



Australian Government

Civil Aviation Safety Authority

Civil Aviation Order 40.1.0 (as amended)

made under subregulations 5.22 (1) and (2) and subregulation 5.23 (1) of the *Civil Aviation Regulations 1988*.

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Prepared by the Legislative Drafting Branch, Legal Services Division, Civil Aviation Safety Authority, Canberra.

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Section 40.1.0

Aircraft endorsements — aeroplanes

1A Interpretation

A reference in this section to a subregulation identified by a numerical code (for example, 5.22 (1)) is a reference to a subregulation in the *Civil Aviation Regulations 1988* identified by that code.

1 Prescription of endorsements

- 1.1 For the purposes of subregulation 5.22 (1), the type endorsements set out in column 1 of Appendix I are prescribed for aeroplanes.
- 1.2 For the purposes of subregulation 5.22 (1), the class endorsements set out in Appendix IA are prescribed for aeroplanes.
- 1.3 For the purposes of subregulation 5.22 (1), the following special design feature endorsements are prescribed:
 - (a) manual propeller pitch control;
 - (b) tail wheel undercarriage;
 - (c) retractable undercarriage;
 - (d) ski landing gear;
 - (e) float alighting gear;
 - (f) floating hull;
 - (g) pressurisation system.

2 Classification of aeroplanes

- 2.1 For the purposes of subregulation 5.22 (2), the types of aeroplane specified in column 3 of an item in Appendix IB are included in the class specified in column 2 of that item.

3 Authority given by type endorsement

- 3.1 A type endorsement mentioned in column 1 of Part 1, 2 or 4 of Appendix I authorises the holder of the endorsement to fly an aeroplane of the type set out in column 2 of Appendix I opposite the endorsement as pilot in command, or as co-pilot.
- 3.2 A type endorsement mentioned in column 1 of Part 3 or 5 of Appendix I authorises the holder of the endorsement to fly an aeroplane of the type set out in column 2 of Appendix I opposite the endorsement as co-pilot.
- 3.3 A command endorsement or co-pilot endorsement, for a type of aeroplane specified in column 2 of an item in Appendix VI, authorises a person to fly an aeroplane of a type or class specified in column 3 of that item, as pilot in command or co-pilot, as the case may be.

4 Authority given by class endorsement

- 4.1 A class endorsement specified in Part 1, 1A, Part 3 or Part 5 of Appendix IA authorises the holder of the endorsement to fly an aeroplane included in that class as pilot in command, or as co-pilot.
- 4.2 A class endorsement specified in Part 2, Part 4 or Part 6 of Appendix IA authorises the holder of the endorsement to fly an aeroplane included in that class as co-pilot.
- 4.3 A command endorsement or co-pilot endorsement, for a class of aeroplane specified in column 2 of an item in Appendix VI, authorises a person to fly an aeroplane of a type or class specified in column 3 of that item, as pilot in command or co-pilot, as the case may be.

- 4.4 The holder of a class endorsement must not fly as pilot in command or co-pilot of any aeroplane included in the class unless he or she:
- (a) is familiar with the systems, the normal and emergency flight manoeuvres and aircraft performance, the flight planning procedures, the weight and balance requirements and the practical application of take-off and landing charts of the aeroplane to be flown; and
 - (b) has sufficient recent experience or training in the aeroplane type, or in a comparable type, to safely complete the proposed flight; and
 - (c) if an aeroplane in that class has a special design feature, holds a special design feature endorsement referred to in paragraph 5.1 for that design feature.

Note The owner and operator of an aeroplane included in a class of aeroplane should:

- (a) ensure that a person who proposes to fly as pilot in command or co-pilot of the aeroplane complies with subparagraph 4.4 (a); and
- (b) where necessary, require the person to provide evidence of recent experience or training in the aeroplane type or in a comparable aeroplane type; and
- (c) if the aeroplane has a special design feature, ensure that the person holds a special design feature endorsement for that design feature.

5 Authority given by special design feature endorsement

- 5.1 A special design feature endorsement authorises a pilot who holds the endorsement to fly an aeroplane that has that special design feature as pilot in command, or as co-pilot.
- 5.2 A pilot is not required to have the “floating hull” special design feature endorsement to fly an aeroplane with that special design feature, if he or she holds an endorsement for that type or class of aeroplane that includes the words LAND ONLY.
- 5.3 A pilot who holds an aeroplane endorsement that includes the words LAND ONLY must not, while using that endorsement to fly an aeroplane, alight on, or take off from, water.

6 Requirements for issue of type endorsements

- 6.1 For the purposes of subregulation 5.23 (1), the requirements for the issue of a type endorsement specified in Part 1 of Appendix I are:
- (a) the person seeking the endorsement must:
 - (i) hold a student pilot licence, an aeroplane pilot licence, a special pilot licence, or a certificate of validation that has effect as if it were an aeroplane pilot licence; and
 - (ii) undertake training in the operating limitations, procedures and systems of the type of aeroplane for which the endorsement is sought; and
 - (iii) undertake flying training, or training in an approved synthetic flight trainer appropriate to the type of aeroplane, in normal and emergency flight manoeuvres and procedures in that type of aeroplane; and
 - (iv) satisfy the person who conducted the training mentioned in sub-subparagraphs (ii) and (iii) that the first-mentioned person can safely fly that type of aeroplane; or

- (b) the person seeking the endorsement must hold or have held a pilot qualification:
 - (i) that CASA is satisfied is at least equivalent to the type endorsement sought; and
 - (ii) that was issued to the person by someone other than CASA for the purposes of the person's service in the Defence Force of Australia; or
 - (c) the person seeking the endorsement must hold an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the type endorsement sought; or
 - (ca) the person seeking the endorsement must give to CASA the following:
 - (i) documents from an overseas training provider that show that the person has satisfactorily undergone training and assessment that CASA is satisfied is equivalent to the training and assessment that would be required in Australia for the issue of the endorsement;
 - (ii) documents from the responsible authority of the Contracting State where the training was completed that show that the organisation or individual who conducted the training was approved by the authority at the time of the training and assessment for the issue of the overseas endorsement;
 - (iii) information that will enable CASA to verify the documents provided; or
 - (d) both the following conditions are satisfied:
 - (i) the person seeking the endorsement has successfully completed training for the issue of an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the type endorsement sought;
 - (ii) the responsible authority of the Contracting State where the training was completed has given CASA a written statement to the effect that the training would qualify a person for the issue of the overseas aeroplane endorsement in that State.
- 6.2 For the purposes of subregulation 5.23 (1), the requirements for the issue of a type endorsement specified in Part 2 of Appendix I are:
- (a) the person seeking the endorsement must:
 - (i) hold a student pilot licence, an aeroplane pilot licence, a special pilot licence, or a certificate of validation that has effect as if it were an aeroplane pilot licence; and
 - (ii) be awarded a pass in a theory examination on the subjects set out in the syllabus set out in Appendix II that are relevant to the type of aeroplane for which the endorsement is sought; and
 - (iii) undertake training in the operating limitations, procedures and systems of that type of aeroplane; and
 - (iv) undertake flying training or training in an approved synthetic flight trainer appropriate to the type of aeroplane, in normal and emergency flight manoeuvres and procedures in that type of aeroplane; and
 - (v) satisfy the requirements of the syllabus of flying training set out in Appendix III; and

- (vi) satisfy the person who conducted the training mentioned in sub-subparagraphs (iii) and (iv) that the first-mentioned person can safely fly that type of aeroplane as pilot in command; or
 - (b) the person seeking the endorsement must:
 - (i) hold a co-pilot endorsement for the type of aeroplane for which the endorsement is sought; and
 - (ii) satisfy the requirements of sub-subparagraphs (a) (i), (iii), (iv), (v) and (vi); or
 - (c) the person seeking the endorsement must hold or have held a pilot qualification:
 - (i) that CASA is satisfied is at least equivalent to the type endorsement sought; and
 - (ii) that was issued to the person by someone other than CASA for the purposes of the person's service in the Defence Force of Australia; or
 - (ca) the person seeking the endorsement must give to CASA the following:
 - (i) documents from an overseas training provider that show that the person has satisfactorily undergone training and assessment that CASA is satisfied is equivalent to the training and assessment that would be required in Australia for the issue of the endorsement;
 - (ii) documents from the responsible authority of the Contracting State where the training was completed that show that the organisation or individual who conducted the training was approved by the authority at the time of the training and assessment for the issue of the overseas endorsement;
 - (iii) information that will enable CASA to verify the documents provided; or
 - (d) the person seeking the endorsement must hold or have held an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the type endorsement sought; or
 - (e) both the following conditions are satisfied:
 - (i) the person seeking the endorsement has successfully completed training for the issue of an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the type endorsement sought;
 - (ii) the responsible authority of the Contracting State where the training was completed has given CASA a written statement to the effect that the training would qualify a person for the issue of the overseas aeroplane endorsement in that State.
- 6.3 For the purposes of subregulation 5.23 (1), the requirements for the issue of a type endorsement specified in Part 3 of Appendix I are:
- (a) the person seeking the endorsement must:
 - (i) hold a student pilot licence, an aeroplane pilot licence, a special pilot licence, or a certificate of validation that has effect as if it were an aeroplane pilot licence; and
 - (ii) be awarded a pass in a theory examination on the subjects set out in the syllabus set out in Appendix II that are relevant to the type of aeroplane for which the endorsement is sought; and

- (iii) undertake training in the operating limitations, procedures and systems of that type of aeroplane; and
 - (iv) undertake flying training, or training in an approved synthetic flight trainer appropriate to that type of aeroplane, in normal and emergency flight manoeuvres and procedures in that type of aeroplane; and
 - (v) satisfy the requirements of the syllabus of flying training set out in Appendix V; and
 - (vi) satisfy the person who conducted the training mentioned in sub-subparagraphs (iii) and (iv) that the first-mentioned person can safely fly that type of aeroplane as co-pilot; or
- (b) the person seeking the endorsement must hold or have held a pilot qualification:
- (i) that CASA is satisfied is at least equivalent to the type endorsement sought; and
 - (ii) that was issued to the person by someone other than CASA for the purposes of the person's service in the Defence Force of Australia; or
- (c) the person seeking the endorsement must hold or have held an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the type endorsement sought; or
- (ca) the person seeking the endorsement must give to CASA the following:
- (i) documents from an overseas training provider that show that the person has satisfactorily undergone training and assessment that CASA is satisfied is equivalent to the training and assessment that would be required in Australia for the issue of the endorsement;
 - (ii) documents from the responsible authority of the Contracting State where the training was completed that show that the organisation or individual who conducted the training was approved by the authority at the time of the training and assessment for the issue of the overseas endorsement;
 - (iii) information that will enable CASA to verify the documents provided; or
- (d) both the following conditions are satisfied:
- (i) the person seeking the endorsement has successfully completed training for the issue of an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the type endorsement sought;
 - (ii) the responsible authority of the Contracting State where the training was completed has given CASA a written statement to the effect that the training would qualify a person for the issue of the overseas aeroplane endorsement in that State.

6.4 For the purposes of subregulation 5.23 (1), the requirements for the issue of a type endorsement specified in Part 4 of Appendix I are:

- (a) the person seeking the endorsement must:
- (i) hold a student pilot licence, an aeroplane pilot licence, a special pilot licence, or a certificate of validation that has effect as if it were an aeroplane licence; and

- (ii) be awarded a pass in a theory examination on the subjects set out in an approved syllabus that are relevant to the type of aeroplane for which the endorsement is sought; and
 - (iii) undertake training in the operating limitations, procedures and systems of that type of aeroplane; and
 - (iv) undertake flying training, or training in an approved synthetic flight trainer appropriate to that type of aeroplane, in normal and emergency flight manoeuvres and procedures in that type of aeroplane; and
 - (v) satisfy the requirements of the syllabus of flying training set out in Appendix III and of an approved syllabus of flying training; and
 - (vi) satisfy the person who conducted the training mentioned in sub-subparagraphs (iii) and (iv) that the first-mentioned person can safely fly that type of aeroplane as pilot in command; or
- (b) the person seeking the endorsement must:
- (i) hold a co-pilot endorsement for the type of aeroplane for which the endorsement is sought; and
 - (ii) satisfy the requirements of sub-subparagraphs (a) (i), (iii), (iv), (v) and (vi); or
- (c) the person seeking the endorsement must hold or have held a pilot qualification:
- (i) that CASA is satisfied is at least equivalent to the type endorsement sought; and
 - (ii) that was issued to the person by someone other than CASA for the purposes of the person's service in the Defence Force of Australia; or
- (d) the person seeking the endorsement must hold or have held an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the type endorsement sought; or
- (da) the person seeking the endorsement must give to CASA the following:
- (i) documents from an overseas training provider that show that the person has satisfactorily undergone training and assessment that CASA is satisfied is equivalent to the training and assessment that would be required in Australia for the issue of the endorsement;
 - (ii) documents from the responsible authority of the Contracting State where the training was completed that show that the organisation or individual who conducted the training was approved by the authority at the time of the training and assessment for the issue of the overseas endorsement;
 - (iii) information that will enable CASA to verify the documents provided; or
- (e) both the following conditions are satisfied:
- (i) the person seeking the endorsement has successfully completed training for the issue of an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the type endorsement sought;
 - (ii) the responsible authority of the Contracting State where the training was completed has given CASA a written statement to the effect that the training

would qualify a person for the issue of the overseas aeroplane endorsement in that State.

