



NIGHT V.F.R. RATING AND NIGHT V.F.R. AGRICULTURAL RATINGS

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1 APPLICATION

- 1.1 For the purposes of subregulation 5.14 (1):
- (a) the flight tests that must be passed; and
 - (b) the other requirements that must be satisfied;
- for the issue of each grade of night V.F.R. rating are set out in subsections 5 and 6 and paragraph 7.1
- 1.2 For the purposes of subregulation 5.14 (1):
- (a) the flight tests that must be passed; and
 - (b) the other requirements that must be satisfied;
- for the issue of each grade of night V.F.R. agricultural rating are set out in subsections 5 and 6A and paragraph 7.2.

2 INTERPRETATION

- 2.1 In this section:
- centre-line thrust aeroplane* has the same meaning as in section 40.2.1.
- 2.2 A reference in this section to a regulation or subregulation identified by a numerical code (for example, 5.18 or 5.14 (1)) is a reference to the regulation or subregulation in the *Civil Aviation Regulations 1988* identified by that code.

4 DURATION

- 4.1 For the purposes of subregulation 5.17 (3), a night V.F.R. rating remains in force until the holder of the rating no longer holds a flight crew licence.

- 4.2 For the purposes of subregulation 5.17 (3), a night V.F.R. agricultural rating remains in force until the holder of the rating no longer holds a flight crew licence.

5 AERONAUTICAL KNOWLEDGE

- 5.1 Before undertaking a flight test required by subsection 7, an applicant for a night V.F.R. rating or a night V.F.R. agricultural rating shall pass an examination conducted or set by CASA or an approved pilot. The examination for the night V.F.R. rating shall include night V.F.R. procedures, airfield lighting requirements, alternate requirements and the particular radio navigation aids for which the applicant seeks endorsements. The examination for a night V.F.R. agricultural rating shall include questions on the particular techniques required.
- 5.2 A person must not attempt an examination mentioned in paragraph 5.1 unless he or she:
- (a) in the case of an examination for a night V.F.R. rating — satisfies the requirements of subsection 6; and
 - (b) in the case of an examination for a night V.F.R. agricultural rating satisfies the requirements of subsection 6A.

6 AERONAUTICAL EXPERIENCE — NIGHT V.F.R. RATING

- 6.1 An applicant for an aeroplane grade of night V.F.R. rating must:
- (a) hold an aeroplane pilot licence; and
 - (b) satisfy the requirements set out in subsection 1 of Appendix I.
- 6.2 An applicant for a helicopter grade of night V.F.R. rating must:
- (a) hold a helicopter pilot licence; and
 - (b) satisfy the requirements set out in subsection 1 of Appendix I.
- 6.3 An applicant for a gyroplane grade of night V.F.R. rating must:
- (a) hold a gyroplane pilot licence; and
 - (b) satisfy the requirements set out in subsection 1 of Appendix I.
- 6.4 An applicant for a balloon grade of night V.F.R. rating must:
- (a) hold a commercial pilot (balloon) licence; and
 - (b) satisfy the requirements set out in subsection 1A of Appendix I.
- 6.5 An applicant for an airship grade of night V.F.R. rating must:
- (a) hold a commercial pilot (airship) licence; and
 - (b) satisfy the requirements set out in subsection 1 of Appendix I.

6A AERONAUTICAL EXPERIENCE — NIGHT V.F.R. AGRICULTURAL RATING

- 6A.1 An applicant for an aeroplane grade of night V.F.R. agricultural rating must:
- (a) hold an aeroplane pilot licence; and
 - (b) hold an agricultural pilot (aeroplane) rating; and
 - (c) satisfy the requirements set out in subsection 1 of Appendix II; and
 - (d) satisfactorily complete a course of training in an aeroplane in accordance with the syllabus set out in subsection 2 of Appendix II.
- 6A.2 An applicant for a helicopter grade of night V.F.R. agricultural rating must:
- (a) hold a helicopter pilot licence; and
 - (b) hold an agricultural pilot (helicopter) rating; and
 - (c) satisfy the requirements set out in subsection 1 of Appendix II; and
 - (d) satisfactorily complete a course of training in a helicopter in accordance with the syllabus set out in subsection 2 of Appendix II.

