pilot Certificate with *recognised flight time* must:
- a. be a financial member of RAAus; and
 - b. hold an RAAus Student or Converting Pilot Certificate; and
 - c. undertake such dual and solo training in a recreational aeroplane of the appropriate group and type for which the pilot certificate is sought including:
 - (1) meeting the aeronautical experience requirements of Section 2.07 Subparagraph 2 (a) prior to being recommended for a flight test; or
 - (2) meeting the experience requirements of Section 2.07 Subparagraph 2(a) in an aeroplane other than a recreational aeroplane and undertake a minimum of 5 hours flying training, including a minimum of 1 hour pilot in command, in accordance with competency requirements of the relevant Unit of the RAAus Syllabus of Flight Training, prior to being recommended for a flight test; or
 - (3) producing verified logbook entries for flight time in recreational aeroplane(s) of the same group and type (not registered with RAAus), that flying may be counted toward meeting the experience requirements of Subparagraph 5 (c) (1) or (2) of this Section, prior to being recommended for a flight test; and
 - (4) unless the applicant produces verified logbook entries or recognised equivalent theory qualifications, satisfactorily pass the required theory examinations specified in Unit 2 of the RAAus Syllabus of Flight Training; and
 - (5) pass a flight test as stated in Paragraph 6 of this Section.
 - d. prior to gaining associated Endorsements, Ratings and Approvals for each aeroplane group, consideration must be given to the minimum recency and experience requirements referred to in Section 2.07 of this manual.

NOTE: HGFA converting applicants must also comply with the requirements of any RAAus/HGFA Memorandum of Understanding (MOU).

FLIGHT TESTING

6. After meeting the requirements of Section 2.07, a successful flight test must be achieved prior to the issue of a Pilot Certificate recommendation. For the purpose of Subparagraphs 5 (c) (3) of this Section, and at the discretion of the CFI or higher approval holder, a successful flight check may be considered as meeting the flight test requirement.

SPECIAL CONSIDERATIONS

7. In addition to the requirements of the RAAus Syllabus of Flight Training, when converting pilots to Group A recreational aeroplanes, instructors of all levels must pay special attention to the:
 - a. onset and recovery from stalls, especially when a wing drops;
 - b. limitations of the performance envelope, the smaller margins between the stall speed and the climb, cruise and gliding speeds with some low performance recreational aeroplanes;
 - c. high drag factors involved with some recreational aeroplanes;
 - d. in some low performance recreational aeroplanes, a necessity to hold a lower than usual nose attitude in power off situations to maintain a safe flying speed; and
 - e. the relatively low inertia of most recreational aeroplanes.

GROUP A OR B INSTRUCTOR RATING

8. A person with *recognised flight time* seeking a Group A or B Instructor Rating must:
 - a. be a financial member of RAAus;
 - b. hold a valid RAAus Pilot Certificate and the following Endorsements:
 - (i) Radio Operator;
 - (ii) Passenger Carrying;
 - (iii) Cross Country;
 - (iv) Human Factors.

AERONAUTICAL EXPERIENCE

9. An applicant for the issue of a Group A or B Instructor Rating must provide evidence of *recognised flight time* or *recognised qualifications* to meet minimum total aeronautical and pilot-in-command time either by:

GROUP A and B

- a. holding a minimum of 100 hours as pilot-in-command of Group A or Group B recreational aeroplane; or
- b. holding a minimum of;
 - (i) 150 hours of total aeronautical experience; including
 - (ii) 75 hours total pilot in command which includes *recognised flight time* in aeroplanes of the same Group. This recognised flight time may include time in aeroplanes which may or may not be registered with RAAus; or
 - (iii) The 75 hours pilot in command total may be reduced to 25 hours pilot in command of an aeroplane which can be RAAus registered. This 25 hours pilot in command time must be provided via verified logbook entries; or
- c. by holding a *recognised qualification* as a flight instructor including;
 - (i) 25 hours in-flight ab-initio instructional duties; and
 - (ii) over 200 hours total aeronautical experience; and
 - (iii) over 75 hours pilot in command of any aircraft; including
 - (iv) 5 hours pilot in command of an aeroplane which can be RAAus registered; or
- d. by holding a *recognised qualification* as a flight instructor including;
 - (i) A recognised flight Instructor qualification (with no instructional duties logged); and
 - (ii) Over 200 hours total aeronautical experience; and
 - (iii) Over 75 hours pilot in command of any aircraft; including
 - (iv) 10 hours pilot in command of an aeroplane which can be RAAus registered; and
- e. Upon request from the Operations Manager or approved delegate, the candidate must provide a written statement from the organisation that initially issued their qualifications;
 - (i) confirming qualifications held; and
 - (ii) detailing any past or pending disciplinary action; and
- f. meet the requirements of Section 2.08 prior to being recommended for a flight test.

GROUP A OR B SENIOR INSTRUCTOR RATING

10. A person with *recognised flight time* seeking a Group A or B Senior Instructor Rating must:
- a. be a financial member of RAAus; and
 - b. hold a valid RAAus Pilot Certificate or Instructor Rating

NOTE: For holders of a *recognised qualification*, and at the discretion of the Operations Manager, the attainment of an Instructor Rating and Senior Instructor Rating may be achieved concurrently.

AERONAUTICAL EXPERIENCE

11. An applicant for the issue of a Group A or B Senior Instructor Rating must provide evidence of *recognised flight time* and recognised qualification to meet minimum total aeronautical and pilot-in-command time either by:
- a. holding a minimum of 150 hours as pilot-in-command of Group A or B recreational aeroplane of which a minimum of 75 hours was logged as a flight instructor in recreational aeroplanes; or
 - b. holding a *recognised qualification* as a Group A or B flight instructor including;
 - (i) 200 hours of total aeronautical experience; including
 - (ii) 50 hours in-flight ab-initio instructing experience in a Group A or B aeroplane; and
 - (iii) 25 hours in-flight ab-initio instructing experience in RAAus registered aeroplanes. This *recognised flight time* may include time in aeroplanes which may or may not be registered with RAAus; or
 - c. by holding a *recognised qualification* as a Group A or B Chief Flying Instructor including;
 - (i) over 300 hours in-flight ab-initio instructing experience; and
 - (ii) over 75 hours pilot in command of any aircraft; and
 - (iii) 10 hours in-flight ab-initio instructing experience in RAAus registered aeroplanes. This may include recognised flight time in aeroplanes which may or may not be registered with RAAus; and

GROUP A and B

- d. Upon request from the Operations Manager or approved delegate, the candidate must provide a written statement from the organisation that initially issued their qualifications;
 - (i) confirming qualifications held; and
 - (ii) detailing any past or pending disciplinary action; and
- e. meet the requirements of Section 2.09 prior to being recommended for a flight test.

GROUP A OR B CHIEF FLYING INSTRUCTOR APPROVAL

12. A person with *recognised qualifications* seeking a Group A or B Chief Flying Instructor Approval must:
- a. be a financial member of RAAus; and
 - b. hold an RAAus Pilot Certificate; and
 - c. hold or be eligible to hold a valid RAAus Senior Instructor Rating; and
 - d. have held an RAAus Instructor Rating, or RAAus Senior Instructor Rating, for a combined period of at least 12 months;

NOTE: For holders of a *recognised qualification*, and at the discretion of the Operations Manager, the attainment of a Senior Instructor Rating and CFI Approval may be achieved concurrently.

AERONAUTICAL EXPERIENCE

13. An applicant for the issue of a Group A or B CFI Approval must provide evidence of *recognised flight time* and *recognised qualification* to meet minimum total aeronautical and pilot-in-command time either by;
- a. holding a minimum of 250 hours logged as a flight instructor in recreational aeroplanes of the same Group for which the Approval is sought; or
 - b. holding a *recognised qualification* as a Group A or B flight instructor including;

GROUP A and B

- (i) a minimum of 300 hours in-flight experience as a flight instructor; including
 - (ii) 50 hours of in-flight instructional duties in recreational aeroplanes. This may include *recognised flight time* in aeroplanes which may or may not be registered with RAAus; or
 - c. if the applicant has held a *recognised qualification* as a Group A or B CFI, and has;
 - (i) a minimum of 400 hours of in-flight experience as a flight instructor; including
 - (ii) a minimum of 25 hours as an Instructor in recreational aircraft. This may include *recognised flight instruction time* in aeroplanes which may or may not be registered with RAAus; and
 - d. meet the requirements of Section 2.10, prior to undertaking an interview and flight review with the Operations Manager or approved delegate.
14. Notwithstanding the requirements outlined in Paragraph 9, 11 or 13, the Operations Manager may approve variations for any of the above Ratings or Approvals on presentation of appropriate evidence at his or her absolute discretion. The Rating or Approval may be limited by written directive, to a specific type or types of recreational aeroplanes that may be operated and/or other operational limitations.