- 6.5 For the purposes of subregulation 5.23 (1), the requirements for the issue of a type endorsement specified in Part 5 of Appendix I are:
- (a) the person seeking the endorsement must:
 - (i) hold a student pilot licence, an aeroplane pilot licence, a special pilot licence, or a certificate of validation that has effect as if it were an aeroplane pilot licence; and
 - (ii) be awarded a pass in a theory examination on the subjects set out in an approved syllabus that are relevant to the type of aeroplane for which the endorsement is sought; and
 - (iii) undertake training in the operating limitations, procedures and systems of that type of aeroplane; and
 - (iv) undertake flying training, or training in an approved synthetic flight trainer appropriate to that type of aeroplane, in normal and emergency flight manoeuvres and procedures in that type of aeroplane; and
 - (v) satisfy the requirements of the syllabus of flying training set out in Appendix V and of an approved syllabus of flying training; and
 - (vi) satisfy the person who conducted the training mentioned in sub-subparagraphs (iii) and (iv) that the first-mentioned person can safely fly that type of aeroplane as co-pilot; or
 - (b) the person seeking the endorsement must hold or have held a pilot qualification:
 - (i) that CASA is satisfied is at least equivalent to the type endorsement sought; and
 - (ii) that was issued to the person by someone other than CASA for the purposes of the person's service in the Defence Force of Australia; or
 - (c) the person seeking the endorsement must hold or have held an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the type endorsement sought; or
 - (ca) the person seeking the endorsement must give to CASA the following:
 - (i) documents from an overseas training provider that show that the person has satisfactorily undergone training and assessment that CASA is satisfied is equivalent to the training and assessment that would be required in Australia for the issue of the endorsement;
 - (ii) documents from the responsible authority of the Contracting State where the training was completed that show that the organisation or individual who conducted the training was approved by the authority at the time of the training and assessment for the issue of the overseas endorsement;
 - (iii) information that will enable CASA to verify the documents provided; or
 - (d) both the following conditions are satisfied:
 - (i) the person seeking the endorsement has successfully completed training for the issue of an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the type endorsement sought;

- (ii) the responsible authority of the Contracting State where the training was completed has given CASA a written statement to the effect that the training would qualify a person for the issue of the overseas aeroplane endorsement in that State.

Note Training must be given by a person who holds a grade of flight instructor (aeroplane) rating that authorises him or her to give the training, or by a person approved under regulation 5.21 to give the training.

6.5.1 For the purposes of subregulation 5.23 (1), the requirements for the issue of a type endorsement specified in Part 6 of Appendix I are:

- (a) the person seeking the endorsement must:
 - (i) hold a student pilot licence, an aeroplane pilot licence, a special pilot licence, or a certificate of validation that has effect as if it were an aeroplane pilot licence; and
 - (ii) have acted as pilot in command in an aeroplane of the type during a flight conducted for the purpose of testing the aeroplane in accordance with a permission given under regulation 5.50; or
- (b) the person seeking the endorsement must:
 - (i) hold a student pilot licence, an aeroplane pilot licence, a special pilot licence, or a certificate of validation that has effect as if it were an aeroplane pilot licence; and
 - (ii) have passed a theory examination on the subjects set out in an approved syllabus that are relevant to the type of aeroplane for which the endorsement is sought; and
 - (iii) undertake training in the operating limitations, procedures and systems of that type of aeroplane; and
 - (iv) undertake flying training, or training in an approved synthetic flight trainer appropriate to that type of aeroplane, in normal and emergency flight manoeuvres and procedures in that type of aeroplane; and
 - (v) satisfy the requirements of the syllabus of flying training set out in Appendix V and of an approved syllabus of flying training; and
 - (vi) satisfy the person who conducted the training mentioned in sub-subparagraphs (iii) and (iv) that the first-mentioned person can safely fly that type of aeroplane as co-pilot; or
- (c) the person seeking the endorsement must hold or have held a pilot qualification:
 - (i) that CASA is satisfied is at least equivalent to the endorsement sought; and
 - (ii) that was issued to the person by someone other than CASA for the purposes of the person's service in the Defence Force of Australia; or
- (d) the person seeking the endorsement must hold or have held an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the endorsement sought; or
- (da) the person seeking the endorsement must give to CASA the following:
 - (i) documents from the training provider that show that he or she has completed all the training and testing required for the issue of an overseas

- aeroplane endorsement that CASA is satisfied is at least equivalent to the type endorsement sought;
- (ii) documents from the relevant authority that show that the organisation or individual who conducted the training was approved by the authority at the time of the training and assessment for the issue of the overseas endorsement;
 - (iii) information that will enable CASA to verify the documents provided; or
- (e) both the following conditions are satisfied:
- (i) the person seeking the endorsement has successfully completed training for the issue of an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the endorsement sought;
 - (ii) the responsible authority of the Contracting State where the training was completed has given CASA a written statement to the effect that the training would qualify a person for the issue of the overseas aeroplane endorsement in that State.
- 6.6 CASA may approve a synthetic flight trainer for the purposes of sub-subparagraphs 6.1 (a) (iii), 6.2 (a) (iv), 6.3 (a) (iv), 6.4 (a) (iv) and 6.5 (a) (iv).
- 6.7 CASA may approve:
- (a) a syllabus for the purposes of subparagraph 6.4 (a) (ii) or 6.5 (a) (ii); and
 - (b) a syllabus of flying training for the purposes of subparagraph 6.4 (a) (v) or 6.5 (a) (v).
- 6.8 In deciding whether an overseas aeroplane endorsement is equivalent to a type endorsement for an aeroplane, CASA must take into account:
- (a) what the endorsement authorises the holder to do; and
 - (b) the training required for the issue of the endorsement; and
 - (c) any other matter that it thinks relevant in the interests of the safety of air navigation.
- 6.9 In this subsection:
- co-pilot endorsement*** means a type endorsement set out in Part 3 or Part 5 of Appendix I.
- overseas aeroplane endorsement*** means a qualification (whether it is called an endorsement, rating or authority, or is known by some other name):
- (a) that authorises its holder to fly a particular type of aeroplane, or aeroplanes included in a class of aeroplanes; and
 - (b) that was issued by the responsible authority of a Contracting State.

7 Requirements for the issue of class endorsements

- 7.1 For the purposes of subregulation 5.23 (1), the requirements for the issue of a class endorsement specified in Part 1 or 1A of Appendix IA are:
- (a) the person seeking the endorsement must satisfy the requirements set out in subparagraph 6.1 (a) for a type of aeroplane included in the class; or

- (b) the person seeking the endorsement must hold or have held a pilot qualification:
 - (i) that CASA is satisfied is at least equivalent to the class endorsement sought; and
 - (ii) that was issued to the person by someone other than CASA for the purposes of the person's service in the Defence Force of Australia; or
 - (c) the person seeking the endorsement must hold an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the class endorsement sought; or
 - (ca) the person seeking the endorsement must give to CASA the following:
 - (i) documents from an overseas training provider that show that the person has satisfactorily undergone training and assessment that CASA is satisfied is equivalent to the training and assessment that would be required in Australia for the issue of the endorsement;
 - (ii) documents from the responsible authority of the Contracting State where the training was completed that show that the organisation or individual who conducted the training was approved by the authority at the time of the training and assessment for the issue of the overseas endorsement;
 - (iii) information that will enable CASA to verify the documents provided; or
 - (d) both the following conditions are satisfied:
 - (i) the person seeking the endorsement has successfully completed training for the issue of an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the class endorsement sought;
 - (ii) the responsible authority of the Contracting State where the training was completed has given CASA a written statement to the effect that the training would qualify a person for the issue of the overseas aeroplane endorsement in that State.
- 7.2 For the purposes of subregulation 5.23 (1), the requirements for the issue of a command class endorsement specified in Part 3 of Appendix IA are:
- (a) the person seeking the endorsement must satisfy the requirements set out in subparagraph 6.2 (a) or (b) for a type of aeroplane included in the class; or
 - (b) the person seeking the endorsement must hold or have held a pilot qualification:
 - (i) that CASA is satisfied is at least equivalent to the class endorsement sought; and
 - (ii) that was issued to the person by someone other than CASA for the purposes of the person's service in the Defence Force of Australia; or
 - (c) the person seeking the endorsement must hold an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the class endorsement sought; or
 - (ca) the person seeking the endorsement must give to CASA the following:
 - (i) documents from the training provider that show that he or she has completed all the training and testing required for the issue of an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the class endorsement sought;

- (ii) documents from the relevant authority that show that the organisation or individual who conducted the training was approved by the authority at the time of the training and assessment for the issue of the overseas endorsement;
 - (iii) information that will enable CASA to verify the documents provided; or
- (d) both the following conditions are satisfied:
- (i) the person seeking the endorsement has successfully completed training for the issue of an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the class endorsement sought;
 - (ii) the responsible authority of the Contracting State where the training was completed has given CASA a written statement to the effect that the training would qualify a person for the issue of the overseas aeroplane endorsement in that State.

7.2.1 For the purposes of subregulation 5.23 (1), the requirements for the issue of a co-pilot class endorsement specified in Part 2 of Appendix IA are:

- (a) the person seeking the endorsement must:
 - (i) hold a student pilot licence, an aeroplane pilot licence, a special pilot licence, or a certificate of validation that has effect as if it were an aeroplane pilot licence; and
 - (ii) undertake training in the operating limitations, procedures and systems of an aeroplane included in the class for which the endorsement is sought; and
 - (iii) satisfy the person who conducted the training mentioned in sub-subparagraph (ii) that he or she can safely fly aeroplanes included in the class as a co-pilot; or
- (b) the person seeking the endorsement must hold, or have held, a pilot qualification:
 - (i) that CASA is satisfied is at least equivalent to the class endorsement sought; and
 - (ii) that was issued to the person by someone other than CASA for the purposes of the person's service in the Defence Force of Australia; or
- (c) the person seeking the endorsement must hold, or have held, an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the class endorsement sought; or
- (ca) the person seeking the endorsement must give to CASA the following:
 - (i) documents from the training provider that show that he or she has completed all the training and testing required for the issue of an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the class endorsement sought;
 - (ii) documents from the relevant authority that show that the organisation or individual who conducted the training was approved by the authority at the time of the training and assessment for the issue of the overseas endorsement;
 - (iii) information that will enable CASA to verify the documents provided; or

- (d) both the following conditions are satisfied:
 - (i) the person seeking the endorsement has successfully completed training for the issue of an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the class endorsement sought;
 - (ii) the responsible authority of the Contracting State where the training was completed has given CASA a written statement to the effect that the training would qualify a person for the issue of the overseas aeroplane endorsement in that State.

7.2.2 For the purposes of subregulation 5.23 (1), the requirements for the issue of a co-pilot class endorsement specified in Part 4 of Appendix IA are:

- (a) the person seeking the endorsement must satisfy the requirements set out in subparagraph 6.3 (a) for a type of aeroplane included in the class; or
- (b) the person seeking the endorsement must hold or have held a pilot qualification:
 - (i) that CASA is satisfied is at least equivalent to the class endorsement sought; and
 - (ii) that was issued to the person by someone other than CASA for the purposes of the person's service in the Defence Force of Australia; or
- (c) the person seeking the endorsement must hold an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the class endorsement sought; or
- (ca) the person seeking the endorsement must give to CASA the following:
 - (i) documents from the training provider that show that he or she has completed all the training and testing required for the issue of an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the class endorsement sought;
 - (ii) documents from the relevant authority that show that the organisation or individual who conducted the training was approved by the authority at the time of the training and assessment for the issue of the overseas endorsement;
 - (iii) information that will enable CASA to verify the documents provided; or
- (d) both the following conditions are satisfied:
 - (i) the person seeking the endorsement has successfully completed training for the issue of an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the class endorsement sought;
 - (ii) the responsible authority of the Contracting State where the training was completed has given CASA a written statement to the effect that the training would qualify a person for the issue of the overseas aeroplane endorsement in that State.

