

## Part 2

# **Personnel Licensing**

This part deals with personnel licensing and covers such items as the requirements for issue of licenses and ratings, classification of operations, multi-crew requirements and flight limitations. This has been updated to reflect CASR 1998 Part 61. The relevant ICAO document is Annex 1.



1. Where will you find a list of the flight crew licences that may be issued by CASA?
2. Where will you find the requirement for the issue and refusal of a flight crew licence?
3. What documents is a pilot required to produce for inspection at the request of CASA?
4. Where is 'flight crew rating' defined?
5. Where do you find information regarding the duration of a flight crew rating?
6. Where is the aeronautical experience for the issue of an ATPL listed?
7. Under which regulation can CASA refuse to issue a flight crew licence on the basis of the applicant having made a false or misleading statement in relation to the person's application for the licence?
8. Your ATPL includes a type rating 'A320 (CR)'. What does this mean?
9. List the occasions when the holder of an ATPL does not require a type rating to fly an aircraft.
10. You hold an ATPL with a type rating on the B737, but you do not hold a flight instructor rating. Can you provide aeroplane differences training to new company pilots who hold either a CPL or ATPL?
11. You hold an ATPL with a type rating on B737, and have been off flying for 11 weeks while on long service leave. What requirements, if any must you satisfy before you can be rostered to operate an RPT service as pilot-in-command?
12. Where will you find the recent experience requirements which must be met by the holder of an ATPL, before he or she can act as pilot-in-command on a passenger-carrying flight by day or by night?
13. What are the requirements for an instrument proficiency check - for the holder of an ATPL?
14. What recent experience do you require as the holder of an ATPL to act as the co-pilot in regular public transport operations?
15. What is the minimum qualification to act as the pilot-in-command of an IFR flight?
16. What sort of instrument rating, if any, is required as part of the qualification for an air transport pilot (aeroplane) licence?
17. Where is the training syllabus for the instrument rating specified?
18. Where are instrument rating credits for approved synthetic flight trainers specified?
19. Where would you look to find the laid-down tolerances of required heading, air-speed, height, and tracking considered necessary for an applicant to be judged proficient to hold an instrument rating?

20. Where are the privileges and limitations of an instrument rating specified?
21. Is the holder of an instrument rating and multi-engine class rating authorised to fly as co-pilot on a multi-engine aircraft which is operating on an IFR flight plan?
22. You are preparing for an instrument rating proficiency check and believe it would be sensible to look up the requirements for the flight test before the day. Where will you look?
23. Where will you find the recent experience requirements to allow you to act as pilot in command of an aircraft on an IFR flight?
24. Where will you find the recent experience requirements which you must meet before being allowed to act as a pilot-in-command of an aeroplane operating under the IFR and carrying out a RNAV<sub>(GNSS)</sub> procedure?
25. Are you allowed to carry out an ILS approach under both VMC and IMC, without meeting any recency requirements?
26. Where will you find the requirements for the renewal of your instrument rating?
27. You hold an ATPL with a B737 type rating. Does this entitle you to act as co-pilot of this type of aeroplane which is operating under the IFR?
28. Must a flight test conducted for the purpose of issuing or renewing an instrument rating be carried out in IMC or may the IMC conditions be simulated?
29. What category of commercial operation involves the carriage of passengers or cargo for hire or reward in accordance with fixed schedules to and from regular terminals over where accommodation on the aircraft is not available for use by persons generally?
30. What category of commercial operation involves the carriage of passengers or cargo for hire or reward in accordance with fixed schedules to and from fixed terminals over specific routes?
31. Where will you find rules relating to the carriage of cargo in air service operations?
32. Where will you find rules governing the carriage of persons in an air service operation?
33. What is meant by the term *high-capacity aircraft*?
34. Which CAO refers to conditions on an Air Operators' Certificate authorising RPT operations in other than high-capacity aircraft?
35. You have recently qualified for the issue of your ATPL, and have applied for the job of chief pilot with an operator that has five multi-engine aeroplanes in its fleet. What are the minimum experience requirements that you must have to be eligible for the position of chief pilot?
36. In which documents does it specify the number of crew required to operate an aircraft?

37. Where can you find the definitions of the following terms?

- tour of duty;
- flight time;
- rest period;
- adequate sustenance;
- suitable resting accommodation;
- suitable sleeping accommodation;
- reserve time;
- waiting time; and
- deadhead transportation.