7 AERONAUTICAL SKILL

- 7.1 An applicant for a grade of night V.F.R. rating, other than a balloon grade of night V.F.R. rating, must pass the flight test set out in subsection 2 of Appendix I.
- 7.2 An applicant for a balloon grade of night V.F.R. rating must pass the flight test set out in subsection 2A of Appendix I.
- 7.3 An applicant for a night V.F.R. agricultural rating must pass the flight test set out in subsection 3 of Appendix II.

8 AUTHORITY GIVEN BY RATING

- 8.1 For the purposes of regulation 5.18:
- (a) the authority given by each grade of night V.F.R. rating, other than a balloon grade of night V.F.R. rating; and
 - (b) the limitations on that authority; and
 - (c) the flight tests that must be passed and other requirements that must be satisfied before that authority may be exercised;
- are set out in subsection 9, and in subsection 3 of Appendix I.
- 8.2 For the purposes of regulation 5.18:
- (a) the authority given by a balloon grade of night V.F.R. rating; and
 - (b) the limitations on that authority; and
 - (c) the flight tests that must be passed and other requirements that must be satisfied before that authority may be exercised;
- are set out in subsection 9, and in subsections 3 and 6 of Appendix I.

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- 8.3 For the purposes of regulation 5.18:
- (a) the authority given by each grade of night V.F.R. agricultural rating; and
 - (b) the limitations on that authority; and
 - (c) the flight tests that must be passed and other requirements that must be satisfied before that authority may be exercised;
- are set out in subsection 9, and in subsection 4 of Appendix II.

9 RECENT EXPERIENCE REQUIREMENTS

- 9.1 The holder of a night V.F.R. rating must not exercise the authority given by the rating unless he or she satisfies the requirements set out in subsection 5 of Appendix I.
- 9.2 The holder of a night V.F.R. agricultural rating must not exercise the authority given by the rating unless he or she satisfies the requirements set out in subsection 5 of Appendix II.

**APPENDIX I
NIGHT V.F.R. RATING**

1 AERONAUTICAL EXPERIENCE — AIRCRAFT OTHER THAN BALLOONS

1.1 For the purposes of subparagraphs 6.1 (b), 6.2 (b), 6.3 (b) and 6.5 (b), the aeronautical experience must include:

- (a) instrument flight training as required to reach the standard specified in subsection 2 of this Appendix; and
- (b) at least 10 hours of flight time as a pilot that was flown at night and that includes:
 - (i) at least 5 hours of flight time in an aircraft of the category appropriate to the grade of rating to which the paragraph relates; and
 - (ii) at least 2 hours of flight time in an aircraft that is flying in a traffic pattern; and
 - (iii) at least 1 hour of flight time in an aircraft:
 - (A) that is flying in a traffic pattern; and
 - (B) that is of the category appropriate to the grade of rating to which the paragraph relates; and
- (c) 5 hours dual navigation night flight time including:
 - (i) 2 hours visual instruction by an approved pilot; and
 - (ii) in the case of subparagraph 6.1 (b) — at least 1 cross-country flight in dual flying that satisfies the following requirements:
 - (A) the duration of the flight must be at least 3 hours;
 - (B) the flight must cover at least 100 miles; and
 - (iii) in the case of subparagraph 6.2 (b) — at least 1 cross-country flight in dual flying that satisfies the following requirements:
 - (A) the duration of the flight must be at least 3 hours;
 - (B) the flight must cover at least 100 miles; and
 - (iv) in the case of subparagraph 6.3 (b) — at least 1 cross-country flight in dual flying that satisfies the following requirements:
 - (A) the duration of the flight must be at least 3 hours;
 - (B) the flight must cover at least 100 miles; and
 - (v) in the case of subparagraph 6.5 (b) — at least 1 cross-country flight in dual flying that satisfies the following requirements:
 - (A) the duration of the flight must be at least 3 hours;
 - (B) the flight must cover at least 40 miles.

1.2 For the purposes of subparagraph 1.1 (b), the same flight time may be counted towards as many of sub-subparagraphs 1.1 (b) (i), 1.1 (b) (ii) and 1.1 (b) (iii) as describe the flight time.

- 1.3 For the purposes of sub-subparagraphs 1.1 (c) (ii), 1.1 (c) (iii), 1.1 (c) (iv) and 1.1 (c) (v), the flight must include at least 1 landing at an aerodrome:
- (a) that is not the aerodrome from which the flight commenced; and
 - (b) that is not in an area that has sufficient ground lighting to create a discernible horizon.