7.2.3 For the purposes of subregulation 5.23 (1), the requirements for the issue of a command class endorsement specified in Part 5 of Appendix IA are:

- (a) the person seeking the endorsement must satisfy the requirements set out in subparagraph 6.4 (a) or (b) for a type of aeroplane included in the class; or

- (b) the person seeking the endorsement must hold or have held a pilot qualification:
 - (i) that CASA is satisfied is at least equivalent to the class endorsement sought; and
 - (ii) that was issued to the person by someone other than CASA for the purposes of the person's service in the Defence Force of Australia; or
 - (c) the person seeking the endorsement must hold an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the class endorsement sought; or
 - (ca) the person seeking the endorsement must give to CASA the following:
 - (i) documents from the training provider that show that he or she has completed all the training and testing required for the issue of an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the class endorsement sought;
 - (ii) documents from the relevant authority that show that the organisation or individual who conducted the training was approved by the authority at the time of the training and assessment for the issue of the overseas endorsement;
 - (iii) information that will enable CASA to verify the documents provided; or
 - (d) both the following conditions are satisfied:
 - (i) the person seeking the endorsement has successfully completed training for the issue of an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the class endorsement sought;
 - (ii) the responsible authority of the Contracting State where the training was completed has given CASA a written statement to the effect that the training would qualify a person for the issue of the overseas aeroplane endorsement in that State.
- 7.3 For the purposes of subregulation 5.23 (1), the requirements for the issue of a co-pilot class endorsement specified in Part 6 of Appendix IA are:
- (a) the person seeking the endorsement must satisfy the requirements set out in subparagraph 6.5 (a) for a type of aeroplane included in the class; or
 - (b) the person seeking the endorsement must hold or have held a pilot qualification:
 - (i) that CASA is satisfied is at least equivalent to the class endorsement sought; and
 - (ii) that was issued to the person by someone other than CASA for the purposes of the person's service in the Defence Force of Australia; or
 - (c) the person seeking the endorsement must hold an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the class endorsement sought; or
 - (ca) the person seeking the endorsement must give to CASA the following:
 - (i) documents from the training provider that show that he or she has completed all the training and testing required for the issue of an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the class endorsement sought;

- (ii) documents from the relevant authority that show that the organisation or individual who conducted the training was approved by the authority at the time of the training and assessment for the issue of the overseas endorsement;
- (iii) information that will enable CASA to verify the documents provided; or
- (d) both the following conditions are satisfied:
 - (i) the person seeking the endorsement has successfully completed training for the issue of an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the class endorsement sought;
 - (ii) the responsible authority of the Contracting State where the training was completed has given CASA a written statement to the effect that the training would qualify a person for the issue of the overseas aeroplane endorsement in that State.

7.4 In deciding whether an overseas aeroplane endorsement is equivalent to a class endorsement for a class of aeroplanes, CASA must take into account:

- (a) what the endorsement authorises the holder to do; and
- (b) the training required for the issue of the endorsement; and
- (c) any other matter that it thinks relevant in the interests of the safety of air navigation.

7.6 In this subsection:

command class endorsement means a class endorsement specified in Part 1, Part 3 or Part 5 of Appendix IA.

command type endorsement means a type endorsement specified in Part 1, Part 2 or Part 4 of Appendix I.

co-pilot class endorsement means a class endorsement specified in Part 2, Part 4 or Part 6 of Appendix IA.

co-pilot type endorsement means a type endorsement specified in Part 3 or Part 5 of Appendix I.

overseas aeroplane endorsement means a qualification (whether it is called an endorsement, rating or authority, or is known by some other name):

- (a) that authorises its holder to fly a particular type of aeroplane, or aeroplanes included in a class of aeroplanes; and
- (b) that was issued by the responsible authority of a Contracting State.

8 Requirements for the issue of special design feature endorsements

8.1 For the purposes of subregulation 5.23 (1), the requirements for the issue of a special design feature endorsement are:

- (a) the person seeking the endorsement must:
 - (i) hold a student pilot licence, an aeroplane pilot licence, or a certificate of validation that has effect as if it were such a licence; and
 - (ii) undertake flying training, or training in an approved synthetic flight trainer, in the operating limitations, procedures and systems of an aeroplane fitted with the special design feature for which the endorsement is sought; and

- (iii) satisfy the person who conducted the training mentioned in sub-subparagraph (ii) that the first-mentioned person can safely fly an aeroplane fitted with the special design feature; or
 - (b) the person seeking the endorsement must hold or have held a pilot qualification:
 - (i) that CASA is satisfied is at least equivalent to the special design feature endorsement sought; and
 - (ii) that was issued to the person by someone other than CASA for the purposes of the person's service in the Defence Force of Australia; or
 - (c) the person seeking the endorsement must hold an overseas special design feature endorsement that CASA is satisfied is at least equivalent to the special design feature endorsement sought; or
 - (ca) the person seeking the endorsement must give to CASA the following:
 - (i) documents from the training provider that show that he or she has completed all the training and testing required for the issue of an overseas aeroplane endorsement that CASA is satisfied is at least equivalent to the special design feature endorsement sought;
 - (ii) documents from the relevant authority that show that the organisation or individual who conducted the training was approved by the authority at the time of the training and assessment for the issue of the overseas endorsement;
 - (iii) information that will enable CASA to verify the documents provided; or
 - (d) both the following conditions are satisfied:
 - (i) the person seeking the endorsement has successfully completed training for the issue of an overseas special design feature endorsement that CASA is satisfied is at least equivalent to the special design feature endorsement sought;
 - (ii) the responsible authority of the Contracting State where the training was completed has given CASA a written statement to the effect that the training would qualify a person for the issue of the overseas special design feature endorsement in that State.
- 8.2 In deciding whether an overseas special design feature endorsement is equivalent to a special design feature endorsement for an aeroplane, CASA must take into account:
- (a) what the endorsement authorises its holder to do; and
 - (b) the training required for the issue of the endorsement; and
 - (c) any other matter that it thinks relevant in the interests of the safety of air navigation.

8.3 In this subsection:

overseas special design feature endorsement means a qualification (whether it is called an endorsement, rating or authority, or is known by some other name):

- (a) that authorises the holder of the qualification to fly aeroplanes fitted with a special design feature; and
- (b) that was issued by the responsible authority of a Contracting State.

8A Conditions on aircraft endorsements

- 8A.1 For the purposes of regulation 5.25, it is a condition of each command endorsement that authorises the holder of the endorsement to fly an aeroplane with a maximum take-off weight of more than 5 700 kg that the holder of the endorsement must not act as pilot in command of such an aeroplane if:
- (a) the aeroplane is engaged in charter operations, or regular public transport operations; and
 - (b) the aeroplane's flight manual specifies that it may be flown under the I.F.R.; unless the holder satisfies the aeronautical experience requirements set out in paragraph 8A.2.
- 8A.2 Unless CASA otherwise approves, the endorsement holder's aeronautical experience must consist of:
- (a) at least 50 hours of flight time as pilot acting in command under supervision in the type of aeroplane concerned; or
 - (b) at least:
 - (i) 25 hours of flight time as pilot acting in command under supervision in the type of aeroplane concerned; and
 - (ii) the successful completion of an approved training course conducted in an approved synthetic flight trainer.

Note The circumstances in which a person may fly an aircraft as pilot acting in command under supervision are set out in regulation 5.40.

- 8A.3 Unless CASA otherwise directs, the flight time mentioned in subparagraph 8A.2 (a) and sub-subparagraph 8A.2 (b) (i) must include at least 10 flights each of at least 45 minutes.
- 8A.4 CASA may approve:
- (a) a training course; and
 - (b) a synthetic flight trainer;
- for the purposes of sub-subparagraph 8A.2 (b) (ii).
- 8A.5 In this subsection:

command endorsement means a type endorsement specified in Part 2 or Part 4 of Appendix I or a class endorsement specified in Part 1, Part 3 or Part 5 of Appendix IA.

8B Conditions on Mitsubishi MU-2B endorsements

For the purposes of regulation 5.25, it is a condition of the MU-2 class endorsement that to act as pilot in command of a Mitsubishi MU-2 aeroplane the holder must meet the following requirements:

- (a) the aeronautical experience must include at least:
 - (i) 50 hours acting in command, or in command under supervision, of an MU-2 aeroplane; or
 - (ii) 50 hours acting in command of other turbine engined aeroplanes and 30 hours acting as pilot in command under supervision of an MU-2 aeroplane;

- (b) within the previous 12 months, he or she must have satisfactorily completed a proficiency check in an MU-2 aeroplane conducted by a person approved by CASA for this purpose;
- (c) within the previous 90 days, he or she must have completed 1 hour of flight time including 3 landings in an MU-2 aeroplane;
- (d) within the previous 24 months and before operating an MU-2 aeroplane in known or forecast icing conditions, he or she must have viewed the Mitsubishi Icing Awareness Training (IAT) video YET-01295 and have the manufacturer's logbook certification sticker entered in his or her logbook as evidence of viewing this video;
- (e) he or she may conduct type conversion training in an MU-2 aeroplane only if specifically approved by CASA.

9 Log books

- 9.5 For the purposes of subregulation 5.52 (2), the information about each flight must include:
- (a) the date of each flight; and
 - (b) the type of aeroplane flown; and
 - (c) the registration marks of the aeroplane flown; and
 - (d) the point of departure and the destination of each flight; and
 - (e) the nature of each flight; and
 - (f) the time flown on instruments; and
 - (g) time flown in single and multi-engined aeroplanes by day and by night; and
 - (h) in accordance with subsection 10, the capacity in which the person flew the aeroplane.

10 Logging of flight time

- 10.2 Flight time during which a pilot is under dual instruction shall be entered in his or her log book as "dual" and the pilot giving the instruction shall make entries in the log book of the pilot under instruction showing the nature of the instruction given.
- 10.3 The holder of a student pilot licence may log as time in command only that time during which he or she is the sole occupant of an aeroplane in flight.
- 10.4 The holder of a private pilot (aeroplane) licence may log as time in command only that time during which he or she is the sole manipulator of the controls of an aeroplane.
- 10.5 The holder of a commercial pilot (aeroplane) licence may log as time in command the total time elapsed during his or her command, in flight, of an aeroplane. He or she may log as co-pilot the total time during which he or she serves as co-pilot.

- 10.6 The holder of a multi-crew (aeroplane) pilot licence must log his or her flight time as follows:
- (a) any flight time during which the holder acts as co-pilot while the aeroplane is engaged in:
 - (i) any operation under an AOC that authorises charter operations or regular public transport operations; or
 - (ii) a private operation;must be entered in the holder's log book as time as co-pilot;
 - (b) any flight time during which the holder acts as pilot in command while the aeroplane is engaged in:
 - (i) a private operation; or
 - (ii) flying training operations in a single place aeroplane for the purpose of increasing the holder's flying skill;must be entered in the holder's log book as time in command.
- 10.7 The holder of an air transport pilot (aeroplane) licence must log his or her flight time in accordance with whichever of the following is applicable:
- (a) any flight time during which the licence holder acts as pilot in command must be entered in his or her log book as time in command;
 - (b) any flight time during which the licence holder acts as pilot in command under supervision must be entered in his or her log book as time in command under supervision;
 - (c) any flight time during which the licence holder acts as co-pilot must be entered in his or her log book as time as co-pilot.
- 10.8 The holder of a flight instructor (aeroplane) rating may log as time in command the total flight time during which he or she is acting as an instructor, but log entries shall show that the flight time was as an instructor.
- 10.9 Instrument flight time may be logged by the pilot monitoring or providing input to the autopilot/auto-stabilisation equipment when it is engaged or by the pilot manually manipulating the controls when the aircraft is flown by reference to instruments under either actual or simulated instrument flight conditions.

Note Instrument flight time shall only be logged by 1 pilot at a time.

Appendix I

Type endorsements

Part 1

Column 1

Endorsement

ANGEL 44
ANSON
BEAGLE 206
BE-76
BN-2T
BN-3
CATALINA (LAND ONLY)
CRICRI
AERO 145

DH89A
DHC3-T

SEASTAR

G21
G44
G73
G73T

GA7
FU-24 STALLION
KODIAK
L12
L18
SM-1019

P166
PC-6 (TURBINE)
PC-9
REIMS F406
RUTAN DEFIANT
SKYCAR

Column 2

Aeroplane type

ANGEL AIRCRAFT ANGEL 44
AVRO 652A MK1
BEAGLE B206C
BEECH 76 (DUCHESS)
BRITTEN NORMAN BN-2T
BRITTEN NORMAN B-2A MK III-I
CONSOLIDATED PBV-6A
CRI-CRI CRIQUET
CZECHOSLOVAK AUTOMOBILE AND
AIRCRAFT AERO 145
DE HAVILLAND DH-89A
DE HAVILLAND CANADA DHC-3
(TURBINE OTTER)
DORNIER SEASTAR

GRUMMAN G-21 (GOOSE)
GRUMMAN G-44A
GRUMMAN G-73
GRUMMAN G-73 (ALL TURBINE
MODELS)
GRUMMAN GA-7
AIRPARTS FU-24 STALLION
QUEST AIRCRAFT KODIAK
LOCKHEED 12-A
LOCKHEED 18
MARCHETTI SM-1019 (all Rolls Royce
Allison powered models)
PIAGGIO P.166
PILATUS TURBO PORTER
PILATUS PC-9
REIMS F406
RUTAN DEFIANT
OMA SUD SKYCAR

Part 2

Column 1

Endorsement

HS125-700B
CESSNA 650
CESSNA 680

Column 2

Aeroplane type

BRITISH AEROSPACE BAe-125-700B
CESSNA 650
CESSNA 680 SOVEREIGN

Column 1
Endorsement

DHC4
F-VIIB/3M
GRUMMAN HU-16A
L-10A
NORD 262A
TWIN PIONEER
SC-7
SD3-30

Column 2

Aeroplane type
DE HAVILLAND CANADA DHC-4A
FAA F-VIIB/3M
GRUMMAN ALBATROSS HU-16A
LOCKHEED L-10A
NORD 262A
SCOTTISH AVIATION TWIN PIONEER
SHORTS SC-7 SKYVAN
SHORTS SD3-30

Part 3

Column 1
Endorsement

CO-PILOT HS125-700B
CO-PILOT CESSNA 650
CO-PILOT CESSNA 680
CO-PILOT DHC4
CO-PILOT F-VIIB/3M
CO-PILOT GRUMMAN HU-16A
CO-PILOT L-10A
CO-PILOT NORD 262A
CO-PILOT TWIN PIONEER
CO-PILOT SC-7
CO-PILOT SD3-30

