CHAPTER 2 PRESCRIPTIONS FOR CERTAIN DEFINITIONS IN THE CASR DICTIONARY

Note Relevant definitions to which these provisions refer were inserted in the CASR Dictionary by the *Civil Aviation Safety Amendment (Operations Definitions) Regulations 2019* (as amended).

Division 2.1 Definition of *special VFR*

2.01 Special VFR

(1) This section is for paragraph (a) of the definition of ***special VFR*** in the CASR Dictionary.

(2) For the definition of ***special VFR***, the VFR in subsection (3) are prescribed.

(3) To operate under the special VFR, the pilot in command must:

(a) be authorised by ATC; and

(b) operate by day; and

(c) conduct the flight clear of cloud; and

(d) maintain flight visibility of at least:

(i) for an aeroplane — 1 600 m; and

(ii) for a rotorcraft — 800 m; and

(e) for a rotorcraft — ensure that the rotorcraft is operated at a speed that allows the pilot in command to see obstructions or other traffic in sufficient time to avoid a collision.

Division 2.2 Definition of *specified aircraft performance category*

2.02 Specified aircraft performance category

(1) This section is for the definition of ***specified aircraft performance category*** in the CASR Dictionary.

Note Paragraph 91.320 (1) (a) requires an aircraft to "operate in the specified aircraft performance category" unless an approval under regulation 91.045 is held. The specific requirements for an IFR aircraft that determine whether the aircraft is being operated within the ***specified aircraft performance category*** are contained in section 14.09.

(1A) In relation to an aircraft's ***specified aircraft performance category***, the aircraft performance categories, in order of lowest to highest, are H, A, B, C, D and E.

(2) For an aeroplane with an IAS mentioned in an item of column 1 of Table 2.02 (2), the aircraft performance category is that mentioned in the same item of column 2.

(3) The ***specified aircraft performance category*** for an aeroplane is the aircraft performance category determined under subsection (2).

(4) The ***specified aircraft performance category*** for a helicopter is:

(a) aircraft performance category H; or

(b) during the conduct of an IAP that does not have category H minima — aircraft performance category A.

(5) The ***specified aircraft performance category*** for a powered-lift aircraft is the aircraft performance category stated in the AFM.

Table 2.02 (2) — Aircraft performance categories

	Column 1	Column 2
Item	**Indicated airspeed (IAS) V_{AT} (kts)**	**Aircraft performance category**
1	Not more than 90	A
2	91-120	B
3	121-140	C
4	141-165	D
5	166-210	E

Division 2.3 Definition of *standard visual signal*

2.03 Purpose

For the definition of ***standard visual signal*** in the CASR Dictionary, this Division prescribes:

(a) light, hand and ground signals; and

(b) the requirements and circumstances for their display.

2.04 Light or projectile signals to aircraft on an aerodrome or in flight

(1) Light (which includes projectile) signals to aircraft mentioned in an item of Table 2.04 (1), are prescribed standard visual signals.

(2) For subsection (1), a light or projectile signal mentioned in an item of column 2 of the Table:

(a) for an aircraft in flight — has the meaning mentioned for it in column 3 of the item; and

(b) for an aircraft on the ground at an aerodrome — has the meaning mentioned for it in column 4 of the item.

Table 2.04 (1) — Light signals to aircraft on an aerodrome or in flight

	Column 1	Column 2	Column 3
Item	**Light or projectile signal**	**Meaning — in flight**	**Meaning — on the ground at an aerodrome**
1	Steady green	Authorised to land if pilot satisfied no collision risk exists	Authorised to take-off if pilot satisfied no collision risk exists
2	Steady red	Give way to other aircraft and continue circling	Stop
3	Green flashes	Return for landing	Authorised to taxi if pilot satisfied no collision risk exists
4	Red flashes	Aerodrome unsafe — do not land	Taxi clear of landing area in use
5	White flashes	No significance	Return to starting point on aerodrome
6	A series of projectiles discharged from the ground at intervals of 10 seconds, each showing, on bursting, red and green lights or stars	The aircraft is flying in, or about to enter, a restricted, prohibited or danger area, and the pilot in command of the aircraft must take such remedial action as may be necessary	No significance

2.05 Ground signals for aircraft at aerodromes

(1) The ground signals for aircraft at aerodromes depicted in an item of Table 2.05 (1), are prescribed standard visual signals.