*Questions 38 to 68 refer to aeroplanes which are operated with a two-pilot crew complement.*

*The following questions assume the flying organisation held an AOC prior to 30 April 2013. As a result, the operator is not subject to CAO 48.1 Instrument 2013, rather CAOs 48.0 and 48.1. CAO 48.1 Instrument 2013 is generally only applicable to new AOC holders from 30 April 2013, AOC holders who choose to transition to the new rules, and all holders from 30 April 2016. However, please be aware section 16 of the instrument (regarding flight crew member fatigue and impairment) applies to all pilots regardless of the flight and duty CAO under which their organisation operates.*

38. What is the minimum rest period required before you can commence a tour of duty or a period of reserve time?
39. Your tour of duty was completed at 9.30 pm. When is the earliest you could commence the next tour of duty?
40. Your sign off was at 10.05 pm, on schedule. When is the earliest time you would contemplate commencing the next tour of duty?
41. On 8 August you sign off at 9.55 pm after a delayed flight. What is the earliest you can expect to sign for your next tour of duty?
42. If a tour of duty of 3 hours' duration ends at 5.55 am, what is the earliest commencement of the next tour of duty?
43. Your aircraft touches down at 7.15 pm and 15 minutes later you sign off. What is the earliest you can be back at the airport to sign on for the next day's operations?
44. What is the maximum permissible tour of duty time that an operator can roster for a pilot?
45. What is the maximum flight time that you may be rostered to fly in any one tour of duty?
46. Is it permissible to extend the maximum tour of duty period or the flight time limits under normal operating conditions and, if so, by how much?

- 
47. A tour of duty is scheduled to commence at 10.00 am and finish at 5.50 pm. Due to flight delays, it will be necessary to extend the duty period.
- To be able to meet the commitment of this flight schedule, what is the latest time you can sign off at your destination to commence a tour of duty the following afternoon?
  - Based on this time, what is the earliest you may sign on for the next day?
48. During a tour of duty that commenced at 4.00 pm, you exceed the scheduled flight time of 6 hours due to holding delays and diversions. Your actual flight time is 8 hours 23 minutes, and you finally complete the tour of duty at 02.15 am. When is the earliest you may commence the next tour of duty?
49. If an actual tour of duty exceeds 12 hours, or the actual flight time exceeds 9 hours, what is the minimum rest period?
50. Due to mechanical problems, followed by an unplanned diversion, your tour of duty that commenced at 7.00 am finishes at 7.10 pm. When is the earliest you may commence the next tour of duty?
51. Tour of duty 1 commenced at 9.00 am and ended at 6.20 pm; tour of duty 2 commenced the following day at 6.00 am and ended at 2.00 pm. When is the earliest you can fly again?
52. Following on from question 57, tour of duty 2 actually commenced at 7.00 am and ended at 2.00 pm. What is the earliest time you can sign on for your next tour of duty?
53. Following a rest day, you fly 8 hours 25 minutes stick time and sign off at 9.30 pm. What is the rest period and when can you sign on again?
54. What is the maximum number of hours that an operator can roster a pilot to fly in 365 consecutive days, when operating an aeroplane where the flight crew includes not more than 2 pilots, e.g. B737?
55. What is the maximum number of hours that a pilot can fly in 7 consecutive days, in the same circumstances as in the previous question?

*Questions 56 to 68 refer to aeroplanes with a three-pilot crew.*

56. During a particular long-haul flight with a crew consisting of three pilots, who is responsible for allocating rest and duty periods?
57. What is the maximum continuous period of reserve time at home?
58. You have been on reserve time at home since 6.00 am, and at 8.00 pm that evening, you are called out to commence a tour of duty. When must this tour of duty end?
59. Is reserve time at home immediately preceding a tour of duty considered as part of duty time when calculating the following rest period?
60. Your reserve time at home commences at 4.00 am but at 9.15 am you are called to fly. Sign-on is at 11.00 am with a scheduled sign-off at 2 pm. However the actual sign-off is at 2.25 pm. What is the duty time?
61. Reserve commences at home at 6.00 am. At 8.30 pm, you are called out to commence duty at 12.30 past midnight and scheduled to finish at 5.30 am. Can you accept this flight?
62. Does deadhead travel both before and after a positioning flight count as duty time?
63. You commence a period of reserve time at home at 6.00 am. You are called out at 6.15 am and asked to passenger to another airport, signing on at your home base at 7.00 am. You are to deadhead and arrive at 12 noon to pick up your flight departing at 3 pm which is scheduled to sign off at the destination at 5.30 pm.
  - a. Can you accept the flight?
  - b. Following this flight what rest period will you require?
  - c. Can operations request you dead head home on a flight taking 2 hours?
64. What is an option for an operator who wants to roster a crew for an 11 hours 20 minutes tour of duty in a B737?
65. An operator plans to use a three-crew pilot on its B747-400 fleet. Can this crew complement consist of one pilot who holds an ATPL with a command endorsement on the B747-400, and two pilots who each hold a CPL with copilot endorsements on the B747-400?
66. What is the maximum tour of duty time that you can be rostered for as the pilot in command of a B747 with a 3-pilot crew?
67. You are the copilot of a B747 in a 3-pilot crew, and have completed an extended 19 hour tour of duty as approved by the pilot in command. What is the minimum rest time you must now have before commencing your next tour of duty?
68. What are the maximum consecutive active duty hours in any tour of duty that you can be rostered for by the operator?

*Answers to part 2 are given on pages 69–71.*