GROUP D INSTRUCTOR RATING

15. A person with *recognised flight time* seeking a Group D Instructor Rating must:
- a. be a financial member of RAAus;
 - b. hold a valid RAAus Pilot Certificate and the following Endorsements:
 - (i) Radio Operator;
 - (ii) Passenger Carrying;
 - (iii) Logbook entry proving Navigation Competency
 - (iv) Human Factors.

GROUP D**AERONAUTICAL EXPERIENCE**

16. An applicant with *recognised flight time* for the issue of a Group D Instructor Rating must provide evidence of meeting minimum total aeronautical and pilot-in-command time either by:
- a. holding a minimum of 50 hours as pilot-in-command of a Group D recreational aeroplane; or
 - b. holding a minimum of:
 - (i) 50 hours of pilot in command in any aeroplane; including
 - (ii) 25 hours pilot in command of a Group D aeroplane; or
 - c. by holding a *recognised qualification* as a flight instructor including:
 - (i) 25 hours in-flight ab-initio instructional duties for any Group of aeroplane; and
 - (ii) over 100 hours total aeronautical experience; including
 - (iii) 10 hours pilot in command of a Group D aeroplane; and
 - d. upon request from the Operations Manager or approved delegate, the candidate must provide a written statement from the organisation that initially issued their qualifications;
 - (i) confirming qualifications held; and
 - (ii) detailing any past or pending disciplinary action; and
 - e. meet the requirements of Section 2.08 prior to being recommended for a flight test.

GROUP D SENIOR INSTRUCTOR RATING

17. A person with *recognised flight time* seeking a Group D Senior Instructor Rating must:
- a. be a financial member of RAAus; and
 - b. hold a valid RAAus Instructor Rating

NOTE: For holders of a *recognised qualification*, and at the discretion of the Operations Manager, the attainment of an Instructor Rating and Senior Instructor Rating may be achieved concurrently.

GROUP D**AERONAUTICAL EXPERIENCE**

18. An applicant for the issue of a Group D Senior Instructor Rating must provide evidence of *recognised flight time* to meet minimum total aeronautical and pilot-in-command time either by:
- a. holding a minimum of 75 hours total aeronautical experience of a recreational aeroplane; including
 - (i) a minimum of 40 hours logged as a flight instructor in Group D recreational aeroplanes, and
 - (ii) recommended three ab-initio Group D candidate to a CFI as ready for solo; or
 - b. holding a *recognised qualification* as a Group A or B flight instructor including;
 - (i) 100 hours of total aeronautical experience; including
 - (ii) 50 hours in-flight ab-initio instructing experience in any Group A or B aeroplane; and
 - (iii) 25 hours in-flight ab-initio instructing experience in Group D aircraft; and
 - (iv) recommended one ab-initio Group D candidate to a CFI as ready for solo; and
 - c. Upon request from the Operations Manager or approved delegate, the candidate must provide a written statement from the organisation that initially issued their qualifications;
 - (i) confirming qualifications held; and
 - (ii) detailing any past or pending disciplinary action; and
 - d. meet the requirements of Section 2.09 prior to being recommended for a flight test.

GROUP D CHIEF FLYING INSTRUCTOR APPROVAL

19. A person with *recognised qualifications* seeking a Group D Chief Flying Instructor Approval must:
- a. be a financial member of RAAus; and
 - b. hold or be eligible to hold a valid RAAus Senior Instructor Rating; and
 - c. have held an RAAus Instructor Rating, or RAAus Senior Instructor Rating, for a combined period of at least 12 months;

GROUP D

NOTE: For holders of a *recognised qualification*, and at the discretion of the Operations Manager, the attainment of a Senior Instructor Rating and CFI Approval may be achieved concurrently.

AERONAUTICAL EXPERIENCE

20. An applicant for the issue of a Group D Chief Flying Instructor Approval must:
- a. have a minimum of 100 hours logged as a flight instructor in Group D recreational aeroplanes, and have held an RAAus Instructor or Senior Instructor rating for a minimum of 12 months; or
 - b. if the applicant has a *recognised qualification* as a flight instructor in Group A, B or D aeroplanes;
 - (i) have a minimum of 100 hours in-flight experience as a flight instructor in any recreational aeroplane; of which
 - (ii) a minimum of 75 hours must be in-flight instructional duties in Group D recreational aeroplanes; or
 - c. if the applicant has held a *recognised qualification* as a Group A or B CFI, and has;
 - (i) a minimum of 300 hours of in-flight experience as a flight instructor in any recreational aeroplane; of which
 - (ii) a minimum of 25 hours must be in-flight instructional duties in Group D recreational aircraft; and
 - d. meet the requirements of Section 2.10, prior to undertaking an interview and flight review with the Operations Manager or approved delegate.
21. Notwithstanding the requirements outlined in Paragraph 16, 18 or 20, the Operations Manager may approve variations for any of the above Ratings or Approvals on presentation of appropriate evidence at his or her absolute discretion. The Rating or Approval may be limited by written directive, to a specific type or types of recreational aeroplanes that may be operated and/or other operational limitations.

GROUP A OR B PILOT EXAMINER APPROVAL

22. A person with *recognised qualifications* seeking a Pilot Examiner Approval must:
- a. be a financial member of RAAus; and
 - b. hold a valid RAAus Senior Instructor Rating

GROUP A OR B**AERONAUTICAL EXPERIENCE**

23. An applicant for the issue of a Group A or B Pilot Examiner Approval must:
- a. have a minimum of 600 hours logged as a flight instructor in recreational aeroplanes of the same Group for which the Approval is sought; or
 - b. hold a *recognised qualification* from a recognised organisation other than RAAus, and has a minimum of 700 hours of in-flight experience as a flight instructor, of which 300 hours must be of in-flight instructional duties in recreational aeroplanes; or
 - c. hold a *recognised qualification* as a CFI, and has a minimum of 600 hours of in-flight experience as a flight instructor, of which 200 hours must be of in-flight instructional duties in recreational aeroplanes; and
 - d. meet the requirements of Section 2.11, prior to undertaking an interview and flight review with the Operations Manager or approved delegate, if required.

GROUP D PILOT EXAMINER APPROVAL

24. A person with *recognised qualifications* seeking a Pilot Examiner Approval must:
- a. be a financial member of RAAus; and
 - b. hold a valid RAAus Senior Instructor Rating
25. An applicant for the issue of a Group D Pilot Examiner Approval must:
- a. have a minimum of 250 hours logged as a flight instructor in Group D aeroplanes; or
 - b. hold a *recognised qualification* from a recognised organisation other than RAAus, and has a minimum of 400 hours of in-flight experience as a flight instructor, of which 200 hours must be of in-flight instructional duties in Group D recreational aeroplanes; or
 - c. hold or held a *recognised qualification* as a RAAus CFI, and has a minimum of 500 hours of in-flight experience as a flight instructor, of which 150 hours must be of in-flight instructional duties in Group D recreational aeroplanes; and

GROUP D

- d. have held CFI Approval for a period of at least 24 months; and
 - e. meet the requirements of Section 2.11, prior to undertaking an interview and flight review with the Operations Manager or approved delegate, as required.
26. Notwithstanding the requirements outlined in Subparagraph 23 (b) or Paragraph 24, the Operations Manager may approve variations for any of the above Approval on presentation of appropriate evidence at his or her absolute discretion. The Rating or Approval may be limited by written directive, to a specific type or types of recreational aeroplanes that may be operated and/or other operational limitations.

SECTION 2.14**DISCIPLINARY PROCEDURES****ALLEGED CONTRAVENTION OF LEGISLATION**

1. For the purposes of this Section alleged contravention of legislation is conduct that constitutes, contributes to, or results in a serious and imminent risk to the safety of air navigation, including contravention of:
 - a. relevant legislation; or
 - b. the requirements of this manual or the RAAus Technical Manual; or
 - c. by a flying activity that brings the good name and reputation of RAAus, its members, affiliates or associates into disrepute; or
 - d. failing to report an Immediately Reportable Matter or a Routinely Reportable Matter as defined in Section 4.08 of this manual.

2. Upon becoming aware of such activities described in Paragraph 1 of this Section, and it is determined there is an immediate threat to safety, the Operations Manager may immediately suspend or temporarily cancel a Pilot Certificate for an appropriate period of time. Subsequent to this action and in accordance with the RAAus Disciplinary Framework the CEO will appoint a Complaints Officer, who will follow the RAAus Disciplinary Framework processes to investigate further.