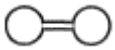
(2) For subsection (1), a ground signal depicted in an item of column 1 of the Table:

(a) when in the form mentioned in column 2 of the item; and

(b) when displayed at location mentioned in column 3 of the item;

has the meaning mentioned for it in column 4 of the item.

Table 2.05 (1) — Ground signals for aircraft at aerodromes

	Column 1	Column 2	Column 3	Column 4
Item	**Ground signal**	**Description**	**Where ground signal is displayed at an aerodrome (display location)**	**Meaning of ground signal**
1		Horizontal white dumb-bell	Adjacent to an aerodrome wind direction indicator.	1. Use only hard surface movement areas. 2. Where there are sealed and gravel manoeuvring areas, use only the sealed surfaces. 3. Where there are constructed gravel and natural surface manoeuvring areas, use only the gravel surfaces. *Note* See also AIP-ERSA FAC for any local information relating to this particular ground signal.
2		White cross	1. Adjacent to an aerodrome wind direction indicator.	1. The aerodrome is completely inoperative.
			2. On the manoeuvring area.	2. For an area signalled with a cross or crosses with the limit delineated by those ground signals — this area is unfit for use by aircraft.
3		White double cross	Adjacent to wind direction indicator.	Gliding operations are in progress.

2.06 Hand signals for marshalling aircraft at aerodromes

The hand signals mentioned in the following documents are prescribed standard visual signals:

(a) 5. *Marshalling Signals, 5.1 From a signalman to an aircraft*, as contained in Appendix 1 of ICAO Annex 2, Rules of the Air (excluding 5.1.1); and

(b) 6. *Standard Emergency Hand Signals*, as contained in Appendix 1 of ICAO Annex 2, Rules of the Air.

Note For ICAO documents — see section 1.04.

Division 2.4 Definition of *VMC criteria*

2.07 VMC criteria

(1) This section is for paragraph (a) of the definition of ***VMC criteria*** in the CASR Dictionary.

(2) ***VMC criteria*** means meteorological conditions expressed in terms of the flight visibility and distance from cloud (horizontal and vertical) prescribed in this section.

(3) For Table 2.07 (3), for a type of aircraft mentioned in an item of column 1, in a Class of airspace mentioned in the same item of column 2, at a height mentioned in the same item of column 3, the VMC criteria are those mentioned in the same item in columns 4 and 5 respectively, and are subject to the operational requirements mentioned in the same item in column 6.

Table 2.07 (3) — VMC criteria

	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item	**Type of aircraft**	**Class of airspace**	**Height**	**Flight visibility**	**Distance from cloud**	**Operational requirements**
1	Aircraft	A, B, C, E or G	At or above 10 000 ft AMSL	8 000 m	1 500 m horizontal 1 000 ft vertical	
2	Aircraft	A, B, C, E or G	Below 10 000 ft AMSL	5 000 m	1 500 m horizontal 1 000 ft vertical	
2A	Aircraft	C	Below 10 000 ft AMSL	5 000 m	Clear of cloud	Operations must comply with conditions stated in subsection 2.07 (3A)
2B	Aircraft	Any class	Below 10 000 ft AMSL	5 000 m or less, but not less than 3 000 m. In all cases, only with a relevant CASA approval		Operations must comply with conditions stated in subsections 2.07 (3B) and (3C)
3	Aircraft	D	All heights	5 000 m	600 m horizontal 1 000 ft vertical above cloud 500 ft vertical below cloud	
4	Aircraft	G	At or below whichever is the higher of: (a) 3 000 ft AMSL; (b) 1 000 ft AGL	5 000 m	Clear of cloud	Aircraft must be operated in sight of ground or water

	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item	**Type of aircraft**	**Class of airspace**	**Height**	**Flight visibility**	**Distance from cloud**	**Operational requirements**
5	Rotorcraft	G	Below 700 ft over land. Below 700 ft over water *with* track guidance from a navigation system	800 m	Clear of cloud	Operations must comply with conditions stated in subsection 2.07 (4)
6	Rotorcraft	G	Below 700 ft over water *without* track guidance from a navigation system	5 000 m	600 m horizontal and 500 ft vertical	Operations must comply with conditions stated in subsection 2.07 (4)

Note 1 Subject to ATC clearance, operation under the special VFR may be available within a control zone.