Note: For airships, the landing requirements shall be met by the airship landing and coming to rest into the hands of airship ground party. The requirements for the aerodrome to be remote from extensive lighting will be waived provided the Operations Manual specifies the particular aerodromes that may be used for night operations and that those aerodromes are not remote from extensive lighting.

1A AERONAUTICAL EXPERIENCE — BALLOONS

- 1A.1 For the purposes of subparagraph 6.4 (b), the aeronautical experience must include:
- (a) at least 3 hours flight time as a pilot of a balloon that was flown at night; and
 - (b) satisfactory completion of a course of training in accordance with paragraph 1A.2.
- 1A.2 For the purposes of subparagraph 1A.1 (b), the course of training must include:
- (a) at least 3 flights at night with:
 - (i) a person who holds a flight instructor (balloon) rating and a balloon grade of night V.F.R. rating; or
 - (ii) an approved person; and
 - (b) training in the aeronautical skills needed to control a balloon by reference to instruments.
- 1A.3 CASA may approve a person for the purposes of sub-subparagraph 1A.2 (a) (ii).

2 FLIGHT TEST — AIRCRAFT OTHER THAN BALLOONS

- 2.1 An applicant for a grade of night V.F.R. rating, other than a balloon grade of night V.F.R. rating, must satisfy CASA, an approved testing officer or an approved person that he or she can safely control an aircraft of the category appropriate to the grade of rating while:
- (a) manually performing the following manoeuvres solely by reference to the instruments:
 - (i) recovery from unusual attitudes (not required for airships);
 - (ii) normal turns of at least 180 degrees left and right;
 - (iii) climbing turns to a pre-determined altitude at a constant speed;
 - (iv) descending turns to a pre-determined altitude at a constant speed;
 - (v) straight and level flight;
 - (vi) climbing and descending;

- (vii) in the case of single-engine helicopters, autorotative flight with power recovery; and
- (b) using visual clues at night through the following manoeuvres:
 - (i) take-off, circuit and landing;
 - (ii) baulked approach;
 - (iii) in the case of multi-engine helicopters, cruise flight in the reduced power configuration (simulated 1 engine inoperative);
 - (iv) in the case of multi-engine aeroplanes or airships, asymmetric flight in the cruise configuration; and
- (c) correctly manipulating the radio navigation aid or aids for which endorsement is desired and demonstrate proficiency in:
 - (i) interception and maintenance of a designated track to and from a station; and
 - (ii) orientation problems; and
- (d) navigating at night by visual reference both with and without the assistance of radio navigation aids.

Note: The applicant's ability to maintain flight attitude with visual reference including recovery from unusual attitudes, and for helicopters entry and recovery from autorotation, may be tested in daylight by simulating instrument meteorological conditions. In all cases the applicant's ability to navigate and track using the navigation aids for which the endorsement is required is to be tested at night.

- 2.2 An applicant shall be required to fly the manoeuvres detailed in paragraph 2.1 within the following tolerances to be judged proficient. There shall be no sustained errors in excess of the following:
 - (a) heading; aeroplanes helicopters and gyroplanes $\pm 10^\circ$; airships $\pm 20^\circ$;
 - (b) indicated airspeed ± 10 knots of a nominated speed;
 - (c) height ± 200 feet.
- 2.3 CASA may approve a person for the purposes of paragraph 2.1.

2A FLIGHT TEST — BALLOONS

- 2A.1 An applicant for a balloon grade of night V.F.R. rating must satisfy CASA, an approved testing officer or an approved person that he or she can safely carry out the following manoeuvres:
 - (a) take-off;
 - (b) climb to 1 500 feet above the ground at nominated rate ($\pm 20\%$);
 - (c) level-off and maintain ± 100 feet for 5 minutes;
 - (d) descend to 500 feet above the ground at nominated rate ($\pm 20\%$);
 - (e) level-off and maintain ± 50 feet for 2 minutes;
 - (f) carry out necessary fuel management during night flight whilst maintaining height ± 100 feet;
 - (g) carry out passenger management during night flight;

(h) in surveyed area, descend to not more than 100 feet above the ground at a rate of not more than 100 feet per minute during the last 100 feet, for approach and overshoot to an emergency landing area.

2A.2 The manoeuvre mentioned in sub-subparagraph 2A.1 (h) may be followed by either a landing or a climb to a height of at least 100 feet above the ground to continue the flight.

