

ANGELES CITY FLYING CLUB

Operations Notice Book

5/2015

Issue Date	Effective Date	Review Date
31 st July 2015	WIE	UFN
Subject: Flights outside (Charlie 1) designated airspace.		

Dear X-Country flyers,

This notice is issued to highlight CAAP Civil Aviation Regulations (CAR's) Part 11, specifically 11.10.1.2 para (h) sub para (1) flights outside designated (Woodland , Charlie 1) airspace.

Extract CAAP CAR's Part 11.10 which specifically deals with Uncertified Aircraft is attached to this Notice.

ACFC is not responsible for the individual actions of its members if they choose to disregard CAAP CAR's and fly Woodland based Privately Owned Light Sport Aircraft outside the designated airspace referred to in CAAP CAR's Part 11.10.

CAAP is totally within their rights to enforce Part 11.10 the penalties listed in CAR's.

CAAP have informed us they require a minimum of 14 days prior notice to approve flights outside designated airspace (charlie airspace) , they are not prepared to re-instate the general waiver for X-Country flights we enjoyed before.

Both CAAP and ACFC understand the inconvenience associate with 14 day pre approval, we are both equally as motivated to develop a system whereby ACFC can manage its X-Country flight approvals and the necessary flight planning without CAAP involvement. It will not be in the form of a blanket waiver previously enjoyed but a more professional structured approach to cross country flights by LSA.

In the meantime the 14 days prior notice will still be required. As an interim pilots committee will produce a pro forma application for flights outside designated airspace. Please feel free to contact the office for further clarification if required.

Dave Balman
DFO

CAAP CAR's EXTRACT

CAR PART 11

11.10 NON-TYPE CERTIFICATED AIRCRAFT: OPERATING LIMITATIONS

11.10.1.1 APPLICABILITY

(a) This Subpart applies to non-type certificated aircraft.

(b) Definition: Non-type certificated aircraft is an aircraft that does not possess an aircraft type certificate issued by any country/state. It is, of simple design and construction, either a homebuilt or a kit built variety and for recreational and sport use, day VFR condition only.

(c) A class of non-type certificated aircraft is applicable to all classifications, including powered parachutes, gyrocopter, fixed wing aircraft and helicopters.

11.10.1.2 OPERATING LIMITATIONS

Each person operating a non-type certificated aircraft shall operate within the following prescribed limitations:

(a) Amateur builders can select their own aircraft design and is not subject to the Authority approval.

(b) For registration and nationality *marks* refer to CAR Part 4.

(c) Aircraft airworthiness certificate will not be issued to non-type certificated aircraft.

(d) License to pilot these non-type certificated aircraft will not be issued by the Authority.

(e) Its place of operation will be evaluated and approved by the Authority.

(f) Operators will be responsible in maintaining these non-type certificated aircraft in safe condition so as not to be hazard to life and property.

(g) Operators will be responsible to any damages to either life or property that maybe incurred during the operation of these non-type certificated aircraft.

(h) Except with the approval of the Authority, a non-type certificated aircraft shall not be flown:

(1) Outside the designated area of operation.

(2) Without an operational two-way radio.

(3) At a height in excess of 800 ft. above ground level within the designated area of operation and outside of the approved lateral area.

(4) Within 5 nautical miles (8 km) from an airport with an operational control tower, unless two-way radio communication is established and prior approval is obtained to enter controlled airspace/designated flight training areas.

(5) Over congested area or over open-air assemblies of people.

(6) In clouds.

(7) Between the period of sunset and sunrise.

(8) In other than VFR conditions.

(9) In aerobatics conditions.

(10) In commercial conditions.

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