



Australian Government

Civil Aviation Safety Authority

Instrument number CASA 07/17

I, GRAEME MILLS CRAWFORD, Aviation Group Manager, a delegate of CASA, make this instrument under regulation 11.068 of the *Civil Aviation Safety Regulations 1998 (CASR)*.

[Signed G.M. Crawford]

Graeme M. Crawford
Aviation Group Manager

31 January 2017

Conditions on authorisations — flight crew licences and aircraft endorsements (Edition 2)

1 Commencement

This instrument commences on the day of registration.

2 Repeal

The instrument entitled *Conditions on authorisations — flight crew licences and aircraft endorsements (Edition 1)*, with Federal Register of Legislation number F2015L00014, is repealed.

3 Definitions

For this instrument, the following expressions are defined:

Note For *active participation* see *participation*.

hold short line means a line on a hold short runway beyond which the pilot in command of a landing aircraft, following the pilot's active participation, is instructed not to proceed.

hold short runway means a runway used for LAHSO, being a runway that has aerodrome signs, runway markings and lighting requirements in accordance with the applicable standards.

instrument flying means controlling an aircraft's attitude during flight solely by reference to the aircraft's flight instruments.

LAHSO means a Land and Hold Short Operation, being an operation in which the pilot in command of an aircraft has accepted a requirement to land on a hold short runway and hold short of the hold short line.

participation, in relation to LAHSO, has the following meanings:

- (a) **active participation** means accepting a requirement to hold short of a hold short line, after receiving an alert about aircraft on a crossing runway;
- (b) **passive participation** means having unrestricted use of a full runway but acknowledging an alert about a LAHSO on a crossing runway.

visual flying means controlling an aircraft's attitude during flight by reference to features outside the aircraft.

4 Practising instrument flying

It is a condition on an aeroplane pilot licence that the holder of the aeroplane pilot licence must not practice instrument flying in an aeroplane while the aeroplane is flying under the V.F.R. unless:

- (a) all the following requirements are satisfied:
 - (i) the aeroplane is equipped with fully functioning dual controls;
 - (ii) the other control seat is occupied by a person who is authorised under Part 61 of CASR to conduct a flight in the aircraft;
 - (iii) the person has sufficient vision from the aeroplane to enable the person to safely fly the aeroplane in visual flying; or
- (b) both the following requirements are satisfied:
 - (i) the aeroplane is equipped with fully functioning dual controls;
 - (ii) the holder is accompanied by an authorised flight instructor.

Note It is an offence under the *Civil Aviation Act 1988* for a person to fly an aeroplane under the I.F.R. unless the person is authorised to do so under Part 61 of CASR.

5 Active participation in LAHSO

- 5.1 It is a condition on an aeroplane pilot licence that the holder of the aeroplane pilot licence must not, while operating an aeroplane, actively participate in LAHSO unless the holder:
- (a) is authorised by the operator of the aeroplane that has a training and checking organisation approved under regulation 217 of the *Civil Aviation Regulations 1988* and has assessed the holder as competent in those matters specified in Appendixes 1 and 2; or
 - (b) has been certified in the holder's personal logbook by a LAHSO instructor as being competent to the standards specified in Appendixes 1 and 2 and able to actively participate in LAHSO; or
 - (c) is receiving training or being instructed or assessed for competency to the standards specified in Appendixes 1 and 2 by a person authorised under Part 61 of CASR to conduct flight training in that aircraft and actively participate in LAHSO.

- 5.2 A logbook certification referred to in paragraph 5.1 (b) must be in the following form:

(*Name of pilot and ARN*) has been instructed in, and found competent to actively participate in, Land and Hold Short Operations (LAHSO) in accordance with this section on (*date*).

Signed: (*LAHSO instructor*)

ARN: (*of LAHSO instructor*)

Flying Training Organisation: (*Name, if applicable*)

6 Condition on an MU-2 aircraft type rating

It is a condition on an MU-2 aircraft type rating that the holder of the MU-2 single-pilot multi-engine aeroplane type rating must not exercise the privileges of the rating as a pilot in command unless the holder has:

- (a) accumulated not less than:
 - (i) 50 hours of aeronautical experience as pilot in command under supervision of MU-2 aircraft; or
 - (ii) 50 hours of aeronautical experience as pilot in command of multi-engine turbo-prop powered aircraft and 30 hours of aeronautical experience as pilot in command under supervision of MU-2 aircraft; and
- (b) within the previous 12 months, satisfactorily completed a flight review or proficiency check conducted in an MU-2 aircraft; and
- (c) within the previous 90 days, completed 1 hour of flight time, including 3 landings in an MU-2 aircraft; and
- (d) within the previous 24 months, completed a proficiency check for the MU-2 type rating and has been certified by the person conducting the proficiency check as having viewed the Mitsubishi Icing Awareness Training (IAT) video YET-01295.

