

CHAPTER 2 RePL TRAINING COURSE

Division 2.8 RePL flight tests — standards and repeats

2.31 Flight tests — competency standards

- (1) A student enrolled with an RPA training organisation may attempt the flight test for a RePL at any time during the RePL training course, provided the attempt is in accordance with the requirements of this section.
- (2) Subject to any variation expressly permitted by this section, the competency standards for a flight test for a RePL in an aircraft category are as set out in the Appendix in Schedule 6 that is for the licence in the relevant category (the *relevant Appendix*).
- (2A) If the RePL mentioned in subsection (2) is the subject of a CASA approval under subsection 2.18B (3), the competency standards for the flight test may be those in the relevant Appendix as varied by the CASA approval made under subsection 2.18B (3) which identifies:
 - (a) any relevant flight test standards in the relevant Appendix that it is impossible or impracticable for the relevant medium RPA or large RPA to meet; and
 - (b) the flight test standards specified by CASA that are to be met.
- (3) For subsection (1), the competency standards for a flight test mentioned in an Appendix in Schedule 6 comprise the following:
 - (a) the flight test requirements mentioned in the Appendix for the test;
 - (b) the knowledge requirements mentioned in the Appendix for the test;
 - (c) the practical flight standards mentioned in the Appendix for the test.

Note For paragraph (c), the aircraft category for a licence is identified in the title of the relevant Appendix in Schedule 6.
- (3A) Subsection (3) applies subject to the effect of any CASA approval under subsection (2A).
- (4) For a flight test, the knowledge required of a person is a satisfactory level of knowledge of the items in clause 2 of the relevant Appendix.

Note The knowledge is tested through a series of oral questions and answers before the flight test begins. The examiner may ask as many questions relevant to the items in clause 2 as the examiner considers appropriate and necessary to determine whether the candidate has the required level of knowledge of the items.
- (5) For subsection (4), specific questioning for every item of the relevant knowledge requirements is not required, provided the examiner is satisfied, from the answers to the questions that are asked, that the candidate has a satisfactory knowledge of the items about which questions are not asked.

Note The examiner should consider the candidate's aeronautical knowledge examination results to determine which questions would be appropriate to ensure that the candidate has a full range of relevant knowledge.
- (6) For a flight test, the practical competency required of a person is:

that for each unit of competency mentioned in column 3 of an item of the Table in clause 3 of the relevant Appendix in Schedule 6, the person has the ability to perform each Item/manoeuvre mentioned in column 4 of the item, subject to the applicable accuracy and tolerance mentioned in column 5 of the item.

Note Item numbers appear in column 1; unit codes for each unit of competency appear in column 2.

- (6A) Subsection (6) applies subject to the effect of any CASA approval under subsection (2A).
- (7) To determine if a candidate has passed the flight test, the examiner conducting the flight test must be satisfied that the candidate has demonstrated:
 - (a) the knowledge required under subsection (4); and
 - (b) the competency required under subsection (6), or subsection (6) as affected by the effect of any CASA approval under subsection (2A).
- (9) If an applicant fails a flight test mentioned in this Chapter, the applicant may repeat the flight test but only after completing such additional training as is specified in writing by the examiner.
- (10) For subsection (9), the specified additional training must be based on such of the practical competencies mentioned in subsection 2.18 (2), or that subsection as affected by the effect of any CASA approval under subsection (2A), as are relevant to any deficiency which resulted in the applicant failing the flight test.
- (11) If subsection (9) applies to an applicant, copies of the written specification must be kept with the records referred to in section 10.03A.

CHAPTER 3 RESERVED

CHAPTER 4 OPERATIONS IN CONTROLLED AIRSPACE — CONTROLLED AERODROMES

4.01 Purpose

For subsection 101.072 (1) of CASR, this Chapter prescribes the requirements relating to the operation in controlled airspace, below 400 ft, of an unmanned aircraft.

Note Any operation above 400 ft within 3 NM of an aerodrome, would be subject to the restrictions and permission requirements under regulations 101.070 and 101.075.

4.02 Definitions

In this Chapter:

area that is crosshatched has the same meaning as in section 4.05.

area that is shaded black has the same meaning as in section 4.05.

area that is shaded grey has the same meaning as in section 4.05.

defined unmanned aircraft means an unmanned aircraft operated in accordance with:

- (a) an approval of an approved area under regulation 101.030 of CASR; or
- (b) a permission mentioned in regulation 101.075 that permits operation of the aircraft within the no-fly zone of a controlled aerodrome.

no-fly zone of a controlled aerodrome means any areas and airspace that are below 400 ft and:

- (a) within 3 NM, in any direction, from the measurement point of any runway of a controlled aerodrome; or
- (b) within the approach and departure paths referred to in section 4.05, whether or not they extend beyond 3 NM, in any direction, from the measurement point of any runway of the controlled aerodrome.

RPA, for the purposes of this Chapter, means an RPA that is not a defined unmanned aircraft.

4.03 RPA flight in the no-fly zone of a controlled aerodrome

- (1) Subject to this section, a person must not:
 - (a) conduct RPA operations; or
 - (b) fly an RPA;in the no-fly zone of a controlled aerodrome.
- (2) A person who is:
 - (a) a certified RPA operator: or
 - (b) the remote pilot of a certified RPA operator;may conduct, or fly as the remote pilot in, an RPA operation in the no-fly zone of a controlled aerodrome if the operation is a tethered operation in accordance with section 4.04.
- (3) A person may fly an RPA in the no-fly zone of a controlled aerodrome if the flight is exclusively an indoors operation.
- (4) A person may fly a micro RPA in the no-fly zone of a controlled aerodrome if the aircraft does not enter an approach and departure path described in paragraph (b) of the definition of ***no-fly zone of a controlled aerodrome***.