APPEALS

3. In accordance with the RAAus Disciplinary Framework, members may appeal the findings of a disciplinary inquiry.

REPORTING OF ALLEGED CONTRAVENTION OF LEGISLATION

4. Any member of RAAus including Instructor or higher Approval holders, who become aware of activities described in Paragraph 1 of this Section must report the matter via the RAAus confidential online reporting system (Occurrence Management System) in writing to the Safety Manager, or through their CFI (if appropriate). All information received will be managed as outlined in the RAAus Disciplinary Framework.

SECTION 2.15**INSTRUCTOR TRAINER APPROVAL AND REQUIREMENTS OF INSTRUCTOR RATING COURSES****INTRODUCTION**

1. Courses are intended solely for the purpose of enabling RAAus Pilot Certificate holders to qualify as Flight Instructors.
2. Courses for a Flight Instructor Rating and other associated qualifications may only be given at Flight Training Facilities (FTS) which are approved for the purpose by the Operations Manager or approved delegate.

QUALIFICATIONS OF INSTRUCTIONAL STAFF

3. Flight Instructors:
 - a. There shall be one nominated Instructor Trainer (IT) responsible for the conduct and operation of each course including any theory component. This person must:
 - (i) hold a minimum of either a Pilot Examiner (PE) or a CFI Approval for the Aeroplane Group in which the training will be conducted; and
 - (ii) meet the minimum requirements of Section 2.11, Paragraph 2 or 3 of this manual; and
 - (iii) be approved by the Operations Manager or approved delegate, for the role as IT.
 - b. An IT approval may initially be issued as Temporary (ITT), with the first (3) three candidates required to be examined by an independent Pilot Examiner (PE) nominated by the Operations Manager or approved delegate. Upon successful assessment of three candidates (not including converting applicants), written application to the Operations Manager or approved delegate may be made for permanent Instructor Training approval (IT). Only an IT or PE may test and recommend candidates for initial issue of an Instructor rating.
 - c. All flight instructors involved in the course must:
 - (i) hold a minimum of a Senior Instructor Rating for the Aeroplane Group in which the training will be conducted; and

- (ii) have completed a formal flying instructor course for the Aeroplane Group in which the training will be conducted; and
 - (iii) be approved by the Operations Manager or approved delegate for this purpose.
- 4. Ground Instructors:
 - a. Ground instructors delivering the Principles and Methods of Instruction (PMI) component of the course must:
 - (i) hold or have held at least a Senior Instructor Rating for the Aeroplane Group in which the training will be conducted; and
 - (ii) may be assisted by a person with specialist educational qualifications, subject to the written approval of the Operations Manager or approved delegate.
 - b. Ground instructors delivering training for other subjects must:
 - (i) hold at least a Senior Instructor Rating for the Aeroplane Group in which the training will be conducted; or
 - (ii) hold a relevant Theory Examiner qualification as specified in Section 2.12 of this manual, subject to the written approval of the Operations Manager or approved delegate; or
 - (iii) hold *recognised qualifications* which are approved in writing by the Operations Manager or approved delegate.

APPROVED TRAINING

- 5. Subject to Paragraph 7 of this Section, all courses must be conducted in accordance with the RAAus Syllabus of Flight Training, relevant legislation and associated guidance material when applicable.
- 6. The ground and flight training elements of each course must be properly integrated so that the progress of one element complements the other.
- 7. If the instructor course is to be different to the RAAus Instructor Training Syllabus, a detailed course syllabus and other information must be submitted to the RAAus Operations Manager or approved delegate for approval at least 28 days prior to the proposed commencement of the course.
- 8. For the purposes of Paragraph 7 of this Section the information required is as follows:

- (a) A complete breakdown of the syllabus, including the sequence of days allocated to ground training and in-flight sequences;
- (b) Proposed times for each of the ground and in-flight instruction blocks;
- (c) Detail of PMI structure and relevant references to be used.

9. Should it be desired to conduct a course, or significant parts thereof, at a location other than the one at which the approved facilities and organisation are ordinarily located, approval from the Operations Manager or approved delegate will be required.

DUTIES OF THE INSTRUCTOR TRAINER

10. The IT is responsible to the Operations Manager or approved delegate to ensure all requirements regarding the conduct of the course are complied with.

11. The IT is also required to supervise:

- a. The progress of each of the trainee instructors, including conducting periodic flight checks;
- b. The training given by all flight and ground instructors to ensure that:
 - (i) all the standards are met and maintained;
 - (ii) that all courses are conducted in accordance with the requirements of the RAAus Syllabus of Flight Training, relevant legislation and associated guidance material when applicable; and
 - (iii) that the content of the course is adequately standardised with the RAAus Instructor Training Syllabus or notified to RAAus as per Subparagraph 7 of this manual.

12. The IT may:

- a. nominate another CFI or PE to deputise during periods of absence, provided that the IT conducts a minimum of 5 hours of the flight time with each candidate; or
- b. for courses involving more than two applicants the requirement in Subsection 12 a. of this Section may be varied in writing by the Operations Manager or approved delegate.

13. In addition to Subparagraph 3.b. and 12.a. of this Section, the holder of an ITT approval is required to conduct more than 75 percent of each of the three candidates' initial instructor training as described in subparagraph 3.b. of this Section.

TRAINING RECORDS

14. The IT will ensure each candidate Training Record is fully completed, including all aspects of ground and in-flight training undertaken as per the requirements outlined in Paragraph 15.
15. Recordkeeping requirements are as follows:
 - a. Ground training records must accurately reflect the subject matter and include:
 - (i) date;
 - (ii) duration of the training;
 - (iii) content;
 - (iv) examination results; and
 - (v) comments on practice briefings.
 - b. Flight training records should be competency based, reference the RAAus Syllabus of Flight Training and encompass:
 - (i) the date of flight;
 - (ii) aeroplane type and registration;
 - (iii) flight time;
 - (iv) sequence or part of sequence practiced;
 - (v) Instructor's comments of flight sequences;
 - (vi) progressive total of hours flown; and
 - (vii) candidate's signature
 - c. Training records shall be retained for at least 5 years after the completion of the course. The Operations Manager may request copies of pilot logbook and/or training records in order to conduct a desk-top audit.

PILOT LOG BOOKS

16. Trainee Instructor's pilot logbooks will be maintained in accordance with the Operations Manual and shall be signed off as correct at the end of the course by the IT. Successful issue of Instructor rating will be entered into the pilot logbook by the PE or IT Approval holder and shall include:
 - a. Name of recipient;
 - b. Date of achievement;
 - c. Aeroplane Group the Instructor Rating was achieved in;
 - d. Name and RAAus member number of the issuing Examiner.

GROUND INSTRUCTION EQUIPMENT

17. The minimum equipment to be provided shall be:
- a. a model aeroplane with adjustable control surfaces;
 - b. appropriate WAC and local charts;
 - c. whiteboard or similar;
 - d. an overhead or multimedia projector is recommended - particularly for mass briefs; or
 - e. butcher's paper and markers; and
 - f. appropriate briefing environment in terms of size, with chairs, tables or desks, adequate lighting and temperature control.
18. *PowerPoint presentations* may be utilised for briefings, however Instructor Candidates must be able to deliver briefings relevant to the student undertaking the training in preference to simply reading the content from a monitor or screen. Therefore, the candidate must be able to recreate and present any briefing in full or part without the use of electronic means.

PUBLICATIONS

19. The following publications, or a master set and multiple copy extracts, shall be kept in adequate numbers and be available to the course candidates:
- a. Appropriate CAOs, CARs, CASRs, AIP and relevant legislation as amended from time to time, ERSA, local maps and aeronautical charts;
 - b. Flying Training Manuals as recommended by RAAus from time to time;
 - c. The CASA Flight Instructor's Manual or equivalent, as recommended by the RAAus from time to time;
 - d. The Flight Manual for the aeroplane/s; and
 - e. Each trainee should provide his or her copy of the RAAus Operations Manual; and
 - f. Human Performance and Limitations reference material as recommended by the RAAus from time to time.

