
Chapter 7—Fuel requirements

Division 1—Preliminary

7.01 Scope of Chapter 7

This Chapter:

- (a) is made for subregulation 121.235(1) of CASR; and
- (b) prescribes requirements relating to fuel for aeroplanes.

7.02 Definition of *destination alternate fuel*

Destination alternate aerodrome

- (1) If a destination alternate aerodrome is required for a flight of an aeroplane, the ***destination alternate fuel*** is the amount of fuel required to:
 - (a) perform a missed approach at the destination aerodrome; and
 - (b) climb to the expected cruising altitude; and
 - (c) fly the expected routing to the destination alternate aerodrome; and
 - (d) descend to the point where the expected approach is initiated; and
 - (e) conduct the approach; and
 - (f) land at the destination alternate aerodrome.

If there are 2 destination alternate aerodromes

- (2) If 2 destination alternate aerodromes are required for a flight of the aeroplane, the ***destination alternate fuel*** is the amount of fuel required to enable the aeroplane to proceed to the destination alternate aerodrome that requires the greater amount of destination alternate fuel under subsection (1).

No destination alternate aerodrome

- (3) If the aeroplane is operated without a destination alternate aerodrome (other than because the planned destination aerodrome is an isolated destination aerodrome), the ***destination alternate fuel*** is the amount of fuel required to enable the aeroplane to fly for 15 minutes at holding speed at 1 500 ft above the destination aerodrome elevation in ISA conditions.

Planned destination aerodrome that is isolated

- (4) If the planned destination aerodrome for a flight of the aeroplane is an isolated destination aerodrome, the ***destination alternate fuel*** is the amount of fuel required to enable the aeroplane:
 - (a) for a piston-engine aeroplane—to fly for 45 minutes plus 15% of the flight time planned to be spent at cruising levels, including final reserve fuel, or 2 hours, whichever is less; and