Note 2 Refer to regulation 91.285 for restrictions on VFR flight in Class A airspace.

(3A) For item 2A in Table 2.07 (3), the conditions are that the flight must be an NVIS operation.

(3B) For item 2B in Table 2.07 (3), the conditions are that the flight must be:

(a) an NVIS operation; and

(b) conducted under Part 138 MOS by an aerial work operator; and

(c) conducted by at least 2 NVIS crew members authorised (however described) to conduct an NVIS operation by:

(i) for an Australian aircraft — Part 61 of CASR; or

(ii) for a foreign-registered aircraft — the NAA of the State of registry of the aircraft; and

(d) for a flight with visibility of 5 000 m — one for which the operator holds a CASA approval under regulation 91.045; and

(e) for a flight with visibility of less than 5 000 m but not less than 3 000 m — one for which the operator holds a CASA approval under subsection (3C).

(3C) For paragraph (3B) (e), CASA may approve a minimum in-flight visibility requirement of less than 5 000 m but not less 3 000 m for an NVIS operation in VMC for a particular class of airspace but only if:

(a) the operation is not NVIS firebombing, NVIS fire mapping, or NVIS incendiary dropping; and

(b) the operator's application includes a detailed risk assessment; and

(c) given the risks, approval (including subject to conditions if required) would not have an adverse effect on aviation safety.

(4) For items 5 and 6 of Table 2.07 (3), the conditions are that the flight must be conducted:

(a) by day; and

(b) at a speed that allows the pilot in command to see obstructions or other traffic in sufficient time to avoid a collision; and

(c) if not more than 10 NM from an aerodrome with an IAP — in a way that ensures the flight maintains a separation of at least 500 ft vertically from any aircraft that is:

(i) less than 10 NM from the aerodrome; and

(ii) conducting an IFR operation.

(4A) Subsection (1) does not apply to the pilot in command of a rotorcraft in an operation:

(a) to which Division 5 of Chapter 9 of the Part 138 MOS applies; and

(b) which is conducted using NVIS in accordance with Chapter 12 of the Part 138 MOS.

Division 2.5 Definitions of specified cruising levels

2.08 Specified cruising levels

(1) This Division is for the definition of the following expressions in the CASR Dictionary:

(a) ***specified IFR cruising level*** for a track; and

(b) ***specified VFR cruising level*** for a track.

(2) Sections 2.09 and 2.10 prescribe the ***specified IFR cruising level*** for an IFR flight on a track. (3) Sections 2.09 and 2.10 prescribe the ***specified VFR cruising level*** for a VFR flight on a track.

2.09 Specified cruising levels — at or north of 80° south

(1) Specified cruising levels are those levels set out in Table 2.09 (1), including the effect of any applicable footnote.

(2) Specified IFR cruising levels for operations at or north of 80° south are as set out in Table 2.09 (1), so that:

(a) for an aircraft track from 000° clockwise to 179°— a specified IFR cruising level is an altitude or a FL mentioned in column 1; and

(b) for an aircraft track from 180° clockwise to 359°— a specified IFR cruising level is an altitude or a FL mentioned in column 3.

(3) Specified VFR cruising levels for operations at or north of 80° south are as set out in Table 2.09 (1), so that:

(a) for an aircraft track from 000° clockwise to 179°— a specified VFR cruising level is an altitude or a FL mentioned in column 2; and

(b) for an aircraft track from 180° clockwise to 359°— a specified VFR cruising level is an altitude or a FL mentioned in column 4.

(4) For subsection (2) and (3) cruising levels must be selected by reference to the following:

(a) when operating at or north of 60° south — aircraft magnetic track;

(b) when operating south of 60° south — aircraft grid track.

