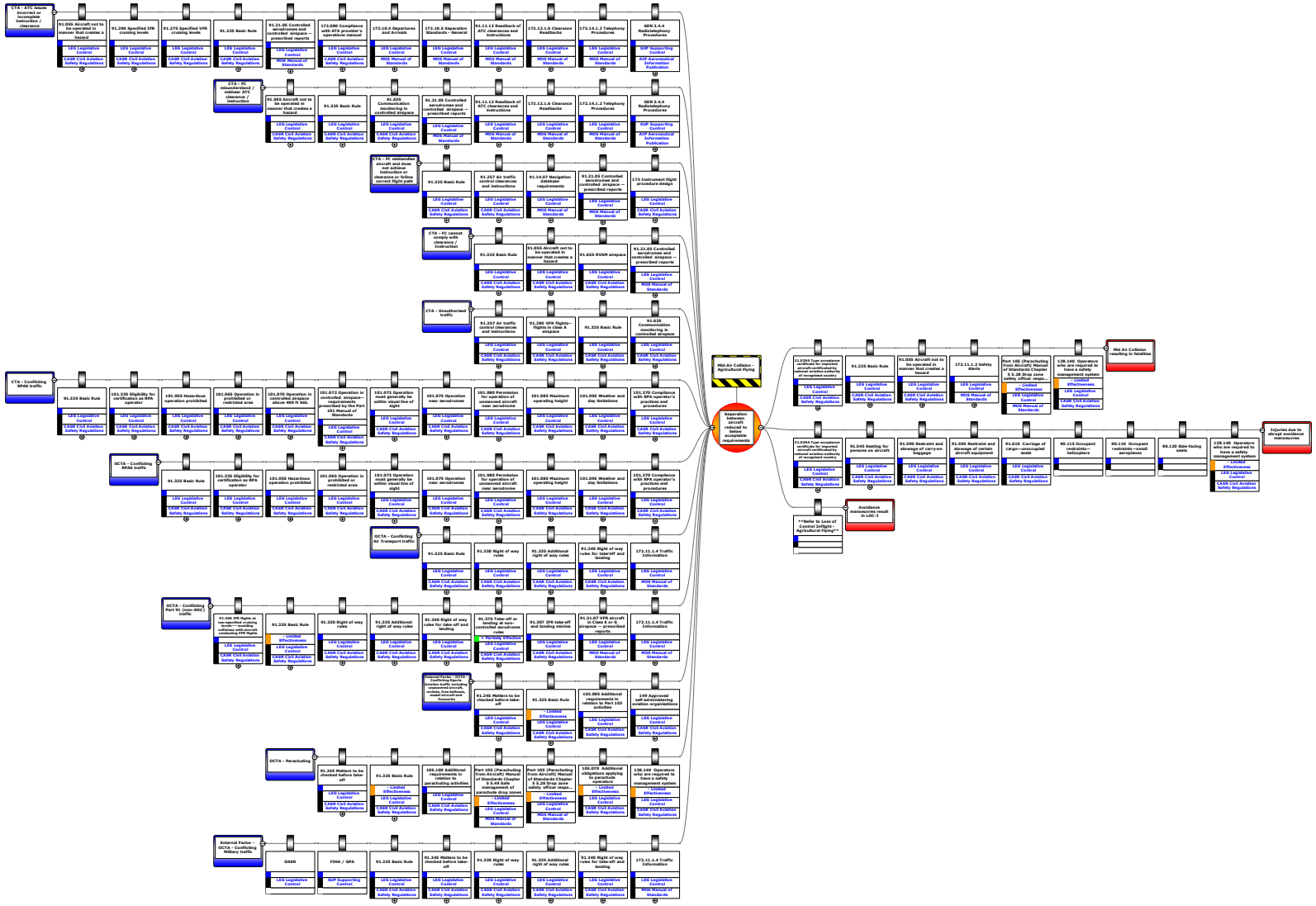
CTA - ATC issues incorrect or misleading instruction / clearance
91.055 Aircraft not to be operated in manner that create a hazard
LEG Legislative Control
CASR Civil Aviation Safety Regulations
91.299 Specified IFR cruising levels
91.275 Specified VFR cruising levels
91.325 Basic Rule
91.21.05 Controlled aerodromes and controlled airspace – prescribed reports
172.080 Compliance with ATS provider's operations manual
172.10.4 Departures and Arrivals
172.10.5 Separation Standards - General
91.11.12 Readback of ATC clearances and instructions
172.12.1.6 Clearance Readbacks
172.14.1.2 Telephony Procedures
GEN 2.4.4 Radiotelephony Procedures
MOP Supporting Control
AIP Aeronautical Information Publication
MOS Manual of Standards
CTA - PC misunderstand / mishear ATC clearance / instruction
91.429 Communication monitoring in controlled airspace
91.257 Air traffic control clearances and instructions
91.14.07 Navigation database requirements
172 Instrument flight procedure design
CTA - PC mishandles aircraft and does not follow instruction or clearance or follow correct flight path
CTA - PC cannot comply with clearance / instruction
91.655 RVSM airspace
CTA - Unauthorised traffic
91.285 VFR flights—flight in class A airspace
91.625 Communication monitoring in controlled airspace
CTA - Conflicting RPAS traffic
91.335 Eligibility for certification as RPA operator
101.055 Hazardous operation prohibited
101.065 Operation in prohibited or restricted area
101.070 Operation in controlled airspace
101.072 Operation in controlled airspace—requirements prescribed by the Part 101 Manual of Standards
101.075 Operation over aerodromes
101.080 Permission for carriage of unmanned aircraft near aerodrome
101.085 Maximum operating height
101.095 Weather and day limitations
101.370 Compliance with operator's practices and procedures
OCTA - Conflicting RPAS traffic
OCTA - Conflicting Air Transport traffic
91.330 Right of way rules
91.335 Additional right of way rules
91.340 Right of way rules for take-off and landing
172.11.1.4 Traffic Information