Column 2

Aeroplane type
BRITISH AEROSPACE BAe-125-700B
CESSNA 650
CESSNA 680 SOVEREIGN
DE HAVILLAND CANADA DHC-4A
FAA F-VIIB/3M
GRUMMAN HU-16A
LOCKHEED L-10A
NORD 262A
SCOTTISH AVIATION TWIN PIONEER
SHORTS SC-7 SKYVAN
SHORTS SD3-30

Part 4

Column 1
Endorsement

A300
B717-200
B747-400
CONVAIR 580
DHC7-100
MD-11
FK-50
G-III
J-41
SF 2000

Column 2

Aeroplane type
AIRBUS INDUSTRIES A300-B4-203
BOEING 717-200 SERIES
BOEING 747-400 SERIES
CONVAIR TURBO PROP 580
DE HAVILLAND DHC7-100 (DASH 7)
DOUGLAS MD-11
FOKKER F27 MK 50
GULFSTREAM G-III
JETSTREAM J-41
SAAB 2000

Part 5

Column 1
Endorsement

CO-PILOT A300
CO-PILOT B717-200

Column 2

Aeroplane type
AIRBUS INDUSTRIES A300-B4-203
BOEING 717-200 SERIES

Civil Aviation Order 40.1.0

CO-PILOT B747-400	BOEING 747-400 SERIES
CO-PILOT CONVAIR 580	CONVAIR TURBO PROP 580
CO-PILOT DHC7-100	DE HAVILLAND DHC7-100 (DASH 7)
CO-PILOT MD-11	DOUGLAS MD-11
CO-PILOT FK-50	FOKKER F27 MK 50
CO-PILOT G-III	GULFSTREAM G-III
CO-PILOT J-41	JETSTREAM J-41
CO-PILOT SF 2000	SAAB 2000

Part 6

Column 1

Endorsement

No endorsements under Part 6
at present

Column 2

Aeroplane type

Appendix IA

Class endorsements

Part 1

AERO COM
AN-2
AP68TP
AYRES TURBO (PT6)
AYRES TURBO (TPE 331)
TURBO COM
HS65
TWIN BONANZA
BARON/TRAVELAIR
BE-18
BE-60
BE-65*
BE-90
BE-200
BE-300*
BN-2*
C208
C208 (TPE331)
C303
C310/340
C337
C402/421
C425
C441
C525
CRESCO
DA-42
DH84
DH104
DHA 3
DHC-2T
DHC 6
BANDEIRANTE
EX500
HARBIN
KODIAK
L200
LANCAIR(T)
LEZA
NOMAD
P210(T)
P2006T
PN68

PA23
PA30/39
PA31
PA31T
PA34
PA36-PT6A
PA42
PA44
PA 46-500TP
PC 12
PZL M-18 (TPE 331)
SINGLE ENGINE AEROPLANES NOT EXCEEDING 5 700 KG MAXIMUM
TAKE-OFF WEIGHT*
AEROSTAR 600
SOLOY 206
SOCATA TBM

Note The endorsements marked with an * are given an extended effect by Appendix VI.

Part 1A

L-39
AIRACOBRA
AVENGER
BOOMERANG
CESSNA A37
L-29
F-4U
FIAT G59
FURY
GALEB
GNAT
HUNTER
ISKRA
KITTYHAWK
ME109
MIG 15
MIG 17
MIG 21
MUSTANG
S-211
SABRE
SPITFIRE
STRIKEMASTER
TROJAN
VAMPIRE
YAK

Part 2

CO-PILOT BANDEIRANTE
CO-PILOT BE-18
CO-PILOT BE-90
CO-PILOT BE-200
CO-PILOT BE-300*
CO-PILOT C525
CO-PILOT DHC 6

Note The endorsement marked with an * is given an extended effect by Appendix VI.

Part 3

MAGISTER
METRO 3*
MERLIN III/METRO II
MU-2
B-25
BEAUFORT
CANBERRA
CATALINA
DC-3TP
DOUGLAS B-26
FIREFLY
LET 410/420
TRACKER
HUDSON
METEOR
NEPTUNE
VENTURA

Note The endorsement marked with an * is given an extended effect by Appendix VI.

Part 4

CO-PILOT METRO 3*
CO-PILOT MERLIN III/METRO II
CO-PILOT B-25
CO-PILOT CATALINA
CO-PILOT DC-3TP
CO-PILOT DOUGLAS B-26
CO-PILOT LET 410/420
CO-PILOT TRACKER
CO-PILOT NEPTUNE
CO-PILOT VENTURA

Note The endorsement marked with an * is given an extended effect by Appendix VI.

Part 5

A300/310
A320
A330

A340
A380
ASTRA 1125
ATR 42/72
BAC1-11
BE-1900
BE-400
B707
B727-100/200
B737-100/200
B737-300 to 900
B747
B757/767
B777/787
BAe 125-800
BAe 125-1000
HS125-F400
HS125-600
BAe ATP
BAe 31/32
BAe 146
HS 748
BBD-700
BRASILIA
CL-30
CL-65
CL-600/601
CL-604
C500
C510
C550/560*
C560XL
C750
CASA212
CV240/340/440
EA500
FALCON 7X
FALCON 2000
FALCON 2000 EASy
FALCON 20/200
FALCON 50/900
FALCON 900 EASy
FALCON 10/100
DH114
DHC 8
DC3
DC-4

DC-8
DC9
MD-80
DO228
DO328-100
DO328-JET
EMB 135/145
ERJ170/190
FK-27
FK-28
FK-70/100
G-IV
G200
G150
HAWKER 4000
LR 24/25
LR 31/35/36
LR 45
LR 55
LR 60
L-188
L-382
L-1011
L-1049
PIAGGIO P180
PHENOM
GULFSTREAM I
GULFSTREAM II
GULFSTREAM V
WESTWIND
RA390
SF340
SD3-60
SJ30

Note The endorsement marked with an * is given an extended effect by Appendix VI.

Part 6

CO-PILOT A300/310
CO-PILOT A320
CO-PILOT A330
CO-PILOT A340
CO-PILOT A380
CO-PILOT ASTRA 1125
CO-PILOT ATR 42/72
CO-PILOT BAC1-11
CO-PILOT BE-1900
CO-PILOT BE-400

CO-PILOT B707
CO-PILOT B727-100/200
CO-PILOT B737-100/200
CO-PILOT B737-300 to 900
CO-PILOT B747
CO-PILOT B757/767
CO-PILOT B777/787
CO-PILOT BAe 125-800
CO-PILOT BAe 125-1000
CO-PILOT HS125-F400
CO-PILOT HS125-600
CO-PILOT BAe ATP
CO-PILOT BAe 31/32
CO-PILOT BAe 146
CO-PILOT HS 748
CO-PILOT BBD-700
CO-PILOT BRASILIA
CO-PILOT CL-30
CO-PILOT CL-65
CO-PILOT CL-600/601
CO-PILOT CL-604
CO-PILOT C500
CO-PILOT C510
CO-PILOT C550/560*
CO-PILOT C560XL
CO-PILOT C750
CO-PILOT CASA212
CO-PILOT CV240/340/440
CO-PILOT EA500
CO-PILOT FALCON 7X
CO-PILOT FALCON 2000
CO-PILOT FALCON 2000 EASy
CO-PILOT FALCON 20/200
CO-PILOT FALCON 50/900
CO-PILOT FALCON 900 EASy
CO-PILOT FALCON 10/100
CO-PILOT DH114
CO-PILOT DHC 8
CO-PILOT DC3
CO-PILOT DC-4
CO-PILOT DC-8
CO-PILOT DC9
CO-PILOT MD-80
CO-PILOT DO228
CO-PILOT DO328-100
CO-PILOT DO328-JET
CO-PILOT EMB 135/145

CO-PILOT ERJ170/190
CO-PILOT FK-27
CO-PILOT FK-28
CO-PILOT FK-70/100
CO-PILOT G-IV
CO-PILOT G200
CO-PILOT G150
CO-PILOT HAWKER 4000
CO-PILOT LR 24/25
CO-PILOT LR 31/35/36
CO-PILOT LR 45
CO-PILOT LR 55
CO-PILOT LR 60
CO-PILOT L-188
CO-PILOT L-382
CO-PILOT L-1011
CO-PILOT L-1049
CO-PILOT PIAGGIO P180
CO-PILOT PHENOM
CO-PILOT GULFSTREAM I
CO-PILOT GULFSTREAM II
CO-PILOT GULFSTREAM V
CO-PILOT WESTWIND
CO-PILOT RA390
CO-PILOT SF340
CO-PILOT SD3-60
CO-PILOT SJ30

Note The endorsement marked with an * is given an extended effect by Appendix VI.

Appendix IB**Aeroplanes included in classes**

Note For form of endorsement see Appendix IA

Item	Column 2 Class	Column 3 Aeroplanes included in class
1.	AERO COM	AERO COMMANDER 500 (all models) AERO COMMANDER 560 (all models) AERO COMMANDER 680 (all models including pressurised, except turbine engines) ROCKWELL 685
2.	TURBO COM	AERO COMMANDER 680 (all turbine engine models) AERO COMMANDER 681 (all models) AERO COMMANDER 690 (all models) GULFSTREAM 695 (all models) ROCKWELL 690 (all models)
2A.	A300/310	AIRBUS INDUSTRIES A300-600R AIRBUS INDUSTRIES A310-304
2B.	A320	AIRBUS INDUSTRIES A318 SERIES AIRBUS INDUSTRIES A319 SERIES AIRBUS INDUSTRIES A320 SERIES AIRBUS INDUSTRIES A321 SERIES
2C.	A330	AIRBUS INDUSTRIES A330-200 SERIES AIRBUS INDUSTRIES A330-300 SERIES
2D.	A340	AIRBUS INDUSTRIES A340-200 SERIES AIRBUS INDUSTRIES A340-300 SERIES AIRBUS INDUSTRIES A340-500 SERIES AIRBUS INDUSTRIES A340-600 SERIES
2E.	A380	AIRBUS INDUSTRIES A380-800 SERIES
3.	HS65	ARMSTRONG WHITWORTH AW650-101 ARMSTRONG WHITWORTH AW650-222
3A.	AN-2	ANTONOV AN-2 (all models) PZL-MIEL AN-2 (all models)
3B.	BBD-700	BOMBARDIER BD-700 (all models)
4.	TWIN BONANZA	BEECH 50 (TWIN BONANZA) (all models)
5.	BARON/TRAVEL AIR	BEECH/RAYTHEON 58 (all models including pressurised) BEECH/RAYTHEON 95 (all models, including 55, 56 and 95)
5A.	BE-18	BEECH 18 (all models)
6.	BE-60	BEECH 60 (all models)

Item	Column 2 Class	Column 3 Aeroplanes included in class
7.	BE-65	BEECH 65 (QUEEN AIR) (all models) BEECH 70 (QUEEN AIR) (all models)
8.	BE-90	BEECH/RAYTHEON 90 (KING AIR) (all models) BEECH/RAYTHEON 99 (all models) BEECH/RAYTHEON 100 (KING AIR) (all models)
9.	BE-200	BEECH/RAYTHEON 200 (SUPER KING AIR) (all models) BEECH /RAYTHEON 300 LW (SUPER KING AIR)
9A.	BE-400	BEECH/RAYTHEON 400 (all models) MITSUBISHI MU-300 (all models)
9AA.	BE-300	BEECH/RAYTHEON 300 (SUPER KING AIR 350) (all models except 300LW)
10.	BE-1900	BEECH/RAYTHEON 1900 (all models)
10A.	B727-100/200	BOEING B727-100 SERIES BOEING B727-200 SERIES
10B.	B707	BOEING 707-100 SERIES BOEING 707-200 SERIES BOEING 707-300 SERIES
11.	B737-100/200	BOEING 737-100 SERIES BOEING 737-200 SERIES
12.	B737-300 to 900	BOEING 737-300 SERIES BOEING 737-400 SERIES BOEING 737-500 SERIES BOEING 737-600 SERIES BOEING 737-700 SERIES BOEING 737-800 SERIES BOEING 737-900 SERIES
12A.	B777/787	BOEING 777-200 SERIES BOEING 777-300 SERIES BOEING 787-8 SERIES
13.	B747	BOEING 747-100 SERIES BOEING 747-200 SERIES BOEING 747-300 SERIES BOEING 747SP
13A.	B757/767	BOEING 757-200 series BOEING 757-300 series BOEING 767-200 series BOEING 767-300 series
14.	HS125-F400	BRITISH AEROSPACE 125-F400 BRITISH AEROSPACE 125-F400A