SECTION 2.16**MEDICAL REQUIREMENTS****CERTIFICATE - INITIAL ISSUE**

1. Applicants for the issue of a Certificate are required to have a *health standard* equivalent to that required for the issue of a private motor vehicle driver licence in Australia; and
2. Forward to RAAus HQ:
 - a. a signed RAAus medical declaration that they meet the *health standard*, or an RAAus approved equivalent; or
 - b. if an applicant's medical status includes one of the following conditions, the person must provide RAAus with a statement from their doctor (GP) of meeting the *health standard*, or provide a copy of a valid motor vehicle or heavy vehicle General Medical Assessment Report from an Australian road and transport authority, whatever called, or provide a copy of the CASA Recreational Aviation Medical Practitioner's Certificate (RAMPC) or higher medical certificate;
 - (i) Epilepsy; or
 - (ii) Diabetes (Type 1 or 2); or
 - (iii) A heart condition / disease or paralysis; or
 - (iv) Mental illness (medicated or otherwise); or
 - (v) Becoming 75 years of age or older; or
 - (vi) Any other medically significant safety related condition.
3. Any conditions or restrictions that apply to a member's driver licence or medical certificate must also be complied with when operating a *recreational aeroplane*.

REQUIREMENTS FOR MAINTENANCE AND RENEWAL

4. A Certificate holder may only exercise the privileges of the Certificate when they:
 - a. continue to meet the requirements of the *health standard* of Paragraph 1 of this Section; and

- b. forward a signed RAAus medical declaration, or an RAAus approved equivalent, of meeting the *health standard*; or
- c. if the medical status of a Certificate holder includes one of the following conditions, then annually thereafter the person must not exercise the privileges of their certificate until such time as they have provided RAAus with a statement from their doctor (GP) of meeting the *health standard* or provide a copy of a valid motor vehicle or heavy vehicle General Medical Assessment Report from an Australian road and transport authority, whatever called or provide a copy of the CASA Recreational Aviation Medical Practitioner’s Certificate (RAMPC) or higher medical certificate;
 - (i) Epilepsy; or
 - (ii) Diabetes (Type 1 or 2); or
 - (iii) A heart condition / disease or paralysis; or
 - (iv) Mental illness (medicated or otherwise); or
 - (v) Becoming 75 years of age or older; or
 - (vi) Any other medically significant safety related condition.
- d. If at any time a Certificate holder has a medically significant condition that is a *safety-relevant* condition and lasts for more than seven days, that person must not exercise the privileges of their Certificate until such time as they have provided RAAus HQ with a statement from their doctor (GP) of meeting the *health standard*; and
- e. continue to comply with the requirements of paragraph 3.

DUTY OF DISCLOSURE AND HANDLING OF CONFIDENTIAL INFORMATION

- 5. If a Certificate holder has a medically significant condition which may reflect a safety threat, and fails to disclose this information to RAAus, the organisation may, as a result of any information received, request confirmation of the Certificate holders’ current medical status directly from the Certificate holder.

Any information will be treated in accordance with RAAus Privacy Policy and may, with the consent of the Certificate holder, be disclosed on request to CASA or other relevant authorities.

INSTRUCTOR RATINGS AND APPROVALS - INITIAL ISSUE

- 6. An applicant for the issue of an Instructor Rating or higher Approval is required to:
 - a. forward a copy of a CASA Class 2 or higher Medical Certificate; or

- b. forward a RAAus Medical Questionnaire and Examination Form completed by their doctor (GP).

REQUIREMENTS FOR MAINTENANCE AND RENEWAL

7. An Instructor Rating holder or higher Approval holder may only continue to exercise the privileges of the Rating or Approval when:
 - a. meeting the requirements of the health standard set out in Paragraph 6 of this Section; and
 - b. forward a copy of the Medical Certificate or RAAus Medical Questionnaire and Examination Form to RAAus HQ.
8. Once a rating or Approval holder reaches 75 years of age, an annual Class 2 Medical Certificate or RAAus Questionnaire and Examination Form must be provided to RAAus.
9. If a Certificate holder has a medically significant condition which may reflect a safety threat to themselves, passengers third parties or other airspace users, and fails to disclose this information to RAAus, the organisation may, as a result of credible safety related concerns received, request confirmation of the Certificate holders' current medical status directly from the Certificate holder.

Any medical information will be treated in accordance with RAAus Privacy Policy and may, with the consent of the Certificate holder, be disclosed on request from CASA or other relevant authorities.

If significant medical concerns exist which may impact on the safety of aviation and no consent has been given to provide this information to CASA or relevant authorities, RAAus may consider the release of that information to CASA or other relevant authorities in the interest of safety.

SECTION 3.01**ESTABLISHMENT OF FLIGHT TRAINING FACILITIES****ESTABLISHMENT**

1. Student Pilot or Converting Pilot Certificate and Pilot Certificate holders may only undertake flight training from an approved RAAus Flight Training School (FTS).
2. Operations at an FTS must not commence until the FTS is approved in writing by the Operations Manager or Assistant Operations Manager.
3. A CFI approval must be issued by the Operations Manager, or approved delegate, to the Senior Instructor who intends to be responsible for operations at the FTS.
4. If a new CFI is to be appointed at an existing FTS, the previous CFI must provide a written resignation to the Operations Manager, prior to the CFI designate undertaking the processes outlined in Paragraph 5 of this Section.
5. The approval required by Paragraphs 2, 3 and 4 of this Section must be based on an inspection of the facility by the Operations Manager or approved delegate. That inspection will include any or all of the following:
 - a. an interview to ensure the CFI designate possesses suitable knowledge and understanding of this manual, the Technical Manual and relevant legislation;
 - b. an assessment of mass brief or pre-flight brief from the CFI designate;
 - c. a simulated training flight with the CFI designate;
 - d. assessment of the FTS for suitability in accordance with the requirements of this manual.

FACILITIES AND EQUIPMENT UTILITIES

6. The following facilities, equipment and documentation are required:
 - a. A permanent or mobile office and classroom of sufficient size and comfort to enable the proper ground instruction of trainee pilots. It must be sufficiently ventilated by fresh air and illuminated by natural or artificial light. Heating and cooling devices, curtains and floor coverings are optional.

- b. The office classroom must contain:
 - (i) sufficient tables and chairs to accommodate proposed number of trainees, plus instructional staff;
 - (ii) a blackboard or whiteboard (recommended size 1200 mm x 1800 mm or larger);
 - (iii) wall maps defining the training area;
 - (iv) wall illustrations, in the form of drawings, maps, or aerial photographs, showing the training aerodrome or airfield, direction of runways, length of runways, circuit patterns and potential hazards (e.g. power lines, roads, houses, other buildings of significance);
 - (v) a lockable filing cabinet, in which records and other sensitive documents can be safely kept;
 - (vi) a model aeroplane with moveable control surfaces (weight shift and PPC aircraft may be used in the absence of models).
- c. At least one two-seat aeroplane which complies with CAO 95.32 or 95.55 and other relevant legislation and:
 - (i) each aeroplane shall hold current registration and means of ascertaining valid airworthiness;
 - (ii) the aeroplane flight log must be up to date and available for the inspection of the pilot before each flight;
 - (iii) the aeroplane must be fitted with an efficient means of two way communication between the occupants.
- d. Documentation must include:
 - (i) Student or Converting Pilot training progress records. Student records must be regularly maintained and updated for all flight training activities undertaken at the FTS in accordance with Section 2.15 Subparagraph 15.b and c of this manual;
 - (ii) flying activity log sheets, daily flight records;
 - (iii) training aeroplane logbook(s) and training aeroplane maintenance record worksheets;
 - (iv) hand-out information sheets (or information provided on a website) outlining training activities, associated costs, certificate requirements, RAAus membership requirements, health standard and suitable clothing requirements;
 - (v) RAAus membership and Pilot Certificate application forms or access to the RAAus website, RAAus Accident/Incident Report forms or access to the RAAus website;

- (vi) hand-out copies of 'Local Operating Procedures' (e.g. local aerodrome additional operations like Rescue or Firebombing Helicopter, Parachuting, RPT, Ballooning, Gliding Operations, etc.);
 - (vii) Briefing Aides;
 - (viii) CASA Flight Instructor's Manual; or relevant training reference materials as recommended by RAAus from time to time;
 - (ix) current copies of this manual and the RAAus Technical Manual and any other training material that may be introduced for FTS use by RAAus from time to time;
 - (x) access to web based or printed current copies of documents pertaining to the operation of recreational aeroplanes including relevant CAOs, CARs, CASRs and applicable legislation as amended from time to time and AIP Book (including AIC, AIP Supplement and NOTAM). In addition, hard copies of current ERSA, WAC, ERC-L, VTC or VNC and PCA relevant to the local area must be retained;
 - (xi) A Risk Management System (RMS) that is actively and regularly revised;
 - (xii) current copies of all RAAus Operations Bulletins and Notices;
 - (xiii) if low level flying training is to be carried out, written permission from the landowner and/or CASA Low Flying Area approval and a wall chart marking designated low flying area.
- e. When supplied by RAAus HQ, the following further documentation includes:
- (i) Temporary Membership Forms. These must be issued when a TIF or training flight is to be conducted by a person who is not a financial member;
 - (ii) Multiple Choice Examinations. These are not to be distributed and/or reproduced electronically and must be stored securely.