3 AUTHORITY GIVEN BY RATING

3.1 Subject to subsections 5 and 6, a night V.F.R. rating authorises the holder of the rating:

(a) in the case of an aeroplane grade of night V.F.R. rating — to fly as pilot in command of aeroplanes having a take-off weight not exceeding 5 700 kg on private or aerial work flights within Australia by night under the V.F.R.;
or

(b) in the case of a helicopter grade of night V.F.R. rating:

(i) to fly as pilot in command of helicopters on private or aerial work operations; or

(ii) if the holder also holds a commercial pilot (helicopter) licence, or an air transport pilot (helicopter) licence — to fly as pilot in command of a helicopter with a maximum take-off weight of 5 700 kg or less for the purpose of transferring marine pilots from land to ship, from ship to land or from ship to ship;

by night under the V.F.R. within Australian territory; or

(c) in the case of an airship grade of night V.F.R. rating — to fly as pilot in command of airships on private or aerial work by night under the V.F.R.;
or

(d) in the case of a gyroplane grade of night V.F.R. rating — to fly as pilot in command of gyroplanes in private or aerial work flights by night under the V.F.R.; or

(e) in the case of a balloon grade of night V.F.R. rating — to fly as pilot in command of balloons on aerial work, or charter, flights by night under the V.F.R.;

using only those aids for which his or her rating is endorsed, and in accordance with conditions specified by CASA.

3.2 An aeroplane grade of night V.F.R. rating gained as a result of a flight proficiency test conducted in a single-engine aeroplane shall be valid for single-engine aeroplanes only and shall be endorsed accordingly.

3.3 For the purposes of paragraph 3.2:

single-engine aeroplane includes a centre-line thrust aeroplane.

4 EXEMPTIONS

Serving and former pilots of the Australian Defence Force who can produce acceptable evidence of having aeronautical experience at night which exceeds the requirements of subsection 1 of this Appendix within the previous 2 years may apply to CASA to be exempted from the flight proficiency test required by subsection 2 of this Appendix.

Note: The requirements of subparagraph 1 (c) (ii) of this Appendix will be met if a pilot can provide evidence that he or she has flown as pilot in command or pilot in command under supervision the following:

- (a) a visual navigation night flight over a distance of at least 300 nautical miles;
- (b) at least 3 hours visual navigation night flight;
- (c) a visual night landing at an aerodrome other than that of departure, located in an area remote from extensive lighting.

5 RECENT EXPERIENCE REQUIREMENTS

5.1 For the purposes of paragraph 9.1, a night V.F.R. rating does not authorise the holder of the rating to fly as pilot in command of an aircraft by night unless:

- (a) within the period of 1 year immediately before the day of the proposed flight, he or she has undertaken:
 - (i) in the case of a balloon grade of night V.F.R. rating — at least 1 flight of at least 30 minutes duration while flying a balloon at night as pilot in command, as pilot acting in command under supervision or in dual flying; and
 - (ii) in any other case — at least 1 flight of at least 1 hour duration while flying an aircraft at night as pilot in command, as pilot acting in command under supervision or in dual flying; and
- (b) in the case of an aeroplane grade of night V.F.R. rating — within the period of 6 months immediately before the day of the proposed flight, he or she has:
 - (i) carried out at least 1 take-off and 1 landing at night while flying an aeroplane as pilot in command, as pilot acting in command under supervision, or in dual flying; or
 - (ii) satisfactorily completed an aeroplane flight review or an aeroplane proficiency check that was conducted at least in part at night; or
 - (iii) passed a flight test that was conducted at night for the purpose of the issue, or renewal, of an aeroplane pilot rating; and
- (c) in the case of an airship grade of night V.F.R. rating — within the period of 6 months immediately before the day of the proposed flight, he or she has:
 - (i) carried out at least 1 take-off and 1 landing at night while flying an airship as pilot in command, as pilot acting in command under supervision, or in dual flying; or