Item	Column 2 Class	Column 3 Aeroplanes included in class
15.	HS125-600	BRITISH AEROSPACE 125-600 BRITISH AEROSPACE 125-600B
15A.	BAe 125-800	BAe 125-800 (all models) HAWKER 800 (all models) HAWKER 850 HAWKER 750 HAWKER 900
15AA.	BAe 125-1000	RAYTHEON/BAe 125-1000 (all models)
16.	BAe 146	BAe AVRO 146 RJ70 (all models) BAe AVRO 146-RJ100 BAe 146-100 series BAe 146-200 series BAe 146-300 series
16A.	HS748	BAe HS 748 (all models)
17.	BN-2	BRITTEN NORMAN BN2 (ISLANDER) (all models except BN-2T (TURBINE) and BN2-A Mk III (TRISLANDER))
17A.	C208	CESSNA C208 (All PT6 powered models)
17B.	C208 (TPE331)	CESSNA C208 (All TPE 331 powered models)
18.	CL-600/601	CANADAIR CHALLENGER 600 SERIES CHALLENGER 601 SERIES
18A.	CL-604	BOMBARDIER CHALLENGER 604 BOMBARDIER CHALLENGER 605
18B.	CL-30	BOMBARDIER BD-100 (CHALLENGER 300)
18C.	CL-65	CANADAIR REGIONAL JET 100 SERIES CANADAIR REGIONAL JET 200 SERIES CANADAIR REGIONAL JET 700 SERIES CANADAIR REGIONAL JET 900 SERIES BOMBARDIER CHALLENGER 800 SERIES
19.	C303	CESSNA 303 (all models)
20.	C310/340	CESSNA 310 (all models) CESSNA 320 (all models) CESSNA 340 (all models)
21.	C337	CESSNA 336 CESSNA 337 (SKYMASTER) (all models including pressurised)
23.	C402/421	CESSNA 401 (all models) CESSNA 402 (all models) CESSNA 404 (TITAN) (all models) CESSNA 411 (all models) CESSNA 414 (all models)

Item	Column 2 Class	Column 3 Aeroplanes included in class
		CESSNA 421 (GOLDEN EAGLE) (all models)
25.	C425	CESSNA 425 (CONQUEST I) (all models)
26.	C441	CESSNA 441 (CONQUEST II) (all models)
27.	C500	CESSNA 500 (CITATION) (all models) CESSNA 501 (CITATION I) (all models)
27A.	C525	CESSNA 525 (all models)
27B.	C510	CESSNA 510 MUSTANG
28.	C550/560	CESSNA 550 (CITATION II and BRAVO) (all models) CESSNA S550 (CITATION S/II) (all models) CESSNA 560 (CITATION V) (all models)
28A.	C560XL	CESSNA 560XL (Excel) CESSNA 560 XLS
28B.	C750	CESSNA 750 (Citation X)
29.	CASA212	EADS CASA 212 and CONSTRUCCIONES AERONAUTICAS SA CASA C212 (all models)
29A.	DO228	DORNIER 228 (all models)
30.	FALCON 20/200	DASSAULT FALCON C DASSAULT FALCON D DASSAULT FALCON E DASSAULT FALCON F DASSAULT FALCON G DASSAULT MYSTERE-FALCON 20 (all models) DASSAULT MYSTERE-FALCON 200 (all models)
30A.	FALCON 50/900	DASSAULT MYSTERE-FALCON 50 (all models) DASSAULT MYSTERE-FALCON 900 (all models) DASSAULT FALCON 50 (all models) DASSAULT FALCON 900 (all models except EASy models)
30B.	FALCON 900EASy	DASSAULT FALCON 900 (all EASy models)
30C.	FALCON 7X	DASSAULT FALCON 7X
31.	FALCON 10/100	DASSAULT FALCON 10 (all models) DASSAULT FALCON 100
32.	DH84	DE HAVILLAND DH 84 DE HAVILLAND DH 84A (DRAGON)
33.	DH104	DE HAVILLAND DH 104 (DOVE/DEVON) (all models)

Item	Column 2 Class	Column 3 Aeroplanes included in class
34.	DH114	DE HAVILLAND DH 114 (HERON and SEA HERON) (all models)
35.	DHA 3	DE HAVILLAND DHA 3-2
35A.	DHC-2T	DE HAVILLAND DHC-2 (all turbine powered models)
36.	DHC6	DE HAVILLAND DHC6 (all models) VIKING DHC6 (all models)
37.	DHC 8	BOMBARDIER DHC8-400 DE HAVILLAND DHC8-100 DE HAVILLAND DHC8-200 DE HAVILLAND DHC8-300
38.	DC3	DOUGLAS DC3 (all piston engine models) DOUGLAS C47 (all piston engine models)
38A.	DC4	DOUGLAS DC 4 (all models) DOUGLAS C54 (all models)
38B.	DC-3TP	DOUGLAS DC-3 (all PT-6 powered models)
38C.	DC-8	DOUGLAS DC-8 (all models)
39.	DC9	DOUGLAS DC9-10 SERIES DOUGLAS DC9-20 SERIES DOUGLAS DC9-30 SERIES DOUGLAS DC9-40 SERIES DOUGLAS DC9-50 SERIES
39A.	MD-80	DOUGLAS DC9-80 SERIES 6 (powered models) MCDONNELL DOUGLAS MD-80 SERIES MCDONNELL DOUGLAS MD-90
40.	BANDEIRANTE	EMBRAER EMB 110-P1 EMBRAER EMB 110-P2 (BANDEIRANTE)
41.	EMB 135/145	EMBRAER 135 (all models) EMBRAER 140 (all models) EMBRAER 145 (all models) LEGACY 600 LEGACY 650
41A.	PHENOM	EMBRAER 500 (PHENOM 100 models) EMBRAER 505 (PHENOM 300 models)
42.	FK-27	FOKKER F27-100 FOKKER F27-200 FOKKER F27-400 FOKKER F27-500 FOKKER F27-600 FOKKER F27-700

Item	Column 2 Class	Column 3 Aeroplanes included in class
43.	FK-28	FOKKER F28-1000 FOKKER F28-3000 FOKKER F28-4000
44.	FK-70/100	FOKKER F28-0070 FOKKER F28-0100
45.	LR 24/25	GATES LEARJET 24 (all models) GATES LEARJET 25 (all models) GATES LEARJET 28 (all models) GATES LEARJET 29 (all models)
45A.	LR 45	LEARJET 45
45B.	LR 60	LEARJET 60 (all models)
45C.	LR 55	GATES LEARJET 55 (all models)
46.	LR 31/35/36	GATES LEARJET 31 (all models) GATES LEARJET 35 (all models) GATES LEARJET 36 (all models)
46A.	L-188	LOCKHEED L-188A LOCKHEED L-188C
46AA.	L-1011	LOCKHEED L-1011 (all models)
46B.	L-1049	LOCKHEED L-1049 LOCKHEED C-121C
46C.	L-382	L100-30 (all 3 crew models)
47.	NOMAD	GOVERNMENT AIRCRAFT FACTORY N22 (all models) GOVERNMENT AIRCRAFT FACTORY N24 (all models)
48.	GULFSTREAM I	GRUMMAN G159 (all models)
49.	GULFSTREAM II	GRUMMAN G1159 (all models)
49A.	HARBIN	HARBIN Y-12 (all models)
50.	ASTRA 1125	ISRAEL AIRCRAFT INDUSTRIES 1125 (all models) GULFSTREAM 100 (G100)
50A.	G150	GULFSTREAM G150
50B.	G200	ISRAEL AIRCRAFT INDUSTRIES 1126 (all models) GULFSTREAM 200 (G200)
51.	MU-2	MITSUBISHI MU 2B (all models)

Item	Column 2 Class	Column 3 Aeroplanes included in class
52.	PN68	PARTENAVIA P68 (all models) VULCANAIR P68 (all models) VULCANAIR Vr
52A.	PC 12	PILATUS PC-12 (all models)
53.	PA23	PIPER PA23 (APACHE) (all models) PIPER PA23 (AZTEC) (all models)
54.	PA30/39	PIPER PA30 (TWIN COMMANCHE) (all models) PIPER PA39 (TWIN COMMANCHE) (all models)
55.	PA31	PIPER PA31 (NAVAJO and CHIEFTAIN) (all models including pressurised models, except turbine powered) EMBRAER EMB-820 (all models)
56.	PA31T	PIPER PA31 (CHEYENNE and CHEYENNE I, CHEYENNE II, and CHEYENNE IIXL) (all PA 31-T (turbine powered) models)
57.	PA34	PIPER PA34 (all SENECA models)
57A.	PA36-PT6A	PIPER PA-36 (all PT6A powered models)
58.	PA42	PIPER PA42 (CHEYENNE III and CHEYENNE 400) (all models)
58A.	PA44	PIPER PA44 SEMINOLE (all models)
58B.	PA46-500TP	PIPER PA46-500TP (MALIBU MERIDAN TURBOPROP) (all PT6A powered models)
59.	AEROSTAR 600	PIPER PA60 AEROSTAR (all models, including pressurised) TED SMITH AIRCRAFT AEROSTAR (all models, including pressurised)
60.	PZL M-18 (TPE 331)	PZL M-18 (all TPE 331 powered models)
61.	SF340	SAAB 340 (all models)
62.	SD3-60	SHORT BROTHERS SD3-60 (all models)
63.	MERLIN III/METRO II	FAIRCHILD SA 226 (MERLIN IIIB, MERLIN IVB, METRO II) (all models) SWEARINGEN SA 226 (MERLIN IIIB, MERLIN IVA, METRO II) (all models)
63A.	METRO 3	FAIRCHILD SA227 (MERLIN IIIC, METRO III and 23) (all models) SWEARINGEN SA227 (MERLIN IIIC, METRO III and 23) (all models)

Item	Column 2 Class	Column 3 Aeroplanes included in class
64.	AYRES TURBO (PT6)	AYRES S2R (all PT6 or Walter/GE powered models) AIR TRACTOR AT (all PT6 or Walter/GE powered models)
64A.	AYRES TURBO (TPE 331)	AYRES S2R (all GARRETT TPE 331 models) AIR TRACTOR AT 301 (all GARRETT TPE 331 models) ROCKWELL S-2 (all GARRETT TPE 331 models)
65.	SOLOY 206 (TURBINE)	CESSNA 206 (TURBINE) SOLOY 206 (TURBINE)
67.	SINGLE ENGINE AEROPLANES NOT EXCEEDING 5 700KG MAXIMUM TAKE-OFF WEIGHT	All single engine aeroplanes not exceeding 5 700 kg maximum take-off weight, except for those listed elsewhere in an Appendix to this Order as requiring a specific type or class endorsement
68.	BAe 31/32	BRITISH AEROSPACE 3100-3107 BRITISH AEROSPACE 3200-3207
68A.	BAe ATP	BRITISH AEROSPACE ATP (all models) BRITISH AEROSPACE J-61 (all models)
70.	BRASILIA	EMBRAER EMB-120RT EMBRAER EMB-120ER
71.	AVENGER	GRUMMAN TBM (AVENGER) (all models)
72.	TRACKER	GRUMMAN S-2 (all models)
73.	BEAUFORT	BEAUFORT (all models)
73A.	AIRACOBRA	BELL P-39 (all models)
74.	BOOMERANG	CAC CA-12 (all models) CAC CA-13 (all models) CAC CA-19 (all models)
75.	CANBERRA	HANDLEY PAGE CANBERRA TT 18 ENGLISH ELECTRIC CANBERRA (all models)
76.	CATALINA	CONSOLIDATED PB Y-5 (all models) CONSOLIDATED PB Y-6 (all models)
77.	CESSNA A37	CESSNA A37 (DRAGONFLY) (all models)
78.	L-39	AERO VODOCHNYODY L-39 (ALBATROS) (all models)
79.	L-29	AERO VODOCHNYODY L-29 (DELPHIN) (all models)

Item	Column 2 Class	Column 3 Aeroplanes included in class
79A.	L200	CZECHOSLOVAK AUTOMOBILE AND AIRCRAFT L200 (all models)
80.	FIREFLY	FAIREY FIREFLY (all models)
81.	FIAT G59	FIAT G59 (all models)
82.	FURY	HAWKER SEA FURY (all models) HAWKER FURY (all models)
82A.	GNAT	FOLLAND GNAT
83.	HUNTER	HAWKER HUNTER (all models)
84.	ISKRA	PZL TS-11 (ISKRA) (all models)
85.	KITTYHAWK	CURTISS P-40 (all models)
86.	HUDSON	LOCKHEED 414 HUDSON (all models)
87.	NEPTUNE	LOCKHEED SP-2H (all models)
88.	VENTURA	LOCKHEED PV-1 (all models)
89.	ME109	MESSERSCHMIT BF 109 (all models)
90.	METEOR	GLOSTER METEOR (all models)
91.	MIG 15	MIKOYAN MIG-15 (all models)
92.	MIG 17	MIKOYAN MIG-17 (all models)
93.	MIG 21	MIKOYAN MIG-21 (all models)
94.	B-25	NORTH AMERICAN B-25 (MITCHELL) (all models)
94A.	DOUGLAS B-26	DOUGLAS B-26 INVADER (all models) DOUGLAS A-26 INVADER (all models)
95.	MUSTANG	CAC CA-17 (all models) CAC CA-18 (all models) NORTH AMERICAN P51 (all models)
96.	SABRE	CAC CA-27 (all models) NORTH AMERICAN F86 (all models)
97.	SPITFIRE	SUPERMARINE SPITFIRE (Marks 1-25) SUPERMARINE SEAFIRE (all models)
98.	STRIKEMASTER	BAC 167 (all models) BAC JET PROVOST (all models)
99.	TROJAN	NORTH AMERICAN T28 (all models)

