

Air Law Notes

Integrated Aeronautical Information Package

Integrated Aeronautical Information Package	AIP	AIP SUPPLEMENT	AIC	AIRAC	NOTAMS
<ul style="list-style-type: none"> • Aeronautical Information Publication (AIP) • AIP Amendments and Supplements <ul style="list-style-type: none"> • NOTAMs • Pre-flight Information Bulletins (PIB) <ul style="list-style-type: none"> • Aeronautical Information Circulars (AICs) • Checklists and Summaries 	<p>Information of a lasting character essential to air navigation</p> <p><u>An AIP is made up of 3 parts:</u></p> <ul style="list-style-type: none"> • General (GEN) • En-Route (ENR) • Aerodromes (AD) 	<p>Permanent Changes to AIP are published as AIP Amendments</p> <p><u>Temporary Changes</u> to AIP are published as AIP Supplements</p> <p>Temporary = 3 months or longer OR Shorter duration which contains extensive text or graphics</p> <p>A checklist of current AIP supplements is issued monthly</p>	<p>Used to promulgate information which does not qualify for inclusion in an AIP or NOTAM</p> <p>Issued monthly</p> <p>Contains administrative, technical, air navigation, legislative and flight safety information</p>	<p>Gives advance notification of circumstances that necessitate significant changes in operating practices</p> <p>Introduces all relevant information on a common "effective date"</p> <p>"Effective dates" = every 28 days</p> <p>All operationally significant changes to the AIP (amendments or supplements)</p> <p>Distributed at least 42 days in advance of the effective date</p> <p>Information reaches the recipients at least 28 days before the effective date</p>	<p>They are originated and issued promptly</p> <p>Information is of a temporary nature and of short duration OR Operationally significant permanent changes are made at short notice OR Temporary changes of long duration made at short notice</p> <p>Not used for information of short duration which contains extensive text and/or graphics (these get published as AIP Supplements)</p> <p>A checklist of the NOTAMs currently in force is issued by the national authority every month</p>

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PPL CLASS 2

Less than 40 24 months

More than 40 12 months

Single period of 6 months deferral for NON COMMERCIAL

2 consecutive periods of 3 months FOR COMMERCIAL

Part 91
10 in 24
400 in 90 days
700 in 6 months
1000 in 12 months

IFR
Single pilot 100 in 30 days
MCC 120 in 30 days
300 in 90 days

3 take off and landings in the same class category and type in 90 days for vmc

In IMC
2 approaches in AC or approved FSTD

Cockpit fires use halon or co2
30mins or 50 nm w/o life rafts

VFR flights 3I8 okras in 5nm
Built up area or open air assembly. Not less than 1000 feet within 2000 feet
Repeated flight over Open air assembly 3000 feet above surface
500 m above game reserve
aerobatic flight within 5nm of aerodrome at 4000 feet
Part 121 air transport more than 19 people

8168 kg in cargo mode for SA aircraft's
crew does not work more 7 consecutive days
2 consecutive days off in 14 days
6 days off in 4 weeks
Avg 8 days off in 4 weeks over 3 periods

Part 135 charter
multi engine aircraft 120 mins or 400nm without life rafts
IMC 1000 hrs and 500 if SIC is present
LDA for large turbo prop 70%
LDA for turbojet 60%

Blood alcohol limit 20mg per 100ml blood
Alcohol metabolism 0.01-0.015 mg% per hour

Alcohol metabolism 15mg/100ml per hour

Part 12 (Accidents & Incidents)

- Applicable to all operations and aircraft, except aircraft, so design designed to remain moved to the Earth or kept by vehicles or vessels moving on the surface of the Earth and aircraft design to fly without any person on board
- Investigation by state of registry or operator but **responsibility to institute by State of Occurrence**
- Investigator may call upon the owner, operator or PIC for any documents
- PRIORITY OF NOTIFYING (Director, ATSU, Police)
- Accident outside of South Africa reported to appropriate deviation Authority in the country in which the accident occurred and the director

(M&B)

- Maintenance logs within 48 hours after coming back to base
- Individual mass 5 years

Noise Abatement:

NADP 1:

- Climb at V2+10 to V2+20 to 3000ft
- Reduce thrust at 800ft
- Accelerate and retract flaps at 3000feet

NADP 2:

- Climb at V2+10 to V2+20
- 800 feet accelerate to VZF and retract
- Reduce thrust on flaps up
- Climb at Vzf to 3000ft
- Accelerate after 3000ft

NADP A:

- Climb at V2+10 to V2+20 to 3000ft
- Reduce thrust at 1500ft
- 3000ft accelerate and retract flaps

NADP B:

- Climb at V2+10 to V2+20 to 1000ft
- 1000ft accelerate to Vzf and retract
- Reduce thrust on flaps up
- Climb at Vzf to 3000ft
- Accelerate

Number of TDZ markings:

- 1 >>> Less than 900m
- 2 >>> 900m up to but not including 1200m
- 3 >>> 1200m up to but not including 1500m
- 4 >>> 1500m up to but not including 2400m
- 5 >>> 2400m or more

Define Category, Class, Type with respect to certification, privileges and limitations of airmen

- Category: A broad classification of ac (airplane, glider, rotor, etc)
- Class: A classification of ac within a category having similar operating characteristics (single-engine land, multi-engine land, etc)
- Type: A specific make and basic model of ac including modifications that do not change its handling or flight characteristics. (DC-9, B-737, SR20)

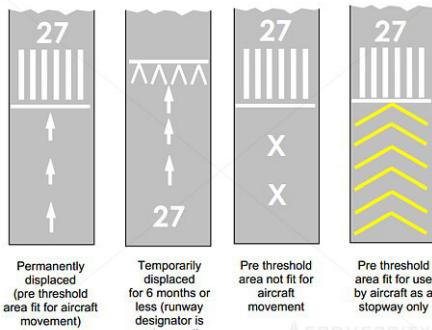
How we like to remember the difference (Category/Class/Type/Other):

If I go rotor—I need a category rating

If I go multi—I need a class rating

If I go multi-turbo-prop—I need a type rating

If I go IR—I need a rating for special purposes



AEROVERBITY

Threshold Markings

Runway Width	Number of Stripes
18m	4
23m	6
30m	8
45m	12
60m	16

Color and Type of Signal	Movement of Vehicles, Equipment and Personnel	Aircraft on the Ground	Aircraft in Flight
Steady green	Cleared to cross, proceed or go	Cleared for takeoff	Cleared to land
Flashing green	Not applicable	Cleared for taxi	Return for landing (to be followed by steady green at the proper time)
Steady red	Stop	Stop	Give way to other aircraft and continue circling
Flashing red	Clear the taxiway/runway	Taxi clear of the runway in use	Airport unsafe, do not land
Flashing white	Return to starting point on airport	Return to starting point on airport	Not applicable
Alternating red and green	Exercise extreme caution!!!!	Exercise extreme caution!!!!	Exercise extreme caution!!!!

Part 12- Aviation Accidents & Incidents

Part 43-

Part 93- Corporate Aviation Ops and High Performance A/C

Part 121- Air transport operations. Carriage on aeroplanes of more than 19 passengers or cargo.

8618 kg or more(20 seats and more)

Part 135- same but 19 or less pax (8618kg or less)

Part 172- ATS

Part 185- punishments and fines

Part 139- AD and Heliports

129- foreign ops

138- Air Ambulance