

SECTION 4.01 RAAus OPERATIONS - GENERAL

1. General Competency Rule for Pilots

The general competency rule is a cornerstone of safe operations. Before commencing a flight, pilots must self-assess their capability to conduct the operations safely. This is the equivalent of the medical 'fitness to fly' assessment, but relates to both the airworthiness and flight operations aspects of flying. Pilots need to be sure they are fit to fly in all respects.

A pilot certificate holder must operate in accordance with the requirements of this Flight Operations Manual and other applicable requirements. The General Competency Rule affirms that pilots can only fly a proposed aircraft group, utilising relevant endorsements, if they are competent to do so.

2. Pilots of RAAus aircraft operating from aerodromes or private airstrip locations are required to comply with all relevant legislation and local regulations, including gaining permission to operate, if required.
3. Flying is to be conducted only in VMC and during daylight hours.
4. All RAAus aircraft operating from the aerodrome are to be registered.
5. Pilots of RAAus aircraft must consider all safety related directions and instructions given by the holder of an RAAus Instructor Rating or higher Approval in regard to conduct of safe operations.
6. Engines must **NOT** be started or run in hangars. Caution should be exercised when starting an engine in parking areas or in any other location that could present a danger to other persons or property.
7. RAAus aircraft should be correctly parked clear of active areas after flight with engine off, controls locked, wheels chocked and tied down, as required. Unattended aircraft must also be secured against unauthorised use.

Members are advised to refer to the relevant legislation provided in the Aviation Transport Security Regulations 2005 regarding unattended aircraft.

8. When ground testing aircraft engines, wheels must be adequately chocked and the aircraft tied down, as required. RAAus aircraft must not be operated by persons who are not appropriately qualified
9. RAAus aircraft that do not require the manipulation of the propeller for starting purposes must not have the engine running without a qualified person occupying a command seat unless the aircraft POH provides a procedure to do so.
10. RAAus aircraft must be assembled and inspected well clear of runways, taxiways and/or any other areas where aircraft are being moved under their own power.

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11. Private vehicles and trailers must be parked well clear of areas where aircraft are assembled as soon as the aircraft and associated equipment has been unloaded.
12. Pilots must **NOT** consume any alcohol, drugs or other intoxicating substances within **EIGHT (8)** hours immediately prior to flying a recreational aircraft. An adequate time should be applied in excess of eight hours if the quantity of alcohol consumed would deem a person's Blood Alcohol Concentration (BAC) be above legal limits (effectively 0.02%).
13. RAAus pilots must not fly whilst their performance is adversely affected by fatigue.
14. **NO SMOKING** or **NAKED FLAMES** are permitted within 15 metres (50FT) of any aircraft or aircraft refuelling point(s). Pilots are to refer to relevant legislation for these requirements.
15. Adequate firefighting equipment should be on hand during all refuelling operations.
16. All vehicles will be kept clear of aircraft, particularly those aircraft being refuelled or moving under their own power.
17. Prior to operating at a private airfield a pilot must ensure that permission is obtained (if required) and that they are properly briefed on local requirements, conditions and procedures.
18. ERSA (and other relevant airfield directories such as emergency response plans, if applicable) must be referenced prior to operating at any aerodrome.