AERODROMES

7. The aerodrome shall be suitable for the type of aeroplane to be used for training, taking into account:
- a. the safety needs of a trainee; and
 - b. the performance of the aeroplane.

8. The CFI must ensure that the aerodrome complies with the following minimum criteria:
 - a. The take-off and landing distance available in the prevailing conditions, is equivalent to the Flight Manual or the manufacturers calculated or stated distance requirement, plus 30%;
 - b. The surrounding topography must be such that a standard circuit for the aeroplane type can be flown;
 - c. There must be sufficient clear ground in the vicinity of the aerodrome that a successful forced landing, in the case of an engine failure, may be expected;
 - d. If the aerodrome is classified as uncertified the physical dimensions of the aerodrome should comply with “*LANDING AREA - AEROPLANES*” - CASA CAAP 92 – 1 (1);
 - e. The aerodrome is serviceable;
 - f. There is a method of determining the wind direction and velocity at the aerodrome; and
 - g. If required, the owner or operators written consent has been given for the use of the aerodrome.

SATELLITE FLIGHT TRAINING SCHOOLS (SFTS)

9. An RAAus approved FTS may also operate a maximum of two Satellite Flight Training Schools which may be permanent or temporary. A permanent Satellite must duplicate the facilities available at the primary Flight Training School.
10. Prior to operating a Temporary SFTS, written notification (email fine) should be sent to the Operations Manager advising location and duration of operations.
11. SFTS may be operated by a Senior Instructor acting under written approval of their CFI.
12. Prior to operations commencing at a Permanent SFTS the facility must comply with the equipment, documentation and aerodrome requirements as specified in Paragraphs 6, 7 and 8 of this part, and written approval must be granted by the Operations Manager or approved delegate.
13. While flight operations are being conducted at a Permanent SFTS, the CFI must visit the SFTS on at least two occasions every calendar month. Where an operator can prove hardship due to remoteness of the SFTS, the Operations

Manager or Assistant Operations Manager may waive the twice monthly visit, providing the applicant can offer a suitable surveillance alternative that furnishes equivalent safety. The Senior Instructor in charge must report to their CFI on a regular basis.

14. Temporary SFTSs may be established without the equipment and documentation requirements specified in Paragraph 6 for short periods of time e.g. training a recreational aeroplane owner/s to fly their own aeroplane and/or to train them at their own property or local airfield. In this instance, adequate provision for the briefing of trainees must be provided. The training of more than two students for extended periods of time at one location will require the establishment of a permanent SFTS.
15. In order to ensure adequate rest times for Instructors and trainees, operations from any temporary SFTS shall not exceed 10 continuous days in any calendar month.

INSPECTION of FTS's

16. Operations inspection of an FTS and the CFI in accordance with Section 2.10 Paragraph 9 of this manual shall be undertaken within a period of two years since the last inspection by the Operations Manager of their delegate, unless varied by written extension by the Operations Manager. Alternatively, a self-assessment process related to documentation requirements may be conducted remotely by the Operations Manager or delegate using the RAAus Self-Assessment Inspection Report.
17. The CFI shall be in attendance and shall provide any and all documentation for inspection as operationally required and requested by the Operations Manager or their delegate including but not limited to:
 - a. Documents as required in paragraph 6 of this Section;
 - b. Documents regarding medical status of Instructors and students operating at the FTS in accordance with Section 2.16 of this manual;
 - c. Documents in regard to Instructor training carried out in accordance with Section 2.15 (if applicable);
 - d. Documents providing proof of validity of all Instructor and Senior Instructor ratings, CFI and PE approvals operating at the FTS;
 - e. Documents regarding training of Student or Converting Pilot Certificate holders or Pilot Certificate holders in accordance with Sections 2.06, 2.07 and 3.03 of this manual;

- f. Confirmation of maintenance completed and other supporting documents associated with RAAus aircraft used at the FTS as required in the RAAus Technical Manual or by the manufacturer of the aircraft.
18. Once a FTS inspection is completed, RAAus will provide an FTS inspection follow up in writing to the CFI. This follow up information will note any areas of non-compliance or deficiency identified during the inspection, and reflect verbal information provided at the conclusion of the inspection. If the areas identified represent an immediate and significant safety risk, the CFI will be advised that the FTS will be placed on hold until the identified areas of deficiency are rectified. The CFI will then be requested to provide additional information in order to provide assurance of meeting Operations or Technical Manual requirements.

SECTION 3.02

PILOT FLIGHT TRAINING

RISKS AND HAZARDS

1. All forms of flight are potentially hazardous. The risks and hazards associated with flying are real and all pilots and potential pilots must be fully aware of the possible risks involved.
2. All persons participating in-flight training or instruction conducted in accordance with the requirements of this manual do so at their risk and as informed participants.
3. The following information must be given to assist with informed decision making and where the person is under the age of 18, must be given to their parent or guardian in writing. Confirmation of giving this advice must be recorded in the student pilot's records:

“Persons undertaking flying training and other types of flying in recreational aeroplanes are advised that there are risks involved. These risks cannot be specifically quantified however; recreational aeroplanes used for pilot training are constructed, operated and maintained under exemptions from the regulations.

These exemptions are from the regulations that apply to General Aviation aeroplanes. Whilst similar rule sets apply to our organisation and replace those that we are exempt from, it must be accepted that the overall safety of recreational flying is generally below the well-known commercial air transport standards in Australia.”

TRAINING

4. Flight training described in this manual and its supplements must be completed with particular regard to stalls and stalls with wing drops, along with regard for the limited flight envelope of many RAAus aeroplanes. Specifically, the smaller differences between stall speed and the climb, cruise and gliding speeds for some aeroplanes and the relatively low inertia of recreational aeroplanes.
5. All ground and flight training must be conducted at an approved RAAus FTS and before solo flight is allowed, the Student Pilot is required to reach the levels

of competency in the elements required as indicated in the RAAus Syllabus of Flight Training. Stalls and stall recovery when a wing drops are to be conducted in accordance with the following requirements:

- a. When the stall characteristics of the aeroplane are known to be benign, straight and steady stalls may be conducted during dual flight training at a height below 3000FT AGL at the discretion of the CFI, provided the stall recovery is completed by 2000FT AGL.
 - b. In all other situations, stall recovery is to be completed by 3000FT AGL.
6. Prior to a Student Pilot undertaking a first solo flight, the applicant must have successfully completed a theory exam on Air Legislation in accordance with Unit 2.02 of the RAAus Syllabus of Flight Training.
 7. Prior to the Student or Converting Pilot undertaking a flight test for the issue of a Pilot Certificate the applicant must have successfully completed all RAAus theory examinations outlined in Unit 2 of the RAAus Syllabus of Flight Training, or RAAus recognised equivalent.
 8. The Operations Manager may request copies of pilot logbook and/or training records in order to conduct a desk-top audit.
 9. If a CFI receives a verbal or written request from another FTS for training records relating to a person who has undertaken training at their FTS, the CFI must provide a copy of all documentation, examination results and relevant information to the other FTS within 30 days.
 10. Operations with the engine stopped during flight may only be conducted by a CFI or higher approval holder in controlled conditions for emergency training.

SECTION 3.03**FLIGHT TESTS AND EXAMINATIONS**

1. RAAus may specify what theoretical examinations and practical flight tests must be satisfactorily undertaken prior to gaining certain qualifications, as specified in this Section.

STUDENT OR CONVERTING PILOT CERTIFICATE HOLDERS**Solo Flight**

2. Prior to undertaking a first solo flight a Student or Converting Pilot is required to pass a written PRE-SOLO AIR LEGISLATION multiple-choice examination set or approved by RAAus, which shall include a minimum of five (5) questions specific to the procedures at their training aerodrome. The examination will be conducted at an approved RAAus FTS.

AIR LEGISLATION

3. Notwithstanding Paragraph 2 of this Section, prior to a Student or Converting Pilot being recommended for the issue of a Pilot Certificate, an applicant will be required to:
 - a. pass a written AIR LEGISLATION examination set, approved or recognised by RAAus, in accordance with Unit 2.02 of the RAAus Syllabus of Flight Training; and
 - b. the examination must be conducted at an approved RAAus FTS.
4. Successful completion of the Air Legislation examination prior to first solo will be deemed as complying with the requirements of Paragraph 2 of this Section. However, the five (5) written questions specific to the procedures at their training aerodrome must also be included and passed as a part of the Air Legislation exam.
5. Recommended study references for the syllabus topics include:
 - a. RAAus Operations Manual;
 - b. CAR, CASR, CAO, CAAP, AIP, Visual Flight Rules Guide;
 - c. The RAAus website - www.raa.asn.au
 - d. Various training manuals, as recommended by the CFI and/or RAAus from time to time.