7 Condition on an instructor rating

It is a condition on an instructor rating that the holder of an instructor rating with a training endorsement may only conduct training for a flight activity endorsement if:

- (a) the holder has demonstrated competency in doing so to a person authorised to conduct a flight test for the relevant training endorsement; and
- (b) the person authorised to conduct the flight test mentioned in paragraph (a) holds the flight activity endorsement.

8 Condition on a single-engine helicopter class rating

It is a condition on a single-engine helicopter class rating that the holder of that rating may conduct operations in an R22 or R44 helicopter only if:

- (a) the holder has completed a flight review in accordance with regulation 61.745 of CASR; and
- (b) the flight review was conducted in an R22 or R44 helicopter.

9 Adventure flights

It is a condition on a pilot licence that the holder of the pilot licence must not conduct an adventure flight of a limited category aircraft as pilot in command unless the holder holds:

- (a) a commercial pilot licence or an air transport pilot licence, with appropriate flight crew ratings and endorsements for a flight of that kind; and
- (b) a current class 1 medical certificate.

Appendix 1

Standards to be met for the LAHSO logbook certification

1 Introduction

- 1.1 This Appendix specifies the standards of competency and aeronautical knowledge required for the issue of a LAHSO logbook certification. These standards must be satisfied by a combined oral examination and practical check carried out by a person authorised to issue the logbook certification.
- 1.2 Before the issue of a LAHSO endorsement, the applicant must demonstrate that the standards of flying competency specified in Appendix 2 have been achieved.
- 1.3 The oral examination must indicate an ability to satisfy each of the items included in the aeronautical knowledge syllabus detailed in clause 2 of this Appendix.
- 1.4 In the oral examination, candidates may refer to AIP (complete — including En Route Supplement Australia (ERSA) and Aerodrome Directory) and Parts 20 to 99 of the Civil Aviation Orders.
- 1.5 The practical check must be conducted in an aeroplane at an aerodrome at which LAHSO are authorised or in a synthetic flight trainer approved by CASA as suitable for that purpose. LAHSO need not be in use at an aerodrome during the test if the appropriate procedures are simulated by the person conducting the check.

2 Aeronautical knowledge syllabus

- 2.1 Recall the procedures for participation in LAHSO in Australia.
- 2.2 Identify the aerodromes where LAHSO may be conducted in Australia.
- 2.3 Explain the term *active participation*.
- 2.4 Explain the term *passive participation*.
- 2.5 Identify and interpret the aerodrome signs, runway markings and lighting requirements that apply to LAHSO.
- 2.6 Identify the requirements for pilots to participate in LAHSO.
- 2.7 Identify the aircraft performance categories defined for participation in LAHSO.
- 2.8 State the conditions under which LAHSO may be offered by ATC to pilots.
- 2.9 State the methods of notification that LAHSO is in progress.
- 2.10 State the “read back” requirements for pilots engaged in active participation in LAHSO.
- 2.11 Establish from ERSA the landing distance available for LAHSO.
- 2.12 Calculate the aeroplane landing distance required in dry, wet or downwind conditions, using the procedure set out in AIP.

Appendix 2

Land and Hold Short Operations — LAHSO practical test

Elements	Performance Criteria
1 Determine the landing distance for LAHSO is adequate for the prevailing conditions	1 Consult the aeronautical publication and extract the landing distance available at the destination for LAHSO. 2 Landing distance is calculated in accordance with the manufacturer demonstrated landing distance chart and factored in accordance with runway conditions. 3 LAHSO conditions are assessed in accordance with the procedure set out in AIP, and acceptance notified using appropriate radio communications with ATC.
2 Execute LAHSO	1 Aerodrome signs, runway markings and lighting requirement that apply to LAHSO are identified and complied with. 2 Aeroplane is landed by the nominated touchdown point +200 ft (60 metres). 3 Aeroplane is stopped within specified runway distance before hold short line — without the use of maximum reverse thrust. 4 Abnormal runway conditions, such as wet runway or downwind component, are identified and appropriate procedures are applied to comply with LAHSO requirements. 5 Appropriate missed approach procedures are demonstrated. 6 Situational awareness is maintained throughout the procedure.