Item	Column 2 Class	Column 3 Aeroplanes included in class
100.	VAMPIRE	DE HAVILLAND DH-115 VAMPIRE (all models)
101.	YAK	YAKOVLEV YAK 3 (all models) YAKOVLEV YAK 9 (all models)
102.	MAGISTER	FOUGA CM-170
103.	CRESCO	PACIFIC AEROSPACE CRESCO (all models) PAC 750 XL AIRPARTS/Fletcher FU-24 (all PT-6 or Walter M601 powered models)
104	LANCAIR(T)	LANCAIR (all turbine powered models)
105	LEZA	LEZA Aircam
106.	DO328-100	DORNIER 328-100 (all models)
106A.	DO328-JET	DORNIER 328-300 (all models)
107.	ERJ170/190	EMBRAER ERJ 170 SERIES EMBRAER ERJ 190 SERIES EMBRAER LINEAGE 1000
108	FALCON 2000	DASSAULT FALCON 2000 (all models except EASy models)
109.	FALCON 2000 EASy	DASSAULT FALCON 2000 (all EASy models)
110.	GULFSTREAM V	GULFSTREAM V GULFSTREAM 350 GULFSTREAM 450 GULFSTREAM 500 GULFSTREAM 550
110A.	G-IV	GULFSTREAM IV (all models) GULFSTREAM G300 GULFSTREAM G400
111.	BAC1-11	BRITISH AIRCRAFT CORPORATION BAC1-11 (all models) BRITISH AEROSPACE BAC1-11 (all models)
112.	ATR42/72	Avions De Transport Regional ATR 42 SERIES Avions De Transport Regional ATR 72 SERIES
113.	F-4U	CHANCE-VOUGHT F-4U CORSAIR
114.	RA390	RAYTHEON PREMIER 1 (all models)
115.	HAWKER 4000	RAYTHEON HAWKER 4000
116.	GALEB	SOKO G-2A GALEB

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Item	Column 2 Class	Column 3 Aeroplanes included in class
117.	EA500	ECLIPSE 500
118.	SOCATA TBM	SOCATA TBM 700 (all models) SOCATA TBM 850
119.	CV240/340/440	CONVAIR 240/340/400 series CONVAIR C131 and T-29 (all models)
120.	AP68TP	VULCANAIR A-VIATOR (AP68TP-600)
121.	PIAGGIO P180	PIAGGIO P180 AVANTI (all models)
122.	KODIAK	QUEST AIRCRAFT KODIAK 100
123.	SJ30	EMIVEST AEROSPACE SJ30
124.	DA-42	DIAMOND DA-42 (all models)
125.	P2006T	TECNAM P2006T
126.	S-211	SIAI Marchetti S211 (all models)
127.	P210(T)	CESSNA P210 (all turbine powered models)
128.	EX500	EXTRA 500

Appendix II

Theory examination syllabus

1. An applicant shall pass a written examination on engineering details in accordance with the following syllabus insofar as it is applicable to the particular type of aeroplane concerned:
 - (a) **Fuel System:** Layout and management — cross feed system — fuel dumping capacities — schematic diagram of systems;
 - (b) **Hydraulic System:** Layout and management — Hydraulic source and operating pressure — units or services operated — emergency operation — likely faults and remedies;
 - (c) **Electrical Systems:** Type of system and batteries — number and output of generators — circuit protection — location of fuses or circuit breakers — emergency operation — precautions to be observed when using electrical services — electrically operated instruments;
 - (d) **Oil System:** Number of tanks and capacities — schematic diagram of system — propeller feathering oil source — operation of oil cooler shutters;
 - (e) **Auto Pilot:** Principles of operation — operating pressures or voltages — methods of ensuring gyros are functioning normally — method of engaging auto pilot — method of disengaging auto pilot (normal and emergency) — pre-flight check for serviceability — limitations of the gyro units;
 - (f) **Anti-icing and De-icing Systems:** Aerofoils — propeller — carburettor — operation and management of systems;
 - (g) **Heating, Ventilation and Pressurisation Systems:** Operation and management — emergency operation — any special precautions to be observed;
 - (h) **Pilot Static System:** Schematic diagram of system — operation;
 - (i) **Suction System:** Schematic diagram of system — source of suction and operating pressure — instruments operated by suction system;
 - (j) **Oxygen System:** Type of system installed — pressure — operation and management with special attention to any peculiarities of the particular system — diagram of system;
 - (k) **Fire Extinguisher System:** Number of fire extinguisher bottles fitted and contents, number, type and location of hand-held fire extinguishers — parts of aeroplane where fire extinguisher service is available — automatic fire-warning devices — operation — procedure to be followed in case of engine fire during flight — any special precautions to be observed when operating either hand-held or automatic systems;
 - (l) **Engines:** Manufacturer's designation — take-off power — rated power — starting order — power combination for take-off climb and normal cruise — generator operation — engine oil specification — supercharger operation on ground and in flight — RPM setting for approach and landing under varying conditions — interpretation of fuel flow indicator — torquemeters — RPM drop on magneto test — engine idling speed — oil pressure range — precautions to be observed when unfeathering an extremely cold engine — any special precautions to be observed when operating the particular engine concerned;

- (m) **Weight and Balance:** C of A requirements for loading, use of Load Charts, items of load which are taken into calculation in relation to observance of C of G limits — 31

relation of MAC to loading, fuel used and retraction or extension of undercarriage, reference point and turning moment in mm/kg — calculation of take-off and landing weights and the use of the appropriate charts.

Appendix III

Syllabus of flying training for a type endorsement specified in Part 2 or Part 4 of Appendix I or a class endorsement specified in Part 3 or Part 5 of Appendix IA

1. An applicant shall complete a conversion course on the type or class of aeroplane in conformity with the following syllabus or an approved schedule of training, each of which shall be of at least 5 hours' duration. The aeroplane used for this training shall be loaded as far as practicable to a weight which will give a positive indication of its flight and handling characteristics.

Syllabus:

- (a) General handling to include:
 - Stalling power off — wheels and flaps up;
 - Stalling power on — wheels and flaps up;
 - Stalling power off — wheels and flaps down;
 - Stalling power on — wheels and flaps down.
- (b) **Take-off:** Circuit and landing (at least 5) — cockpit drill — use of check list — going around again after a missed approach — cross-wind take-off and landing — management of aeroplane systems (fuel, fire extinguisher, pressurisation, etc.).
- (c) **Instrument Flying:** Power setting — flaps settings — speed and rate of descent for use on aerodrome, runway or precision approach systems. Operation and use of special equipment fitted.
- (d) **Asymmetric flight:** The attainment of optimum performance following a simulated engine failure on take-off (at least twice). The speed at which the failure is simulated must be as follows:
 - (i) in the case of an aeroplane for which the take-off performance is predicated on the establishment of a V_1 — failure of the engine must be simulated at a speed greater than V_1 ;
 - (ii) in the case of any other aeroplane — failure of the engine must be simulated at a speed greater than:
 - (A) the 1 engine inoperative best rate of climb speed; or
 - (B) the take-off safety speed plus 10 knots;whichever is the higher.If the aeroplane is capable of the manoeuvre, going around again with 1 or more engines simulated failed (at least twice). Cruising flight with 1 or more engines inoperative — feathering and unfeathering propellers. Medium and steep turns with and against live engines.
- (e) **Night Flying:** Take-off — circuit and landing (at least 4). Going around again after a missed approach.
- (f) **Water Handling:** (in the case of seaplanes) taxiing upwind, downwind and crosswind; and without use of drogues. Mooring and slipping, anchoring and weighing anchor.

Appendix V

Syllabus of flying training for a type endorsement specified in Part 3 or Part 5 of Appendix I or a class endorsement specified in part 4 or part 6 of Appendix IA

An applicant shall complete a flight training course on the type or class of aeroplane in conformity with the following syllabus which shall be of at least 3 hours' duration. The aeroplane used for this training shall be loaded as far as is practicable to weight which will give a positive indication of its flight and handling characteristics.

Syllabus:

- (a) **Take-off:** Circuit and landing (at least 5) — cockpit drill, use of check list — management of aeroplane systems (e.g. fuel, fire extinguisher, pressurisation, etc).
- (b) **Medium and Steep turns.**
- (c) **Asymmetric Flight:** Flight with 1 engine inoperative in cruising flight. Feathering and unfeathering propellers.
- (d) **Night Flying:** Take-off — circuit and landing (at least 3).
- (e) **General Flying:** Check best power settings — flap settings — speed and rate of descent for use on aerodrome, runway or precision approach systems. Operation and use of special equipment fitted.
- (f) **Water Handling:** (in the case of seaplanes) — taxiing — mooring and slipping.

Appendix VI

Extended effect of certain endorsements

	Column 2	Column 3
Item	Type or class	Additional type or class
1.	B65	TWIN BONANZA
2.	C550/560	C500
3.	BE-300 BE-200	
4.	METRO 3	MERLIN III/METRO II
5.	BN-2 BN-2T (if the pilot holds an endorsement on an Allison 250 powered multi-engine aeroplane)	
6	SINGLE ENGINE AEROPLANES NOT EXCEEDING 5 700KG MAXIMUM TAKE-OFF WEIGHT	CRICRI CRIQUET

Notes to Civil Aviation Order 40.1.0

Note 1

The Civil Aviation Order (in force under the *Civil Aviation Regulations 1988*) as shown in this compilation comprises Civil Aviation Order 40.1.0 amended as indicated in the Tables below.

Table of Orders

Year and number	Date of notification in <i>Gazette</i> / registration on FRLI	Date of commencement	Application, saving or transitional provisions
CAO 2004 No. R31	8 December 2004	8 December 2004 (see s. 2)	
CAO 2004 No. 12	23 December 2004	23 December 2004 (see s. 2)	See Table A
CAO 2005 No. 6	FRLI 13 May 2005	14 May 2005 (see s. 2)	See Table A
CAO 40.1.0 2006 No. 1	FRLI 26 April 2006	27 April 2006 (see s. 2)	See Table A
CAO 40.1.0 2006 No. 2	FRLI 11 September 2006	12 September 2006 (see s. 2)	See Table A
CAO 40.1.0 2007 No. 1	FRLI 7 May 2007	8 May 2007 (see s. 2)	See Table A
CAO 40.1.0 2008 No. 1	FRLI 19 June 2008	20 June 2008	See Table A
CAO 40.1.0 2008 No. 2	FRLI 22 December 2008	23 December 2008	
CAO 40.1.0 2009 No. 1	FRLI 29 May 2009	30 May 2009	See Table A
CAO 40.1.0 2010 No. 1	FRLI 25 June 2010	26 June 2010	See Table A
CAO 40.1.0 2011 No. 1	FRLI 5 April 2011	6 April 2011	See Table A

Table of Amendments

ad. = added or inserted am. = amended rep. = repealed rs. = repealed and substituted

Provision affected	How affected
s. 40.1.0	rs. CAO 2004 No. R31
subs. 6	am. CAO 40.1.0 2006 No. 1
subs. 7	am. CAO 40.1.0 2006 No. 1
subs. 8B	ad. CAO 2004 No. 12
subs. 10	am. CAO 40.1.0 2008 No. 2
Appendix I	am. CAO 2004 No. 12; CAO 2005 No. 6; CAO 40.1.0 2006 No. 1; CAO 40.1.0 2006 No. 2; CAO 40.1.0 2007 No. 1; CAO 40.1.0 2008 No. 1; CAO 40.1.0 2009 No. 1; CAO 40.1.0 2010 No. 1; CAO 40.1.0 2011 No. 1
Appendix IA	am. CAO 2004 No. 12; CAO 2005 No. 6; CAO 40.1.0 2006 No. 1; CAO 40.1.0 2006 No. 2; CAO 40.1.0 2007 No. 1; CAO 40.1.0 2008 No. 1; CAO 40.1.0 2009 No. 1; CAO 40.1.0 2010 No. 1; CAO 40.1.0 2011 No. 1

Civil Aviation Order 40.1.0

Table of Amendments

ad. = added or inserted am. = amended rep. = repealed rs. = repealed and substituted

Provision affected	How affected
Appendix IB	am. CAO 2004 No. 12; CAO 2005 No. 6; CAO 40.1.0 2006 No. 1; CAO 40.1.0 2007 No. 1; CAO 40.1.0 2008 No. 1; CAO 40.1.0 2009 No. 1; CAO 40.1.0 2010 No. 1; CAO 40.1.0 2011 No. 1
Appendix VI	am. CAO 2004 No. 12

Table A

Transitional and savings provisions

The amendment of Civil Aviation Order 40.1.0, made on 29 January 1996, included the following:

7. Interpretation

- 7.1 In this Part, *commencement* means the commencement date of this Order.

8. Certain type endorsements to have effect as class endorsements

- 8.1 A COMMAND L-188A type endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a COMMAND L-188 class endorsement.
- 8.2 A CO-PILOT L-188A type endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a CO-PILOT L-188 class endorsement.
- 8.3 A C208 type endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a C208 class endorsement.

9. Certain class endorsements to have effect as different class endorsements

- 9.1 A COMMAND DHC 8-100 class endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a COMMAND DHC 8 class endorsement.
- 9.2 A CO-PILOT DHC 8-100 class endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a CO-PILOT DHC 8 class endorsement.