OCTA - Conflicting Part 91 (non-ADCS) traffic
91.300 IFR flights at non-specified cruising levels—revoking instructions issued when conducting VFR flights
91.320 Right of way rules
91.325 Additional right of way rules
91.270 Take-off or landing at non-controlled aerodrome rules
91.207 IFR take-off and landing minima
91.21.07 VFR aircraft in Class E or G airspace — prescribed reports
External Factor - OCTA - Conflicting Sports Aviation traffic including Gliders, Hang gliders, balloons, free balloons, model aircraft and Parachute
91.245 Matters to be checked before take-off
103.085 Additional obligations applying in relation to Part 103 activities
149 Approved self-administrating aviation organisations
OCTA - Parachuting
91.245 Matters to be checked before take-off
103.100 Additional requirements in relation to parachuting activities
Part 105 (Parachuting from Aircraft) Manual of Standards Chapter 5.4.49 Safe management of parachute drop zones
Part 105 (Parachuting from Aircraft) Manual of Standards Chapter 5.2.28 Drop zone safety officer respo...
105.070 Additional obligations applying to parachute operators
138.140 Operators who are required to have a safety management system
External Factor - OCTA - Conflicting Military traffic
DASR
FDHA / GPA
Mid-Air Collision - Agricultural Flying
Separation between aircraft reduced to unsafe/ unacceptable requirements
21.035A Type acceptance certificate for imported aircraft certificated by national aviation authority of recognised country
Part 105 (Parachuting from Aircraft) Manual of Standards Chapter 5.2.28 Drop zone safety officer respo...
Mid Air Collision resulting in fatalities
91.549 Seating for persons on aircraft
91.590 Restraint and storage of carry-on baggage
91.595 Restraint and storage of certain aircraft equipment
91.610 Carriage of cargo—unoccupied seats
90.115 Occupant restraints—helicopters
90.110 Occupant restraints—small aeroplanes
90.120 Side-facing seats
Injuries due to aircraft avoidance manoeuvres
Refer to Loss of Control Inflight - Agricultural Flying
Avoidance manoeuvres result in LOC-I