BASIC AERONAUTICAL KNOWLEDGE (BAK)

6. Prior to a Student or Converting Pilot being recommended for the issue of a Pilot Certificate, an applicant will be required to:
 - a. pass a written BAK examination set, approved or recognised by RAAus, in accordance with Unit 2.01 of the RAAus Syllabus of Flight Training; and
 - b. the examination must be conducted at an approved RAAus FTS.
7. Recommended study references for the syllabus topics include:
 - a. RAAus Operations Manual;
 - b. CAR, CASR, CAO, CAAP, AIP, Visual Flight Rules Guide;
 - c. The RAAus website - www.raa.asn.au
 - d. Various training manuals, as recommended by the CFI and/or RAAus from time to time;
 - e. Bureau of Meteorology reference manuals for pilots - available from the Bureau of Meteorology Publications Sections and Government book shops.

HUMAN FACTORS TRAINING (HF)

8. Prior to a Student or Converting Pilot being recommended for the issue of a Pilot Certificate, an applicant will be required to:
 - a. attend and pass an approved RAAus course in human factors; or
 - b. pass a written Human Factors examination set, approved or recognised by RAAus accordance with Unit 2.05 of the RAAus Syllabus of Flight Training; and
 - c. the examination must be conducted at an approved RAAus FTS.

PILOT CERTIFICATE FLIGHT TEST

9. Prior to a Student or Converting Pilot being recommended for the issue of a Pilot Certificate, they will be required to undertake a flight test with a CFI. The Student or Converting Pilot will satisfactorily demonstrate to the CFI their competence to control the aeroplane in accordance with the RAAus Syllabus of Flight Training.

ENDORSEMENTS**RADIO OPERATORS ENDORSEMENT (R)**

10. Prior to the issue of a Radio Operator Endorsement, an applicant will be required to pass written and oral examinations set, approved or recognised by RAAus in accordance with Unit 2.04 of the RAAus Syllabus of Flight Training at an approved RAAus FTS.

CROSS COUNTRY ENDORSEMENT (X)

11. Prior to a Pilot Certificate holder being recommended for the issue of a Cross Country Endorsement, an applicant will be required to pass written examinations set, approved or recognised by RAAus in accordance with Unit 2.03 of the RAAus Syllabus of Flight Training at an approved RAAus FTS.

INSTRUCTOR RATING (I)

12. Prior to a Pilot Certificate holder being recommended for the issue of an Instructor Rating or higher Approval, they will be required to undertake a flight test with the Operations Manager, a Pilot Examiner or approved Instructor Trainer. The candidate will satisfactorily demonstrate their ability to conduct in-flight instruction to the required standard in the RAAus Syllabus of Flight Training.

The applicant will also be required to pass a RAAus Instructor written exam on a variety of subjects.

RETESTING OF PILOT CERTIFICATE HOLDERS

13. Where the actions of a member casts doubts on the validity of their Pilot Certificate, Endorsement, Rating or Approval, an RAAus examiner may be nominated by the Operations Manager or approved delegate, to conduct a flight review, prior to the Pilot Certificate holder exercising the privileges of the Certificate, Endorsement, Rating or Approval.

SECTION 4.01**RAAus OPERATIONS AT CERTAIN AERODROMES**

1. When RAAus aeroplanes are operating from an aerodrome where an FTS is based, the CFI of that FTS has the authority to control and direct RAAus aeroplane operations. Where more than one RAAus CFI operates from the same aerodrome, procedures will be mutually developed and agreed upon for control of RAAus operations.
2. A CFI or CFIs designated in Paragraph 1 of this Section should also liaise on a regular basis with other aerodrome users to ensure the safety of air navigation.
3. If a fly-in is being conducted at an aerodrome where there is no FTS, the most Senior Instructor (if instructors are present) is to assume the responsibilities set out in Paragraph 1 of this Section.
4. Flying is to be conducted only in VMC and during daylight hours.
5. All RAAus aeroplanes operating from the aerodrome are to be registered.
6. Only appropriately qualified pilots may fly RAAus aeroplanes from the aerodrome.
7. Pilots of RAAus aeroplanes should obey all directions and instructions given by the holder of an RAAus Instructor Rating or higher Approval. Such persons may (in the interest of safety) ground pilots and/or aeroplanes for the remainder of the day. Should grounding be required the Operations Manager or Technical Manager (as appropriate) is to be advised by the quickest possible means.
8. Engines must NOT be started or run in hangars. Caution should be exercised when starting an engine in parking areas or in any other location that could present a danger to other persons or property.
9. RAAus aeroplanes should be correctly parked clear of active areas after flight with engine off, controls locked, wheels chocked and tied down, as required. Unattended aircraft must also be secured against unauthorised use.

Members are advised to refer to Sections 4.71 and 4.72 of the Aviation Transport Security Regulations 2005 regarding unattended aircraft.
10. When ground testing aeroplane engines, wheels must be adequately chocked and the aeroplane tied down, as required. RAAus aeroplanes must not be operated by persons who are not appropriately qualified, unless holding an approval issued by the Operations Manager or delegate.

11. RAAus aeroplanes that do not require the manipulation of the propeller for starting purposes must not have the engine running without a qualified person occupying a command seat.
12. RAAus aeroplanes must be assembled and inspected well clear of runways, taxiways and/or any other areas where aeroplanes are being moved under their own power.
13. Private vehicles and trailers must be parked well clear of areas where aeroplanes are assembled as soon as the aeroplane and associated equipment has been unloaded.
14. Pilots must NOT consume any alcohol, drugs or other intoxicating substances within EIGHT (8) hours immediately prior to flying a recreational aeroplane. An adequate time should be applied in excess of eight hours if the quantity of alcohol consumed would deem a person's Blood Alcohol Concentration (BAC) be above legal limits (effectively 0.00%).
15. RAAus pilots must not fly whilst their performance is adversely affected by fatigue.
16. NO SMOKING or NAKED FLAMES are permitted within 15 metres (50FT) of any aeroplane or aeroplane refuelling point(s).
17. Adequate firefighting equipment should be on hand during all refuelling operations.
18. All vehicles will be kept clear of aeroplanes, particularly those aeroplanes being refuelled or moving under their own power.
19. Prior to operating at a private airfield a pilot must ensure that permission is obtained (if required) and that they are properly briefed on local requirements, conditions and procedures.
20. ERSA (and other relevant airfield directories such as emergency response plans, if applicable) must be referenced prior to operating at any aerodrome.

SECTION 4.02**RECREATIONAL AEROPLANE RADIO CALL SIGNS****References:**

1. Section 2.07 paragraph 10 - Radio Operator Endorsement.
2. RAAus Syllabus of Flight Training Section 2.04 - Radio Operator Syllabus

Recreational aeroplane call signs shall consist of the aeroplane type, i.e. Sapphire, Thruster, Jabiru, Gazelle, etc. followed by the last four numerals of the aeroplane's registration number. **Example: Drifter 2471 = "Drifter two four seven one"**

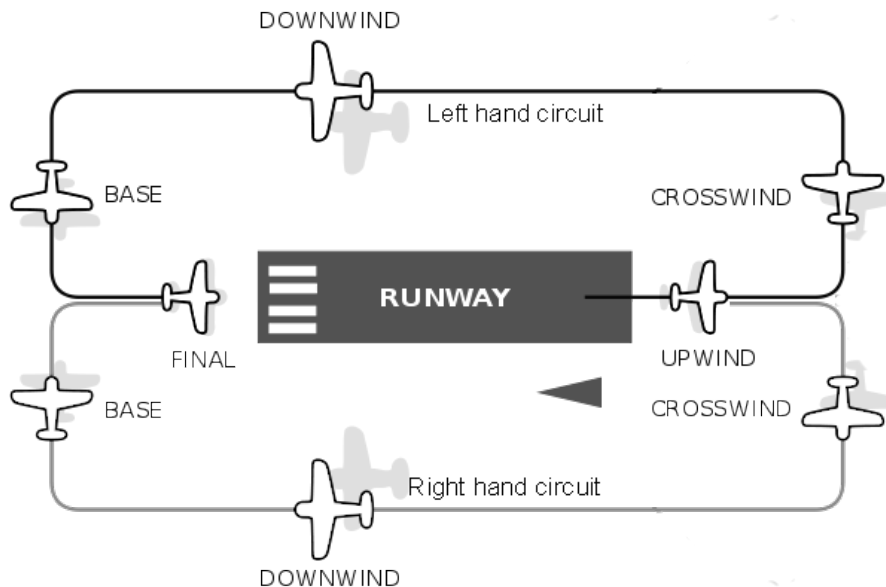
ICAO group method is the preferred means for expressing a four digit call sign. Group form is the pronunciation of a series of numbers as the whole number, or pairs of numbers they represent rather than pronouncing each separate digit. The use of group form may, however, be negated by four-digit identifiers or the placement of zeros in the identifier.

