

There seems to be a misunderstanding with some pilots of what a CTA endorsement in RA-Aus means. Did you know there are limitations and an RA-Aus pilot can only fly into controlled airspace (and request permission to fly in/through R1 airspace) if they meet certain criteria: that is - **the pilot** operating the radio must have a **current PPL** (Private Pilots Licence i.e. Class 2 medical and current BFR with CTA endorsement). This does not apply to the holder of a GA CPL as they do not need the CTA endorsement - they already have it as part of their CPL. Also the aircraft must be fitted with a **calibrated transponder** fitted by a LAME. Some RA-Aus pilots may have learnt to fly from an airfield such as Parafield which operates under controlled airspace regulations. For these pilots, their RA-Aus CTA endorsement is only valid for the period of their training so they can do their training and transit within the controlled airspace training areas.

As we know... to fly into ANY controlled airspace you must have a current PPL or be under GA instruction so the issue of an RA-Aus CTA endorsement truly is a privilege for the duration of your training within that controlled airspace.

Note: Only an RA-Aus Examiner authorised by RA-Aus can issue a CTA endorsement to an RA-Aus student/pilot.

The following information is direct from the current **RA-Aus Operations Manual** and explains the privileges and limitations of the CTA endorsement, along with the period of validity.

CONTROLLED AIRSPACE ENDORSEMENT

21. Applicants for the issue of a Controlled Airspace Endorsement shall meet the following minimum requirements:
- a. Has reached the competency standards required under Section 3.04 Controlled Airspace Endorsement and has passed a flight check with an RA-Aus Examiner, or
 - b. Can provide written proof of a RA-Aus recognised equivalency. (GA etc) and have been recommended by an RA-Aus Examiner, through discussion or observation that they hold the required competency
 - c. Be recommended by an RA-Aus Examiner for issue of the endorsement; and
 - d. Hold a radio operators endorsement or hold a Flight radio operators licence.

CONTROLLED AIRSPACE PRIVILEGES AND LIMITATIONS

22. An RA-Aus Controlled Airspace endorsement permits the holder to operate inside controlled airspace under the following conditions;

- a. that the holder is subject to the requirements of any relevant legislation as amended from time to time
- b. the aircraft has a radio and,
- c. the aircraft is fitted with a transponder if required for that airspace and not exempted by ATC on duty.
- d. the aircraft is not limited by its operating limitations (eg overflight of built up areas)

CONTROLLED AIRSPACE ENDORSEMENT PERIOD OF VALIDITY

23. An RA-Aus Controlled Airspace Endorsement shall remain valid only while the holder's RA-Aus Pilot Certificate is valid; and
- a. Has completed a flight review including Controlled Airspace procedures with an RA-Aus Examiner within a period of 2 years prior to the date of the proposed flight, or
 - b. Holds a current GA PPL, or higher and be endorsed for operations in controlled airspace and has completed a flight review of that licence including controlled airspace procedures within two years prior to the date of the proposed flight.

In other words no RA-Aus pilot can fly into controlled airspace unless they are under instruction or the PIC has a PPL and the aircraft is equipped with a calibrated transponder fitted by a LAME and a radio.

From CASA AIP GEN 1.5:

GEN 1.5 - 10	8 MAR 12	AIP Australia
6.	SECONDARY SURVEILLANCE RADAR (SSR) TRANSPONDERS	
6.1	Aircraft Requirements	
6.1.1	Aircraft must be fitted with a serviceable Mode A and Mode C, or Mode S, SSR transponder for operations as follows: <ul style="list-style-type: none">• All aircraft within classes A, B and C airspace, and any class of airspace at or above 10,000FT AMSL.• All aircraft, except aircraft operating to the VFR which are not fitted with an engine driven electrical system capable of continuously powering a transponder, within Class E airspace below 10,000FT AMSL.	

Thanks Mal Wardrop for your assistance and clarification.

Continuing on from this is the article "**PRD's – when and when not to transit**".