- (ii) satisfactorily completed an airship proficiency check that was conducted at night; or
 - (iii) passed a flight test that was conducted at night for the purpose of the issue of an airship pilot licence, or the issue, or renewal, of an airship pilot rating; and
- (d) in the case of a helicopter grade of night V.F.R. rating — within the period of 6 months immediately before the day of the proposed flight, he or she has:
- (i) carried out at least 1 take-off, 1 circuit and 1 landing at night while flying a helicopter as pilot in command, as pilot acting in command under supervision, or in dual flying; or
 - (ii) satisfactorily completed a helicopter proficiency check that was conducted at night; or
 - (iii) passed a flight test that was conducted at night for the purpose of the issue of a helicopter pilot licence, or the issue, or renewal, of a helicopter pilot rating; and
- (e) in the case of a gyroplane grade of night V.F.R. rating — within the period of 6 months immediately before the day of the proposed flight, he or she has:
- (i) carried out at least 1 take-off, 1 circuit and 1 landing at night while flying a gyroplane as pilot in command, as pilot acting in command under supervision, or in dual flying; or
 - (ii) satisfactorily completed a gyroplane proficiency check that was conducted at night; or
 - (iii) passed a flight test that was conducted at night for the purpose of the issue of a gyroplane pilot licence, or the issue, or renewal, of a gyroplane pilot rating; and
- (f) in the case of a balloon grade of night V.F.R. rating — within the period of 1 year immediately before the day of the proposed flight, he or she has:
- (i) carried out at least 1 flight at night as pilot in command, as pilot acting in command under supervision or in dual flying while flying a balloon; or
 - (ii) satisfactorily completed a balloon proficiency check that was conducted at night; or
 - (iii) passed a flight test that was conducted at night for the purpose of the issue of a balloon pilot licence, or the issue, or renewal, of a balloon pilot rating.
- 5.2 For the purposes of sub-subparagraph 5.1 (c) (i), an airship lands when it is under the control of an airship ground party.
- 5.3 For the purposes of sub-subparagraphs (d) (i) and (e) (i), a person carries out a circuit while flying a helicopter or a gyroplane if the person:
- (a) takes off in the helicopter or gyroplane from an aerodrome; and

- (b) flies the helicopter or gyroplane around the aerodrome in accordance with the traffic pattern for the aerodrome; and
- (c) lands the helicopter or gyroplane at the aerodrome.

5.4 In this subsection:

aerodrome means a place that aircraft may land at, or take off from, in accordance with regulation 92.

Note: The holder of a night V.F.R. rating must also satisfy the recent experience requirements set out in Part 5 of the *Civil Aviation Regulations 1988* in relation to his or her flight crew licence.

6 BALLOON GRADE OF NIGHT V.F.R. RATING — LIMITATIONS ON AUTHORITY

6.1 A balloon grade of night V.F.R. rating does not authorise the holder of the rating:

- (a) to land a balloon at night, unless he or she lands the balloon:
 - (i) in the course of giving or receiving flying training; or
 - (ii) in an emergency; or
- (b) to carry passengers in a particular class of balloon that is flying:
 - (i) at night; and
 - (ii) in charter operations;

unless he or she has passed the flight test set out paragraph 2A.1 in a balloon of that class.

7 BALLOON GRADE OF NIGHT V.F.R. RATING — CONDITIONS

7.1 For the purposes of subregulation 5.16 (1), it is a condition of each balloon grade of night V.F.R. rating that the holder of the grade of rating must not exercise the authority given by the grade of rating in a balloon unless the balloon:

- (a) has at least 2 independent fuel systems; and
- (b) takes-off not more than 1 hour before first light; and
- (c) carries sufficient fuel to enable it to remain airborne until at least 1 hour after first light; and
- (d) carries at least 2 torches; and
- (e) carries a light that is capable of lighting sufficient ground for the balloon to be landed at night in an emergency.

APPENDIX II
NIGHT V.F.R. AGRICULTURAL RATING

1 AERONAUTICAL EXPERIENCE

- 1.1 For the purposes of subparagraph 6A.1 (c), the aeronautical experience must include at least 500 hours of flight time as pilot in command, or as pilot acting in command under supervision, of an aeroplane that is engaged in spraying operations conducted in daylight.
- 1.2 For the purposes of subparagraph 6A.2 (c), the aeronautical experience must include at least 500 hours of flight time as pilot in command, or as pilot acting in command under supervision, of an aeroplane, or a helicopter, that is engaged in spraying operations conducted in daylight.
- 1.3 The 500 hours mentioned in paragraph 1.2 must include at least 50 hours flown in a helicopter.

2 SYLLABUS OF FLYING TRAINING

- 2.1 All dual training and solo supervision shall be conducted by a person approved for this purpose.