Examples:

Lightwing 0437 = "Lightwing, zero four thirty-seven."
Tecnam 1346 = "Tecnam, thirteen forty-six."
Trike 1215 = "Trike, twelve-fifteen."
Aerochute 1001 = "Aerochute ten zero one."

The registration prefix numerals of recreational aeroplanes (which are not included in the call sign) are assigned as follows:

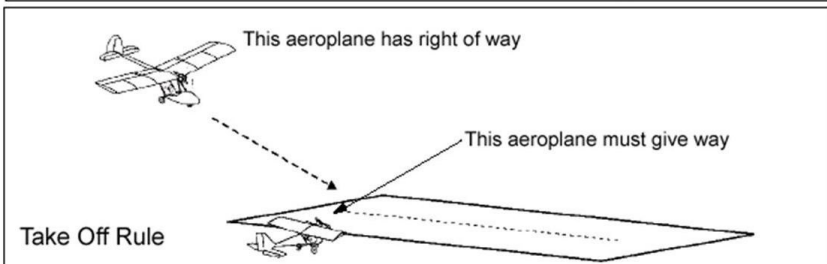
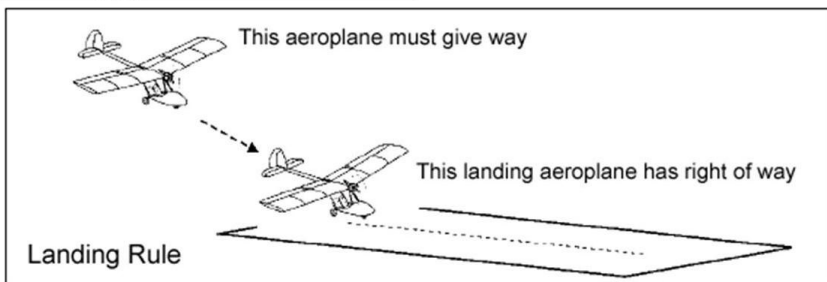
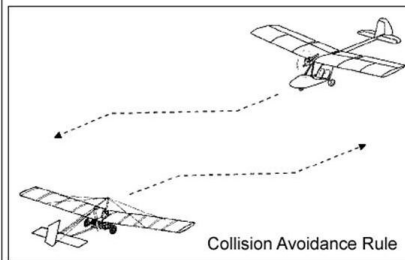
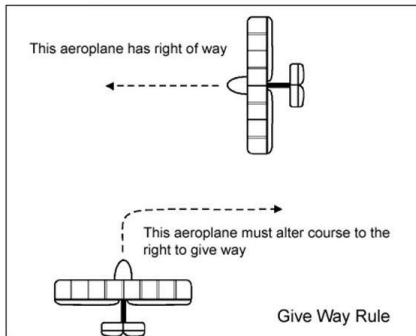
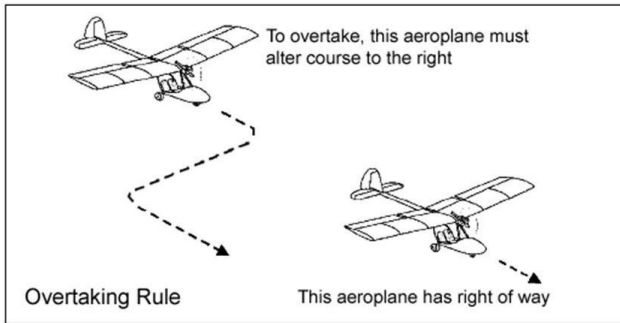
10 -	Amateur built	(CAO 95.10)
17 -	Experimental LSA	(CAO 95.55 and 95.32)
18 -	Amateur built - W/S and PPC	(CAO 95.32)
19 -	Amateur built	(CAO 95.55)
23 -	LSA - Factory built	(CAO 95.55)
24 -	Factory built - Certified	(CAO 95.55)
E(xx)-	Experimental LSA (e.g. E24- or E32-)	(CAO 95.55 and 95.32)
25 -	Superseded - Factory built	(CAO 95.25 - Factory built)
26 -	GA - Type Certified	(CAO 95.55)
28 -	<i>Superseded</i> - Certified amateur built	(CAO 101.28 - Amateur built)
32 -	Factory built - Certified	(CAO 95.32 - W/S and PPC)
55 -	Factory built	(CAO 101.55)

SECTION 4.03**TYPICAL CIRCUIT PATTERN**

1. By convention a standard circuit is a left hand circuit.
2. Some aerodromes may have specific requirements regarding circuit direction. Generally, right hand circuits are adopted for noise abatement, greater terrain clearance or for other safety considerations such as gliding operations. Details may be found in ERSA and other airfield directories.
3. Aeroplanes shall not descend into the circuit on the downwind (live) leg and there are many other considerations/limitations in respect of circuit operations. (Refer to CAR166A through to CAR166E and AIP ENR 1.1 – 75 Paragraph 48 as amended from time to time).
4. If an aerodrome does not have details listed (see Paragraph 2 above), RAAus pilots are required to contact the aerodrome operator for information and permission (if required) prior to operating at that aerodrome.

SECTION 4.04


RULES OF THE AIR



SECTION 4.05


GROUND MARSHALLING DIRECTIONS

START ENGINE




LEFT HAND POINTING TO SPECIFIC AEROPLANE. RIGHT HAND MOVING IN A CIRCULAR MOTION AT HEAD LEVEL

MOVE AHEAD




ARMS A LITTLE TO ONE SIDE MOVED REPEATEDLY UPWARDS AND BACKWARDS

TURNS




ARM POINTING TO DIRECTION OF TURN. OTHER HAND MOVED UP AND BACK. SPEED OF MOVEMENT SHOWS RATE OF TURN.

SLOW DOWN




ARMS DOWN CLOSE TO SIDES MOVED UP AND DOWN SEVERAL TIMES

STOP



ARMS REPEATEDLY CROSSED OVER HEAD. RAPIDITY OF ARM MOVEMENT SHOWS THE URGENCY OF STOP

CUT ENGINE



HAND LEVEL WITH SHOULDER. HAND MOVED RAPIDLY SIDWAYS ACROSS THE THROAT

SECTION 4.06

AIRSPACE AND NAVIGATION

PILOT RESPONSIBILITIES

Preparation for a cross country flight invariably requires significantly more planning than a local flight. Precise knowledge of Controlled Airspace, Prohibited, Restricted or Danger area boundaries forms only a small part of the many considerations when planning cross country flight. This Section outlines resources which provide planning information useful to recreational pilots.

RAAus pilots should familiarise themselves with CAO 95.10, 95.32 and 95.55 specific to their aeroplane group. Each CAO outlines operational guidelines and limitations for recreational pilots and aeroplanes. Remember that additional relevant information is contained in the CARs and AIP.

Fuel planning is a critical component of navigation, requiring careful management and monitoring by pilots.

CHARTS

EN-ROUTE CHART-LOW (ERC-L): ERC-L covers a large area with the purpose of presenting the relationship between aerodromes and the various types of airspace, aeronautical aids and facilities. Controlled Airspace is shown tinted and the vertical 'steps' shown with blue lines for Class C & D airspace and brown for Class E airspace. This chart also details military airspace, prohibited, restricted and danger areas, frequencies for FIA's, CTAF's, fly neighbourly airspace, areas of activity including parachuting, gliding and sport aviation and more. No topographical information is presented making the ERC-L unsuitable for in-flight visual navigation. For VFR Pilots the ERC-L is essential for planning a cross-country flight outside areas depicted on a VTC or VNC.

VISUAL TERMINAL CHART (VTC) 1:250,000 scale: A VTC is issued to show airspace surrounding a Controlled Aerodrome in greater detail than is possible on a VNC or ERC-L. When operating in the vicinity of any Control Zone the VTC should be utilised and pilots should ensure complete familiarisation with the features shown. This chart details airspace including Class C, D, E and G, military airspace, prohibited, restricted and danger areas, frequencies for ATC, CTAF's, areas of activity including parachuting, gliding and sport aviation and includes waypoints used by VFR aeroplanes entering controlled airspace, overlaid on topographical information.