10. Certain class endorsement to have effect as type endorsements

10.1 If:

- (a) a B18 class endorsement was in force, or suspended, immediately before the commencement; and
- (b) its holder qualified for it by undertaking training in relation to a Beech D18S aeroplane;

the endorsement has effect after the commencement as if it were a BEECH D18S type endorsement until:

- (c) the endorsement is cancelled; or
- (d) a BEECH D18S type endorsement is issued to the holder; or
- (e) 1 July 1997;

whichever occurs first.

10.2 If:

- (a) a B18 class endorsement was in force, or suspended, immediately before the commencement; and

- (b) its holder qualified for it by undertaking training in relation to a Beech H18 aeroplane;

the endorsement has effect after the commencement as if it were a BEECH H18 type endorsement until:

- (c) the endorsement is cancelled; or
- (d) a BEECH H18 type endorsement is issued to the holder; or
- (e) 1 July 1997;

whichever occurs first.

11. Conditions and suspended endorsements

- 11.1 Wherever paragraph 8.1, 8.2, 8.3, 9.1, 9.2, 10.1 or 10.2 applies to an endorsement, the endorsement remains subject to the conditions (if any) to which it was subject immediately before the commencement.
- 11.2 Wherever paragraph 8.1, 8.2, 8.3, 9.1, 9.2, 10.1 or 10.2 applies to a suspended endorsement, the suspension continues after the commencement for the remainder of the suspension period, unless it is lifted before then.

The amendment of Civil Aviation Order 40.1.0, made on 20 January 1997, included the following:

5. Interpretation

- 5.1 In this Part, *commencement* means the commencement date of this Order.

6. Certain type endorsements to have effect as class endorsements

- 6.1 A COMMAND B737-277 type endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a COMMAND B737-100/200 class endorsement.
- 6.2 A CO-PILOT B737-277 type endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a CO-PILOT B737-100/200 class endorsement.
- 6.3 A DO228-201 type endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a DO228-200 class endorsement.

7. Certain class endorsements to have effect as type endorsements

- 7.1 A COMMAND B727-200 class endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a COMMAND B727-200 type endorsement.
- 7.2 A CO-PILOT B727-200 class endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a CO-PILOT B727-200 type endorsement.

8. Certain class endorsements to have effect as other class endorsements

- 8.1 A COMMAND B737-300/400 class endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a COMMAND B737-300/400/500 class endorsement.

- 8.2 A CO-PILOT B737-300/400 class endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a CO-PILOT B737-300/400/500 class endorsement.
- 8.3 A COMMAND LR 35/36 class endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a COMMAND LR 31/35/36 class endorsement.
- 8.4 A CO-PILOT LR 35/36 class endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a CO-PILOT LR 31/35/36 class endorsement.
- 8.5 A STRIKEMASTER type endorsement that was in force, or suspended, before the commencement has effect after the commencement as if it were a STRIKEMASTER class endorsement.

9. Conditions and suspended endorsements

- 9.1 Wherever paragraph 7.1, 7.2, 8.1, 8.2, 8.3, 8.4 or 8.5 applies to an endorsement, the endorsement remains subject to the conditions (if any) to which it was subject immediately before the commencement.
- 9.2 Wherever paragraph 7.1, 7.2, 8.1, 8.2, 8.3, 8.4 or 8.5 applies to a suspended endorsement, the suspension continues after the commencement for the remainder of the suspension period, unless it is lifted before then.

The amendment of Civil Aviation Order 40.1.0, made on 27 August 1997, included the following:

6. Interpretation

- 6.1 In this Part, *commencement* means the commencement date of this Order.

7. Certain type endorsements to have effect as class endorsements

- 7.1 An EMB820C type endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a PA31 class endorsement.
- 7.2 A PC-12 type endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a PC-12 class endorsement.
- 7.3 A COMMAND B727-100 type endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a COMMAND B727-100/200 class endorsement.
- 7.4 A CO-PILOT B727-100 type endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a CO-PILOT B727-100/200 class endorsement.
- 7.5 A COMMAND B727-200 type endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a COMMAND B727-100/200 class endorsement.
- 7.6 A CO-PILOT B727-200 type endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a CO-PILOT B727-100/200 class endorsement.

8. Conditions and suspended endorsements

- 8.1 Whenever paragraph 7.1, 7.2, 7.3, 7.4, 7.5 or 7.6 applies to an endorsement, the endorsement remains subject to the conditions (if any) to which it was subject immediately before the commencement.
- 8.2 Whenever paragraph 7.1, 7.2, 7.3, 7.4, 7.5 or 7.6 applies to a suspended endorsement, the suspension continues after the commencement for the rest of the suspension period, unless it is varied before then.

The amendment of Civil Aviation Order 40.1.0, made on 30 November 1998, included the following:

7. Interpretation

- 7.1 In this Part, *commencement* means the commencement date of this Order.

8. Class endorsement to have effect as different class endorsements

- 8.1 If:
- (a) a Turbo Thrush/Air Tractor class endorsement was in force, or suspended, immediately before the commencement; and
 - (b) its holder qualified for it by undertaking training in relation to an Ayres Turbo Thrush/Air Tractor(PWC Turbine) aeroplane;
- the endorsement has effect after the commencement as if it were an Ayres Turbo Thrush/Air Tractor (PT6) class endorsement, up to and including 31 March 1999, unless:
- (c) the endorsement is cancelled; or
 - (d) an Ayres Turbo Thrush/Air Tractor (PT6) class endorsement is issued to the holder;
- on or before that date.
- 8.2 If:
- (a) a Turbo Thrush/Air Tractor class endorsement was in force, or suspended, immediately before the commencement; and
 - (b) its holder qualified for it by undertaking training in relation to an Ayres Turbo Thrush/Air Tractor (Garrett Turbine) aeroplane;
- the endorsement has effect after the commencement as if it were an Ayres Turbo Thrush/Air Tractor (TPE 331) class endorsement, up to and including 31 March 1999, unless:
- (c) the endorsement is cancelled; or
 - (d) an Ayres Turbo Thrush/Air Tractor (TPE 331) class endorsement is issued to the holder;
- on or before that date.
- 8.3 An endorsement issued before the commencement as an Ayres Turbo Thrush/Air Tractor (PWC Turbine) class endorsement has effect as if it were an Ayres Turbo Thrush/ Air Tractor (PT6) class endorsement.

- 8.4 An endorsement issued before the commencement as an Ayres Turbo Thrush/Air Tractor (Garrett Turbine) class endorsement has effect as if it were an Ayres Turbo Thrush/ Air Tractor (TPE 331) class endorsement.

9. Class endorsement to have effect as command endorsement

- 9.1 An MU-2 class endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were an MU-2 command endorsement.

10. Type endorsement to have effect as class endorsement

- 10.1 A “Command BAe125-800B” type endorsement, or “Co-Pilot BAe125-800B” type endorsement, that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a “Command BAe125-800” class endorsement, or a “Co-Pilot BAe125-800” class endorsement.

Section 4 of Civil Aviation Amendment Order (No. 8) 2000 reads as follows:

- (1) A MUSTANG type endorsement that was in force immediately before the commencement of this Order is taken to be a MUSTANG class endorsement issued under section 40.1.0 as amended by this Order.
- (2) A MUSTANG type endorsement that, immediately before the commencement of this Order, had been suspended and in relation to which the suspension was still in force, is taken to be a MUSTANG class endorsement:
 - (a) issued under section 40.1.0 as amended by this Order; and
 - (b) in relation to which the suspension has effect as if the MUSTANG type endorsement had continued in force.
- (3) A COMMAND CESSNA 560 type endorsement that was in force immediately before the commencement of this Order is taken to be a COMMAND CESSNA 550/560 class endorsement issued under section 40.1.0 as amended by this Order.
- (4) A COMMAND CESSNA 560 type endorsement that, immediately before the commencement of this Order, had been suspended and in relation to which the suspension was still in force, is taken to be a COMMAND CESSNA 550/560 class endorsement:
 - (a) issued under section 40.1.0 as amended by this Order; and
 - (b) in relation to which the suspension has effect as if the COMMAND CESSNA 560 type endorsement had continued in force.
- (5) A CO-PILOT CESSNA 560 type endorsement that was in force immediately before the commencement of this Order is taken to be a CO-PILOT C550/560 class endorsement issued under section 40.1.0 as amended by this Order.
- (6) A CO-PILOT CESSNA 560 type endorsement that, immediately before the commencement of this Order, had been suspended and in relation to which the suspension was still in force, is taken to be a CO-PILOT C550/560 class endorsement:
 - (a) issued under section 40.1.0 as amended by this Order; and
 - (b) in relation to which the suspension has effect as if the CO-PILOT CESSNA 560 type endorsement had continued in force.

- (7) A COMMAND DC3G202A type endorsement that was in force immediately before the commencement of this Order is taken to be a COMMAND DC3 class endorsement issued under section 40.1.0 as amended by this Order.
- (8) A COMMAND DC3G202A type endorsement that, immediately before the commencement of this Order, had been suspended and in relation to which the suspension was still in force, is taken to be a COMMAND DC3 class endorsement:
 - (a) issued under section 40.1.0 as amended by this Order; and
 - (b) in relation to which the suspension has effect as if the COMMAND DC3G202A type endorsement had continued in force.
- (9) A CO-PILOT DC3G202A type endorsement that was in force immediately before the commencement of this Order is taken to be a CO-PILOT DC3 class endorsement issued under section 40.1.0 as amended by this Order.
- (10) A CO-PILOT DC3G202A type endorsement that, immediately before the commencement of this Order, had been suspended and in relation to which the suspension was still in force, is taken to be a CO-PILOT DC3 class endorsement:
 - (a) issued under section 40.1.0 as amended by this Order; and
 - (b) in relation to which the suspension has effect as if the CO-PILOT DC3G202A type endorsement had continued in force.
- (11) A COMMAND C550 class endorsement that was in force immediately before the commencement of this Order is taken to be a COMMAND C550/560 class endorsement issued under section 40.1.0 as amended by this Order.
- (12) A COMMAND C550 class endorsement that, immediately before the commencement of this Order, had been suspended and in relation to which the suspension was still in force, is taken to be a COMMAND C550/560 class endorsement:
 - (a) issued under section 40.1.0 as amended by this Order; and
 - (b) in relation to which the suspension has effect as if the COMMAND C550 class endorsement had continued in force.
- (13) A CO-PILOT C550 class endorsement that was in force immediately before the commencement of this Order is taken to be a CO-PILOT C550/560 class endorsement issued under section 40.1.0 as amended by this Order.
- (14) A CO-PILOT C550 class endorsement that, immediately before the commencement of this Order, had been suspended and in relation to which the suspension was still in force, is taken to be a CO-PILOT C550/560 class endorsement:
 - (a) issued under section 40.1.0 as amended by this Order; and
 - (b) in relation to which the suspension has effect as if the CO-PILOT CESSNA C550 class endorsement had continued in force.

Section 4 of Civil Aviation Amendment Order (No. 5) 2001 reads as follows:

- (1) A COMMAND B737-300/400/500 class endorsement that was in force immediately before the commencement of this Order is taken to be a COMMAND B737-300 to 800 class endorsement issued under section 40.1.0 as amended by this Order.
- (2) A COMMAND B737-300/400/500 class endorsement that, immediately before the commencement of this Order, had been suspended and in relation to which the

suspension was still in force, is taken to be a COMMAND B737-300 to 800 class endorsement:

- (a) issued under section 40.1.0 as amended by this Order; and
 - (b) in relation to which the suspension has effect as if the COMMAND B737-300/400/500 class endorsement had continued in force.
- (3) A CO-PILOT B737-300/400/500 class endorsement that was in force immediately before the commencement of this Order is taken to be a CO-PILOT B737-300 to 800 class endorsement issued under section 40.1.0 as amended by this Order.
- (4) A CO-PILOT B737-300/400/500 class endorsement that, immediately before the commencement of this Order, had been suspended and in relation to which the suspension was still in force, is taken to be a CO-PILOT B737-300 to 800 class endorsement:
- (a) issued under section 40.1.0 as amended by this Order; and
 - (b) in relation to which the suspension has effect as if the CO-PILOT B737-300/400/500 class endorsement had continued in force.

Section 4 of Civil Aviation Amendment Order (No. 18) 2001 reads as follows:

- 4.1 In this subsection, **commencement** means the commencement date of this Order.
- 4.2 A COMMAND A320 type endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a COMMAND A320 class endorsement.
- 4.3 A CO-PILOT A320 type endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a CO-PILOT A320 class endorsement.
- 4.4 A COMMAND L-1049 type endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a COMMAND L-1049 class endorsement.
- 4.5 A CO-PILOT L-1049 type endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a CO-PILOT L-1049 class endorsement.
- 4.6 A BOOMERANG type endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were a BOOMERANG class endorsement.
- 4.7 A COMMAND B350 type endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were an COMMAND B300 class endorsement.
- 4.8 A CO-PILOT B350 type endorsement that was in force, or suspended, immediately before the commencement has effect after the commencement as if it were an CO-PILOT B300 class endorsement.
- 4.9 A person who has flown the FIAT G59-4B, before the commencement, as pilot in command under the authority of the SINGLE-ENGINE AEROPLANES NOT EXCEEDING 5700 KG MAXIMUM TAKE-OFF WEIGHT endorsement may continue to do so until the end of February 2002 and is taken to satisfy the requirements for obtaining a FIAT G59-4B endorsement after the commencement.

