

Privileges and limitations of the licence with category rating

61.460 Privileges of recreational pilot licences

Subject to Subpart 61.E and regulations 61.465 and 61.470, the holder of a recreational pilot licence is authorised to pilot a single-engine aircraft as pilot in command or co-pilot if:

- (a) the aircraft is certificated for single-pilot operation; and
- (b) the aircraft has a maximum certificated take-off weight of not more than 1 500 kg; and (c) the aircraft is not rocket-powered or turbine-powered; and
- (d) the flight is conducted by day under the VFR; and
- (e) either:
 - (i) the aircraft is engaged in a private operation;
 - or (ii) the holder is receiving flight training.

Note 1: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

Note 2: The holder of a recreational pilot licence is also authorised to taxi an aircraft in certain circumstances: see regulation 61.430.

Note 3: The holder of a recreational pilot licence is also authorised to transmit on a radio frequency of a kind used for the purpose of ensuring the safety of air navigation if the holder also holds a flight radio endorsement: see regulation 61.435.

61.465 Limitations on exercise of privileges of recreational pilot licences—general

- (1) The holder of a recreational pilot licence is authorised to pilot an aircraft in a Contracting State's airspace only if the holder has the permission (however described) of the Contracting State to do so.
- (2) The holder of a recreational pilot licence is authorised to pilot an aircraft carrying more than one passenger only if the holder:
 - (a) also holds a current class 1 or 2 medical certificate; or

	<p>(b) is accompanied by another pilot who:</p> <ul style="list-style-type: none">(i) holds a current class 1 or 2 medical certificate; and(ii) occupies a flight control seat in the aircraft; and (iii) is authorised to pilot the aircraft. <p>(3) The holder of a recreational pilot licence is authorised to pilot an aircraft above 10 000 ft above mean sea level only if the holder:</p> <ul style="list-style-type: none">(a) also holds a current class 1 or 2 medical certificate; or(b) is accompanied by another pilot who:<ul style="list-style-type: none">(i) holds a current class 1 or 2 medical certificate; and(ii) occupies a flight control seat in the aircraft; and (iii) is authorised to pilot the aircraft.
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<p>Applicability of drug and alcohol regulations</p>	<p>CASR 99 Drug and alcohol management plans CAR 256 A person shall not, while in a state of intoxication, enter any aircraft. Not pilot while in a state of intoxication, 8 hours immediately preceding the departure of the aircraft consumed any alcoholic liquor. Shall not having consumed, used, or absorbed any alcoholic liquor, drug, pharmaceutical or medicinal preparation or other substance, his or her capacity so to act is impaired</p>
<p>VFR aircraft instrument requirements</p>	<p>VFRG Late in Chapter - 1 Day VFR equipment for flight by day CAR 245 test all flight instruments, and, in particular, all gyroscopic flight instruments; are correctly set and uncaged CAR 138 comply with flight manual, procedures and operations and placards CAR 174 The flight and navigational instruments required for flights under visual flight rules are:</p> <ul style="list-style-type: none"> • an airspeed indicating system, and • an altimeter, with a readily adjustable pressure datum setting scale graduated in millibars, and • one of the following – a direct reading magnetic compass or – a remote indicating compass and a standby direct reading magnetic compass, and • an accurate timepiece (clock or watch) indicating the time in hours, minutes and seconds, and • a turn and slip indicator (only a slip indicator required for agricultural aircraft), and • an outside air temperature (OAT) indicator where ambient air temperature is not available from ground instruments. <p>VFRG Late in Chapter 1 – Daily Inspections All instruments and equipment fitted to an aircraft must be serviceable before take-off unless:</p> <ul style="list-style-type: none"> • Exemptions include: • flight with unserviceable instruments or equipment has been approved by CASA • the unserviceability is a permitted unserviceability <p>CASR 91.150 Placard all unserviceable equipment</p>
<p>Fuel planning and oil requirements for the flight</p>	<p>AC 91-15v1.1 Guidelines for aircraft fuel requirements Fuel required, reserves, useable fuel, consumption rates, alternate, 91 MOS 19 & CASR 91.455 Fuel – amount of fuel to be carried, monitoring of fuel, procedures for low fuel, 91.460 Oil – must have sufficient oil VFRG Mid Chptr 1 – 91.465 Pre-flight fuel test for water VFRG Start of Chptr 3 Fuel system inspection Before the start of each day's flying, and after each refuelling, check by an approved method for the presence of water and</p>
<p>Loading and unloading fuel</p>	<p>91.530 no smoking during takeoff landing and refuelling CASR 91.510 AVGAS or MOGAS is not loaded onto an aircraft while passengers are on board, or entering or leaving, the aircraft</p>

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<p>Managing passengers and cargo</p>	<p>91.155 VFRG Mid Chptr 1 – person must no manipulate controls 91.610 VFRG Mid Chptr 1 Cargo may be carried on an unoccupied passenger seat; shall not exceed 77 kg,</p>
<p>Aircraft speed limitations</p>	<p>AIP ENR 1.1 – 74 Standard circuit speeds Low <55kt 500ft AGL, Med 55-150kt 1000ft AGL, High >150kt 1500ft AGL AIP ENR 1.1 – 72 Aircraft should not be flown in the circuit at more than 200 kt. Know where to find and be familiar with the test aircraft v speeds AIP ENR 1.4 Class C 250 kt IAS below 10,000 ft AMSL Class D 200 kt IAS – at or below 2500 ft AAL within 4 NM of the primary Class D aerodrome 250 kt IAS – in the remaining Class D airspace Class E 250 kt IAS below 10,000 ft AMSL Class G 250 kt IAS below 10,000 ft AMSL</p>
<p>Aircraft systems</p>	<p>Study the POH for the aircraft you will be tested for and make sure you know your aircraft systems: Aircraft’s navigation and operating systems, operating limitations, weight and balance requirements and loading system, startup and shutdown procedures, checklists, POH, avionics, radio, ice protection, cooling, heating, instruments, GNSS, ADF, VOR, ILS, fuel, hydraulics, brakes, controls, landing gear, oxygen?, power plant, propeller, vacuum, fire, emergency beacon, electrical.</p>