VISUAL NAVIGATION CHART (VNC) 1:500,000 scale: A VNC covers a wider area than a VTC due to the larger scale, and is extremely useful for recreational aeroplane navigation. A VNC includes similar information to a VTC, including airspace boundaries overlaid over topographical features, aerodromes and includes lines of magnetic variation (isogonals).

WORLD AERONAUTICAL CHART (WAC) 1:1,000,000 scale: A WAC represents the standard plotting and navigation chart for recreational pilots. It does not provide any airspace information (refer to ERC-L, VTC or VNC) but is essential for cross country navigation over longer distances. A WAC provides detail of roads, railways and rivers, mountain ranges, elevations, aerodrome and town positions, and includes isogonals.

PLANNING CHART AUSTRALIA (PCA): A PCA is an essential part of pre-flight planning, which outlines appropriate areas for weather forecast requests, and the locations referred to in weather forecasts along with appropriate communication frequencies of Flight Watch.

EN-ROUTE SUPPLEMENT AUSTRALIA (ERSA) is a listing of aerodromes in Australia, outlining aerodrome elevation, CTAF and FIS frequencies, runway alignment, aerodrome operator contact information, fuel availability and more. There are many useful reference sections in ERSA including operating limitations for Prohibited, Restricted and Danger areas, with special area and fly neighbourly procedures, emergency reference procedures, conversion tables and code/decode pages. ERSA is designed to be used in conjunction with the VTC, VNC and the ERC-L for flight planning and is required to be carried on any navigational flight.

ELECTRONIC FLIGHT BAGS are permitted for the purposes of flight planning by RAAus pilots; however use of appropriate back up options including printed charts and ERSA must be considered in accordance with CASA legislative requirements. Members are advised to reference CAAP 233-1(1) for guidance material.

AIRSPACE INFORMATION

LEGEND: Shown on every chart to assist in decoding symbols used on respective charts such as ERC-L, VNC, VTC and WAC.

IMPORTANT SYMBOLS include:

On ERC-L, VTC and VNC, purple symbols are used to indicate aeronautical activity:



Gliding activity, including aero towing and winch launching of gliders. Gliders use and monitor 122.5, 122.7 and 122.9.



Parachute Area: Pilots should be cautious if not familiar with Drop Zones and parachute operations, which may operate at aerodromes or private fields and check NOTAM's.

A telephone briefing is recommended if unfamiliar with the operation. May show band of operating altitude.



Winch or auto tow launched sports aviation operation (Launching cables may extend to 3000ft AGL).



Hang Glider Area: Shows approved operating area.



Area of significant recreational aeroplane activity, flying training areas often shown.



Model Aeroplane activity (symbol usually only shown if operating above 400AGL).

RESTRICTED AREAS: Shown as a red outline containing a red 'R' and a three digit number. Restricted areas may be active 24 hours per day, or have specific hours of operation and/or height limitations. Activation times and operational limitations are listed in ERSA and on VNC, VTC and ERC-L, and can be confirmed by checking current NOTAMS. Pilots should be aware that some restricted areas can be re-activated on short notice. Temporary restricted areas are sometimes established by NOTAM. Restricted areas around military aerodromes become controlled airspace when activated and may only be entered by recreational pilots complying with specific criteria as outlined in CAO 95.32 and 95.55, upon receipt of a clearance.

DANGER AREAS: Shown as a red outline containing a red 'D' and a three digit number. Recreational aeroplanes may operate in Danger Areas, remaining aware of the special purpose for the areas, usually flying training which may include low flying training. Check ERSA for further details.

PROHIBITED AREAS: Shown as a red outline containing a red 'P' and a three digit number, Prohibited areas must never be entered at any time.

CONTROLLED AIRSPACE: Controlled airspace is classified alphabetically according to the degree of service provided to a pilot by Air Traffic Control and the level of equipment to be carried in the aeroplane (e.g. radio or transponder) in order to gain access to the service provided.

CONTROL ZONE: A Control Zone is controlled airspace which goes down to ground level, surrounding a controlled aerodrome. Control Zones are shown on charts (red for military and blue for civil). Controlled Airspace may only be entered by recreational pilots complying with specific criteria as outlined in CAO 95.32 and 95.55, upon receipt of a clearance.

CONTROL AREAS: Other than in Control Zones, controlled airspace is called Control Area. Charts showing Control Areas detail a lower limit, which is shown as a height Above Mean Sea Level (AMSL). Markings such as 'LL 3000' on a chart mean aeroplanes operating at an altitude below 3000 FT AMSL are outside controlled airspace.

NOTE: Some Control Zones and Control Areas do not operate full time and revert to CTAF outside the hours of Air Traffic Control Service.

VFR Route: A series of purple dots on a VTC or VNC detailing a route used for transit of particular airspace. If some or all of a VFR Route is contained within controlled airspace, a clearance must be obtained prior to entering. Furthermore, recreational pilots must comply with the requirements of CAO 95.32 and 95.55 in order to utilise these routes in controlled airspace.

CTAF: Common Traffic Advisory Frequency. A CTAF is simply an area *in the vicinity* of an aerodrome where a common frequency has been designated in order to ensure clear communications between pilots. An aerodrome may be Registered (REG), Certified (CERT), or Military (MIL) or *designated* by CASA as described in ERSA, and require a serviceable radio to be carried and used when operating within the vicinity of these aerodromes. Uncertified and Unregistered (UNCR) aerodromes are depicted in ERSA with a grey background. Pilots operating in the vicinity of these aerodromes do not specifically require the use of a radio and should refer to CAAP166-1(2) for detailed information.

The classifications of the airspace and the equipment and clearance requirements can be found in the VFR Guides, available on the CASA website www.casa.gov.au *Education – Pilots guides and education*. Information may also be obtained using Airservices website www.airservicesaustralia.com *Flight Briefing – Pilot and airside safety*

SECTION 4.07**PRE-FLIGHT PLANNING**

Necessary pre-flight and planning information, for local or cross-country flights, can be found in the current Visual Flight Rules Guide and in relevant CAO's (available online from CASA website www.casa.gov.au).

Information is available in that document and other documents under the following categories:

- Pilot responsibilities;
- Radio telephony procedures;
- Altimeter setting procedures;
- Air Legislation;
- Aerodrome markings;
- Pre-flight information and flight planning;
- Take-off and landing of aeroplanes;
- Fuel requirements and fuel planning;
- Time, daylight and darkness graphs;
- Meteorological information and briefing services;
- NOTAMs and AICs;
- Flight notification options and requirements;
- Safety precautions before flight;
- Flights over water;
- Designated Remote Areas;
- Visual Flight Rules;
- Non-Controlled Airspace;
- Controlled Airspace;
- Class E Airspace;
- Prohibited, Restricted and Danger Areas;
- Cruising levels;
- Navigation requirements;
- Aerial sporting and recreation activities;
- Air Defence Identification Zone;
- Emergency procedures;
- Distress Beacons;
- Forced landings;
- Radio failure and procedures;

Members are advised in accordance with Section 2.03 Compliance Checks RAAus delegated officers may conduct compliance checks as deemed appropriate. CASA officers may also conduct Ramp Checks.

SECTION 4.08

REPORTING IMMEDIATE AND ROUTINE REPORTABLE MATTERS

GENERAL

Recreational aeroplanes and associated ground or flight operations are required to comply with the reporting requirements of the Transport Safety Investigation Act 2003 (TSI) and the Transport Safety Investigation (TSI) Regulations 2003.

DEFINITIONS

The definitions of **Immediate Reportable Matters** and **Routine Reportable Matters** are defined in **RAAP 2 -2016 Reporting Requirements**.

For RAAus purposes an **Immediate Reportable Matter (IRM)** was previously defined as an **Accident**, and a **Routine Reportable Matter (RRM)** was previously defined as an **Incident**.

NOTIFICATIONS

Notification of an **IRM** must be made as soon as practicable, and in writing within 72 hours, whereas an **RRM** must be notified in writing within 72 hours of the occurrence.

RAAus members will fulfil their written obligations under the TSI Act by submitting an online report via the RAAus website using the online Occurrence Management System (OMS).

A report submitted via the OMS on the RAAus website will automatically be forwarded to the ATSB and fulfil the obligation for written notification of the **IRM** or **RRM**.

As responsible persons, the pilot in command, the owner, the operator and the hirer (as applicable) must each ensure that their IRM and RRM reporting requirements are fulfilled within 72 hours of the occurrence.

Note: A responsible person need not submit a report if they have reasonable grounds to believe another responsible person has already reported the occurrence.

Further detail about **IRM** and **RRM** follow up and investigation processes, along with analysis and information sharing is provided in **RAAP 2 – 2016 Reporting Requirements**.

END OF DOCUMENT



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