2.2 Syllabus 1 General Training:

- | | |
|----------------------------|---|
| (a) Dual instruction | Minimum flight time, 3 hours. |
| (i) By day | Simulated instrument flight sequences.
Recovery from unusual attitudes. |
| (ii) By night | Circuits and landings with progress to low level circuits.
Low level medium and steep turns.
Agricultural procedure turns with progress to low level turns.
Simulated spray runs away from the flare path or helicopter landing site using aircraft floodlights. |
| (b) Solo training by night | Minimum flight time, 2 hours.
Solo practice in sequences (a) (ii) above. |

2.3 Syllabus 2 Operational Flying Training by night:

- | | |
|----------------------------|---|
| (a) Dual instruction | Minimum flight time, 2 hours.
Low level circuits and landings
Simulated spray runs with the aid of human markers. |
| (b) Solo training by night | Minimum flight time, 3 hours.
Low level circuits and landings.
Complete treatment of an area with a liquid. |

Note: The following conditions shall apply to the flight training specified above.

- (a) aircraft used for dual instruction shall be equipped with the instruments and lighting required for night V.F.R. agricultural operations, and fitted with a simulated spray control level;
- (b) operational training shall be conducted in an area approved for this purpose by CASA, and the aircraft loaded to maximum take-off weight at the commencement of each training exercise;
- (c) solo training, including operational planning and briefing of markers, shall be directly supervised by the approved pilot, and shall be carried out in an operational spraying aircraft.

3 FLIGHT PROFICIENCY TEST

3.1 An applicant for a night V.F.R. agricultural rating shall demonstrate to CASA, an approved testing officer or an approved pilot his or her ability to:

- (a) safely control the aircraft manually and solely by reference to instruments and proficiently perform the following manoeuvres:
 - (i) straight and level flight;
 - (ii) climbing and descending;
 - (iii) climbing turns to a predetermined altitude;
 - (iv) descending turns at reduced power to a predetermined altitude;
 - (v) steep turns;
 - (vi) recovery from unusual attitudes; and
- (b) safely control the aircraft using visual cues at night during the following manoeuvres:
 - (i) take-off, low level circuit, and landing;
 - (ii) baulked approach;
 - (iii) simulated spraying runs alongside the flare path or helicopter landing site including procedure turns; and
- (c) safely operate a dual or single control agricultural aircraft by night including:
 - (i) simulated spraying runs with the aid of human markers including procedure turns; and
 - (ii) the adequate planning of a night spraying operation including briefing of markers and the completion of that operation.

3.2 An applicant shall be required to fly the manoeuvres detailed in subparagraph 3.1 (a) within the following tolerances to be judged proficient. There shall be no sustained errors in excess of the following:

- (a) heading 10°;
- (b) indicated airspeed ± 10 knots of a nominated speed;
- (c) height ± 200 feet.

3.3 The flight proficiency test must be conducted in the category of aircraft appropriate to the grade of rating sought.

4 AUTHORITY GIVEN BY RATING

- 4.1 An aeroplane grade of night V.F.R. agricultural rating authorises the holder of the rating to fly as pilot in command, or co-pilot, of an aeroplane that is engaged in agricultural operations at night under the V.F.R.
- 4.2 A helicopter grade of night V.F.R. agricultural rating authorises the holder of the rating to fly as pilot in command, or co-pilot, of a helicopter that is engaged in agricultural operations at night under the V.F.R.

5 RECENT EXPERIENCE REQUIREMENTS

- 5.1 For the purposes of paragraph 9.2, the holder of a night V.F.R. agricultural rating must not exercise the authority given by the rating unless:
- (a) he or she has obtained a minimum of 20 hours flying experience at night in agricultural operations in the 12 months preceding the flight; and
 - (b) where continuity of night spraying is broken by more than 35 days, he or she has practised the necessary manoeuvres by night in an unladen agricultural aircraft prior to resuming night spraying operations.
- 5.2 Where the holder of a night V.F.R. agricultural rating does not meet the recent experience requirements specified in subparagraph 5.1 (a), he or she shall carry out recency flying at night to the extent nominated by CASA. He or she may also be required to demonstrate in flight to CASA, an approved testing officer or an approved pilot his or her continued fitness to hold a night V.F.R. agricultural rating.

6 APPROVED PERSONS

- 6.1 CASA may approve the holder of a pilot licence for the purposes of paragraphs 3.1 and 5.2.