Section 4 of Civil Aviation Amendment Order (No. 13) 2002 reads as follows:

4.1 In this subsection:

commencement means the commencement date of this Order.

previous endorsement means a command or co-pilot type or class endorsement that was listed in section 40.1.0 immediately before the commencement and is not listed in section 40.1.0 immediately after the commencement.

4.2 After the commencement, subject to paragraph 4.3, a previous endorsement has effect:

- (a) as the command or co-pilot class endorsement that is now applicable to the type or types of aeroplane that it previously applied to; or
- (b) as the command or co-pilot type endorsement that is now applicable to the type of aeroplane that it previously applied to.

4.3 After the commencement, a previous endorsement that was a command or co-pilot CANADAIR 601 class endorsement has effect:

- (a) as a CL-600/601 class endorsement if the pilot has previously flown an aircraft included in the CL-600/601 class; and
- (b) as a CL-604 class endorsement if the pilot has previously flown an aircraft included in the CL-604 class.

4.4 A previous endorsement that was suspended immediately before the commencement has effect after the commencement subject to the expiry of the period of suspension.

Section 4 of Civil Aviation Amendment Order (No. 4) 2003 reads as follows:

4.1 A pilot who has flown the Antonov AN-2 or PZL-MIEL AN-2 aeroplane before the commencement of this Order, under the authority of the SINGLE-ENGINE AEROPLANES NOT EXCEEDING 5700 KG MAXIMUM TAKE-OFF WEIGHT endorsement, may continue to do so and is taken to have satisfied the requirements to obtain an AN-2 class endorsement.

4.2 A pilot who has flown the Marchetti SM-1019 aircraft before the commencement of this Order, under the authority of the SINGLE-ENGINE AEROPLANES NOT EXCEEDING 5700 KG MAXIMUM TAKE-OFF WEIGHT endorsement, may continue to do so and is taken to have satisfied the requirements to obtain an SM-1019 type endorsement.

4.3 A person who:

- (a) held a Turbo Thrush/Air Tractor class endorsement that was in force at the end of 31 March 1999; and
- (b) qualified for that endorsement in an Ayres Turbo Thrush/Air Tractor (PWC Turbine) aeroplane;

may fly an aircraft covered by an Ayres Turbo (PT 6) class endorsement and is taken to have satisfied the requirements for obtaining that endorsement.

4.4 A person who:

- (a) held a Turbo Thrush/Air Tractor class endorsement that was in force at the end of 31 March 1999; and

- (b) qualified for that endorsement in an Ayres Turbo Thrush/Air Tractor (Garrett Turbine) aeroplane.
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Section 4 of Civil Aviation Amendment Order (No. 9) 2003 reads as follows:

- 4.1 A “constant speed propeller” special design feature endorsement issued before the commencement of these amendments has effect after the commencement as if it were a “manual propeller pitch control” endorsement.
- 4.2 If, before commencement of these amendments, the holder of a Bell 206 class endorsement had flown as pilot in command of a Bell 407 helicopter, that person is entitled to fly as pilot in command of a Bell 407 helicopter and is entitled to the issue of a Bell 407 class endorsement.
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Section 4 of Civil Aviation Amendment Order (No. 12) 2004 reads as follows:

- 4.1 A pilot who has flown the Lancair type aircraft fitted with a turbine engine as pilot in command, before the commencement of this Order under the authority of the SINGLE ENGINE AEROPLANES NOT EXCEEDING 5 700 KG MAXIMUM TAKE-OFF WEIGHT endorsement, may continue to do so and is taken to satisfy the requirements for the issue of a LANCAIR(T) class endorsement.
- 4.2 A pilot who has flown the PAC 750XL type aircraft as pilot in command, before the commencement of this Order, under the authority of the SINGLE ENGINE AEROPLANES NOT EXCEEDING 5 700 KG MAXIMUM TAKE-OFF WEIGHT endorsement, may continue to do so and is taken to satisfy the requirements for the issue of a CRESCO class endorsement.
- 4.3 A pilot who has flown the LEZA Aircam aircraft as pilot in command before the commencement of this Order, may continue to do so and is taken to satisfy the requirements for the issue of a LEZA class endorsement.
- 4.4 A CRESCO type endorsement that was in force, or suspended, immediately before commencement of this Order has the effect after commencement as if it were a CRESCO class endorsement.
- 4.5 A pilot who holds a certificate of exemption for operation of the MU-2 aircraft in known or forecast icing conditions may continue to do so for 12 months from commencement of this Order before he or she must view the Mitsubishi Icing Awareness Training (IAT) video YET-01295 and have the manufacturer’s logbook certification sticker entered in his or her logbook as evidence of viewing this video.
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Section 4 of Civil Aviation Amendment Order (No. 6) 2005 reads as follows:

- (1) A YAK 3 class endorsement that was in force, or suspended, immediately before the commencement of this Order has effect after the commencement as if it were a YAK class endorsement.
- (2) A pilot who, before the commencement of this Order, had flown the Yakovlev YAK 9 aircraft as pilot in command under the authority of a SINGLE-ENGINE AEROPLANES NOT EXCEEDING 5 700 KG MAXIMUM TAKE-OFF WEIGHT class endorsement may continue to do so and is taken to satisfy the requirements for the issue of a YAK class endorsement.
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Section 4 of Civil Aviation Order 40.1.0 Amendment Order (No. 1) 2006 reads as follows:

- (1) A B707-300 type endorsement that was in force, or suspended, immediately before the commencement of this instrument has effect after the commencement as if it were a B707 class endorsement.
- (2) A type endorsement that entitled the holder to fly a B707 aeroplane before the commencement of this instrument has effect after the commencement as if it were a B707 class endorsement.
- (3) A co-pilot B707-300 type endorsement that was in force, or suspended, immediately before the commencement of this instrument has effect after the commencement as if it were a co-pilot B707 class endorsement.
- (4) A type endorsement that entitled the holder to fly a B707 aeroplane as a co-pilot before the commencement of this instrument has effect after the commencement as if it were a co-pilot B707 class endorsement.
- (5) An ERJ170 class endorsement that was in force, or suspended, immediately before the commencement of this instrument has effect after the commencement as if it were an ERJ170/190 class endorsement.
- (6) A co-pilot ERJ170 class endorsement that was in force, or suspended, immediately before the commencement of this instrument has effect after the commencement as if it were a co-pilot ERJ170/190 class endorsement.
- (7) A B737-300 to 800 class endorsement that was in force, or suspended, immediately before the commencement of this instrument has effect after the commencement as if it were a B737-300 to 900 class endorsement.
- (8) A co-pilot B737-300 to 800 class endorsement that was in force, or suspended, immediately before the commencement of this instrument has effect after the commencement as if it were a co-pilot B737-300 to 900 class endorsement.
- (9) A pilot who has flown the Falcon 2000 EASy aircraft as pilot in command before the commencement of this instrument under the authority of the Falcon 2000 class endorsement, may continue to do so after the commencement and is taken to satisfy the requirements for the issue of a Falcon 2000 EASy class endorsement.
- (10) A DO228-200 class endorsement that was in force, or suspended, immediately before the commencement of this instrument has effect after the commencement as if it were a DO228 class endorsement.
- (11) A co-pilot DO228-200 class endorsement that was in force, or suspended, immediately before the commencement of this instrument has effect after the commencement as if it were a co-pilot DO228 class endorsement.
- (12) An ATR 42 type endorsement that was in force, or suspended, immediately before the commencement of this instrument has effect after the commencement as if it were an ATR 42/72 class endorsement.
- (13) A co-pilot ATR 42 type endorsement that was in force, or suspended, immediately before the commencement of this instrument has effect after the commencement as if it were a co-pilot ATR 42/72 class endorsement.

Section 4 of Civil Aviation Order 40.1.0 Amendment Order (No. 1) 2007 reads as follows:

- (1) A BD-100 class endorsement that was in force, or suspended, immediately before the commencement of this instrument has effect after the commencement as if it were a CL-30 class endorsement.
- (2) A CO-PILOT BD-100 class endorsement that was in force, or suspended, immediately before the commencement of this instrument has effect after the commencement as if it were a CO-PILOT CL-30 class endorsement.
- (3) A CL-65 type endorsement that was in force, or suspended, immediately before the commencement of this instrument has the effect after the commencement as if it were a CL-65 class endorsement.
- (4) A CO-PILOT CL-65 type endorsement that was in force, or suspended, immediately before the commencement of this instrument has effect after the commencement as if it were a CO-PILOT CL-65 class endorsement.
- (5) A pilot who has flown the Rutan Defiant aeroplane as pilot in command before commencement of this instrument may continue to do so, and is taken to satisfy the requirements for the issue of the RUTAN DEFIANT type endorsement.

Section 4 of Civil Aviation Order 40.1.0 Amendment Order (No. 1) 2008 reads as follows:

A SOCATA TBM 700 type endorsement that was in force, or suspended, immediately before the commencement of this instrument has effect after commencement as if it were a SOCATA TBM class endorsement.

Section 4 of Civil Aviation Order 40.1.0 Amendment Order (No. 1) 2009 reads as follows:

4 Transitional and savings

- (1) A pilot who has flown a Fletcher FU-24 powered by a Pratt and Whitney PT-6 turbo-prop engine as pilot in command, before the commencement of these amendments, under the authority of the SINGLE ENGINE AEROPLANES NOT EXCEEDING 5 700 KG MAXIMUM TAKE-OFF WEIGHT endorsement, is taken to satisfy the requirements for the issue of a CRESCO class endorsement.
- (2) A DC8-62 type endorsement that was in force, or suspended, immediately before commencement of these amendments has effect after the commencement as if it were a DC-8 class endorsement.
- (3) A CO-PILOT DC8-62 type endorsement that was in force, or suspended, immediately before commencement of these amendments has effect after the commencement as if it were a CO-PILOT DC-8 class endorsement.
- (4) A DC8-71 type endorsement that was in force, or suspended, immediately before commencement of these amendments has effect after the commencement as if it were a DC-8 class endorsement.
- (5) A CO-PILOT DC8-71 type endorsement that was in force, or suspended, immediately before commencement of these amendments has effect after the commencement as if it were a CO-PILOT DC-8 class endorsement.
- (6) A DC9-82 type endorsement that was in force, or suspended, immediately before commencement of these amendments has effect after the commencement as if it were a MD-80 class endorsement.

- (7) A CO-PILOT DC9-82 type endorsement that was in force, or suspended, immediately before commencement of these amendments has effect after the commencement as if it were a CO-PILOT MD-80 class endorsement.
- (8) A DC9-83 type endorsement that was in force, or suspended, immediately before commencement of these amendments has effect after the commencement as if it were a MD-80 class endorsement.
- (9) A CO-PILOT DC9-83 type endorsement that was in force, or suspended, immediately before commencement of these amendments has effect after the commencement as if it were a CO-PILOT MD-80 class endorsement.
- (10) A G-IV type endorsement that was in force, or suspended, immediately before commencement of these amendments has effect after the commencement as if it were a G-IV class endorsement.
- (11) A CO-PILOT G-IV type endorsement that was in force, or suspended, immediately before commencement of these amendments has effect after the commencement as if it were a CO-PILOT G-IV class endorsement.
- (12) A BT-67 type endorsement that was in force, or suspended, immediately before the commencement of these amendments has effect after the commencement as if it were a DC-3TP class endorsement.
- (13) A CO-PILOT BT-67 type endorsement that was in force, or suspended, immediately before the commencement of these amendments has effect after the commencement as if it were a CO-PILOT DC-3TP class endorsement.

Section 4 of Civil Aviation Order 40.1.0 Amendment Order (No. 1) 2010 reads as follows:

4 Transitional and Savings

- (1) A DA-42 type endorsement that was in force, or suspended, immediately before the commencement of this instrument has effect as if it were a DA-42 class endorsement.
- (2) A L200 type endorsement that was in force, or suspended, immediately before the commencement of this instrument has effect as if it were a L200 class endorsement.
- (3) A DHC2/A1 type endorsement that was in force, or suspended, immediately before the commencement of this instrument has effect as if it were a DHC-2T class endorsement.

Section 4 of Civil Aviation Order 40.1.0 Amendment Order (No. 1) 2011 reads as follows:

4 Transitional and Savings

- (1) A pilot who has flown a Cessna C208 powered by a Honeywell/Garrett turbo-prop engine as pilot in command before the commencement of these amendments, under the authority of a C208 class endorsement, is taken to satisfy the requirements for the issue of a C208 (TPE331) class endorsement.
- (2) A pilot who has flown a Cessna P210(T) aircraft as pilot in command before the commencement of these amendments, under the authority of a Single Engine Aeroplanes not exceeding 5 700 kg Maximum Take-off Weight class endorsement, is taken to satisfy the requirements for the issue of a P210(T) class endorsement.

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- (3) A B777 class endorsement that was in force, or suspended, immediately before the commencement of these amendments, has effect after the commencement of these amendments as if it were a B777/787 class endorsement.
 - (4) A co-pilot B777 class endorsement that was in force, or suspended, immediately before the commencement of these amendments, has effect after the commencement of these amendments as if it were a co-pilot B777/787 class endorsement.
 - (5) A C208 class endorsement that was in force, or suspended, immediately before the commencement of these amendments, has the effect after the commencement as if it were a C208 (PT6) class endorsement.
-