Table 2.09 (1) — Specified cruising levels for operations at or north of 80° south

Track 000° clockwise to 179°		Track 180° clockwise to 359°	
IFR **Column 1**	**VFR** **Column 2**	**IFR** **Column 3**	**VFR** **Column 4**
–	1 500 ft	2 000 ft	2 500 ft
3 000 ft	3 500 ft	4 000 ft	4 500 ft
5 000 ft	5 500 ft	6 000 ft	6 500 ft
7 000 ft	7 500 ft	8 000 ft	8 500 ft
9 000 ft	9 500 ft	10 000 ft	–
FL110[1]	FL115[2]	FL120[3]	FL125[4]
FL130	FL135	FL140	FL145
FL150	FL155	FL160	FL165
FL170	FL175	FL180	FL185
FL190	FL195	FL200	FL205
FL210	FL215	FL220	FL225
FL230	FL235	FL240	FL245
FL250		FL260	
FL270		FL280	
FL290		FL300	
FL310		FL320	
FL330		FL340	
FL350		FL360	
FL370		FL380	
FL390		FL400	
FL410		FL430	
FL450		FL470	
FL490		FL510	
FL530		FL550	
FL570		FL590	

1. FL110 is not useable when the local QNH is less than 1013 hPa.
2. FL115 is not useable when the local QNH is less than 997 hPa.
3. FL120 is not useable when the local QNH is less than 980 hPa.
4. FL125 is not useable when the local QNH is less than 963 hPa.

Note Refer to section 11.02 for the rules relating to use of certain flight levels when QNH is less than 1013 hPa.

2.10 Specified cruising levels — south of 80° south

(1) Specified VFR cruising levels are those levels set out in Table 2.10 (1), including the effect of any footnotes.

(2) Specified IFR cruising levels for operations south of 80° south are as set out in Table 2.10 (1), so that:

(a) for an aircraft track from 000° clockwise to 179° — a specified IFR cruising level is an altitude or a FL mentioned in column 1; and

(b) for an aircraft track from 180° clockwise to 359° — a specified IFR cruising level is an altitude or a FL mentioned in column 3.

(3) Specified VFR cruising levels for operations south of 80° south are as set out in Table 2.10 (1), so that:

(a) for an aircraft track from 000° clockwise to 179° — a specified VFR cruising level is an altitude or a FL mentioned in column 2; and

(b) for an aircraft track from 180° clockwise to 359° — a specified VFR cruising level is an altitude or a FL mentioned in column 4.

Table 2.10 (1) — Specified cruising levels for operations south of 80° south

Track 000° clockwise to 179°		**Track 180° clockwise to 359°**	
IFR **Column 1**	**VFR** **Column 2**	**IFR** **Column 3**	**VFR** **Column 4**
–	1 500 ft	2 000 ft	2 500 ft
3 000 ft	3 500 ft	4 000 ft	4 500 ft
5 000 ft	5 500 ft	6 000 ft	6 500 ft
7 000 ft	7 500 ft	8 000 ft	8 500 ft
9 000 ft	9 500 ft	10 000 ft	–
FL110[1]	FL115[2]	FL120[3]	FL125[4]
FL130	FL135	FL140	FL145
FL150	FL155	FL160	FL165
FL170	FL175	FL180	FL185
FL190	FL195	FL200	FL205
FL210	FL215	FL220	FL225
FL230	FL235	FL240	FL245
FL250	FL255	FL260	FL265
FL270	FL275	FL280	FL285
FL290	FL300	FL310	FL320
FL330	FL340	FL350	FL360
FL370	FL380	FL390	FL400
FL410	FL420	FL430	FL440
FL450	FL460	FL470	FL480

Track 000° clockwise to 179°		Track 180° clockwise to 359°	
IFR **Column 1**	**VFR** **Column 2**	**IFR** **Column 3**	**VFR** **Column 4**
FL490	FL500	FL510	FL520
FL530	FL540	FL550	FL560
FL570	FL580	FL590	FL600

1. FL110 is not useable when the local QNH is less than 1013 hPa.
2. FL115 is not useable when the local QNH is less than 997 hPa.
3. FL120 is not useable when the local QNH is less than 980 hPa.
4. FL125 is not useable when the local QNH is less than 963 hPa.

Note Refer to section 11.02 for the rules relating to use of certain flight levels when QNH is less than 1013 hPa.