



# Australian Government

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## Civil Aviation Safety Authority

Instrument number CASA 62/20

I, CHRISTOPHER PAUL MONAHAN, Executive Manager, National Operations & Standards, a delegate of CASA, make this instrument under regulation 11.068 of the *Civil Aviation Safety Regulations 1998*.

**[Signed Christopher P. Monahan]**

Christopher P. Monahan

Executive Manager, National Operations & Standards

17 December 2020

### **CASA 62/20 — Conditions on Flight Crew Authorisations (Edition 3) Instrument 2020**

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#### **1 Name**

This instrument is *CASA 62/20 — Conditions on Flight Crew Authorisations (Edition 3) Instrument 2020*.

#### **2 Commencement**

This instrument commences on the day after registration.

#### **2A Repeal**

Instrument number CASA 07/17 entitled *Conditions on authorisations — flight crew licences and aircraft endorsements (Edition 2)*, with Federal Register of Legislation number F2017L00085, is repealed.

#### **3 Definitions**

*Note* In this instrument, certain terms and expressions have the same meaning as they have in the *Civil Aviation Act 1988* and the regulations. These include: ***adventure flight***, ***air traffic control***, ***pilot licence*** and ***training endorsement***.

(1) In this instrument:

*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.

- (2) Subject to subsection (1), expressions used in this instrument have the same meaning as in Part 61 of CASR as in force from time to time.

#### **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**

- (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:
  - (a) the operator of the aeroplane:
    - (i) has a training and checking organisation approved under regulation 217 of the *Civil Aviation Regulations 1988*; and
    - (ii) has assessed the holder as competent in those matters specified in Appendixes 1 and 2; and
    - (iii) has authorised the holder to actively participate in LAHSO; or
  - (b) the holder has been certified in the holder's personal logbook by a LAHSO instructor as being:
    - (i) competent to the standards specified in Appendixes 1 and 2; and
    - (ii) able to actively participate in LAHSO; or
  - (c) the holder 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:
    - (i) conduct flight training in that aircraft; and

- (ii) actively participate in LAHSO.
- (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 MU2 aircraft type rating**

It is a condition on an MU2 aircraft type rating that the holder of the MU2 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 at least:
  - (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 MU2 type rating and has been certified by the person conducting the proficiency check as having viewed:
  - (i) if the check was completed before 10 June 2020 — either the Mitsubishi Icing Awareness Training (IAT) video YET-01295 or the Mitsubishi Icing Awareness Training (IAT) video YET-15704; and
  - (ii) if the check was completed on or after 10 June 2020 — the Mitsubishi Icing Awareness Training (IAT) video YET-15704.

## **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.

## **10 Condition on a type rating — single-pilot operation**

- (1) Subsection (2) applies to a holder of a type rating for an aircraft that is certificated for single-pilot operation who passed the flight test, mentioned in paragraph 61.810 (3) (c) of CASR, for the rating conducted as a multi-crew operation.
- (2) It is a condition on the holder's type rating that the holder must not exercise the privileges of the rating in a single-pilot operation, unless the holder has:
  - (a) completed flight training to meet the general competency requirement in regulation 61.385 of CASR to operate an aircraft covered by the type rating in a single-pilot operation; and
  - (b) met one of the following requirements:
    - (i) passed the flight test, mentioned in paragraph 61.810 (3) (c) of CASR, for the rating conducted as a single-pilot operation;
    - (ii) successfully completed an instrument proficiency check, conducted by a flight examiner, as a single-pilot operation in an aircraft covered by the type rating;
    - (iii) successfully completed an operator proficiency check conducted as a single-pilot operation in an aircraft covered by the type rating.

## 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 (AIP-ERSA) and Aerodrome Directory) and Parts 20 to 95 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 air traffic control 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 AIP-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	<ol style="list-style-type: none"><li>1 Consult the AIP-ERSA and extract the landing distance available at the destination for LAHSO.</li><li>2 Landing distance is calculated in accordance with the manufacturer demonstrated landing distance chart and factored in accordance with runway conditions.</li><li>3 LAHSO conditions are assessed in accordance with the procedure set out in AIP, and acceptance notified using appropriate radio communications with air traffic control.</li></ol>
2 Execute LAHSO	<ol style="list-style-type: none"><li>1 Aerodrome signs, runway markings and lighting requirement that apply to LAHSO are identified and complied with.</li><li>2 Aeroplane is landed by the nominated touchdown point +200 ft (60 metres).</li><li>3 Aeroplane is stopped within specified runway distance before hold short line — without the use of maximum reverse thrust.</li><li>4 Abnormal runway conditions, such as wet runway or downwind component, are identified and appropriate procedures are applied to comply with LAHSO requirements.</li><li>5 Appropriate missed approach procedures are demonstrated.</li><li>6 Situational awareness is maintained throughout the procedure.</li></ol>