



**Australian Government**  
**Civil Aviation Safety Authority**

**Basic Guidelines for Overseas Applicants Applying for an Australian Air Transport Pilot Licence [ATP(H)L].**

**APPLICANT**

- ◆ Is 21 years of age
- ◆ Holds, or have held, an overseas civilian ATPL(H)
- ◆ Holds a Flight Operator Radiotelephone Licence
- ◆ Is competent in English - writing, speaking and understanding
- ◆ Hold, or in the process of applying for issue of, an Australian ASIC or AVID
- ◆ Pays the fee of \$180.00 (AUD)

**(Note:** CASA does not recognise any overseas military qualifications. Applicants must first convert their military qualifications to the civilian equivalent in their home country before applying to CASA for recognition purposes).

**AERONAUTICAL EXPERIENCE**

Meets aeronautical experience requirements (CAR 5.181) of 1,500 hours total flight time that includes 750 hours in a helicopter. The 750 hours mentioned must include 450 hours as pilot in command (may include no more than 150 hours as PIC under supervision). The balance of the remaining 750 hours must consist of any one or more of the following:

- ◆ 750 hrs hours of general flight time in a helicopter
- ◆ up to 750 hrs of recognised flight time as a pilot of a powered aircraft or a glider (other than a hang-glider)
- ◆ up to 200 hours as a flight engineer or flight navigator (3hrs as F/E in RPT ops = 1 hr flight time; 4 hrs as F/Nav in RPT ops = 1 hr flight time)
- ◆ See [ATPL\(H\) hours](#) – refer to table on page 3-35

**There is no flight test for issue of an Australian ATP(H)L**

## CURRENT AUSTRALIAN COMMAND INSTRUMENT RATING (CIR) - Helicopter (*OPTIONAL*)

### CIR

This means an instrument rating obtained in Australia issued by a CASA delegate. There are no CASA delegates overseas. An equivalent overseas rating cannot be accepted. However, the holder of an overseas rating is exempt from the prescribed training course for the issue of a CIR. Applicant is still required to pass:

- ◆ IREX theory exam [IREX](#)
- ◆ flight test for the initial issue of a CIR-helicopter

## FLIGHT INSTRUCTOR RATING (*OPTIONAL*)

Overseas military and civilian instructor ratings are recognised in Australia. An applicant must pass the appropriate flight test for the issue of the Grade 2 Instructor Rating (lowest grade of rating). In certain circumstances, a pilot with a military instructional background (domestic or overseas) may be granted full or partial exemption against the course syllabus requirements. Please refer to **Exemptions** (para 8) in **CAO 40.3.7** on our website ([Helicopter Flight Instructor Rating](#)) for further details.

## MEDICAL CERTIFICATE

An overseas pilot requiring the issue of an Australian Pilot Licence is required to hold a current Australian Medical Certificate to exercise the privileges of the licence. This certificate normally is acquired in Australia however, there are numerous overseas doctors approved to conduct medical examinations for applicants on behalf of CASA - refer our website address: [Overseas CASA DAMEs](#)  
Privileges of the ATP(H)L cannot be exercised until issue of the Class 1 medical certificate.

## EXAMS

Pass the Australian CPL Flight Rules & Air Law Exam (**CLWH**) for helicopters and **AALW** exam on **CyberExams** - [CyberExams](#)

*(NB. If an applicant already holds the Australian CPL(H), there is no requirement to sit the CLWH exam)*

**Note:** CASA exams are now conducted by a company called ASL (Assessment Services Pty. Ltd.) under contract to CASA: [ASL](#)

Bookings and fees can be found on their website.

*(NB. CASA does not recognise an overseas pilot's theory credits [in isolation] if the pilot has not been issued with the actual licence nor does it recognise "frozen" licences)*

**PLEASE NOTE:**

*An overseas pilot who has converted to an Australian Flight Crew Licence may not use the licence unless they hold a Class 1 Medical Certificate*

*A Class 1 Medical Certificate may take 4 to 6 weeks to obtain due delays in processing ECGs.*

**OVERSEAS PILOTS EMPLOYED BY CAR 217 OPERATORS**

The requirement to undergo the licence flight test is waived if the overseas pilot:

- ◆ holds a current overseas ATP(H)L
- ◆ is employed by, or enters into an arrangement with, an Australian CAR 217 operator (see CAR 217)
- ◆ successfully complete a Flight Proficiency Check with that operator
- ◆ satisfies the aeronautical experience requirements (mentioned above)

The applicant is still required to sit and pass the CLWH and AALW exams.

**THE APPLICANT WILL BE REQUIRED TO SUBMIT TO CASA**

- ◆ An equivalent overseas licence (certified true copy)
- ◆ Log books (certified true copies)
- ◆ **CLWH & AALW** pass results
- ◆ Complete CASA form "*ATPL(H) Application form*" [form 196](#)
- ◆ Pay the appropriate fee of \$180

### In Summary: What is Required

- ◆ Lodge forms 1162 and 639 (with correct I/D) simultaneously, to be issued an ARN and undergo the mandatory security check: [Forms](#)
- ◆ Lodge form 213 (see above link)
- ◆ Pass the **CLWH** and **AALW** exams (AALW only if applicant already holds an Australian CPL[H]) – book with ASL
- ◆ No minimum medical (unless pilot wishes to exercise the privileges of licence in Australia)
- ◆ Meet the above-mentioned flight time (as per ICAO requirements) + an ICAO ATPL(H)
- ◆ Lodge with CLRAC, CASA
- ◆ Pay the fee of \$180

## Photo Identification

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**All licence applicants are required to undergo a security check prior to issue:**  
<http://www.casa.gov.au/fcl/photo/index.htm>

## Delays in Verification of Overseas Qualifications

Verification of all overseas qualifications will be conducted by CASA before recognising an overseas licence or qualification. This involves CASA checking qualifications with the overseas regulatory authority who initially issued the qualification to ascertain its validity and authenticity.

Delays may be experienced in verification and issuing of Australian licences and Certificates of Validation. The additional time should be taken into account when applying for conversion of a licence or a certificate of validation. FAA qualifications are more easily verifiable.

### Special procedures for UK licence holders

The UK CAA will not provide verifications or release information about UK licence holders unless the licence holder completes a specific authority to allow the release of the information to CASA. Further information will be published on the [CAAUK](#)

The UK CAA authorisation form [SRG\1160](#)

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*(64Kb Adobe Acrobat file)* must be completed by each individual and sent direct to the UK CAA with the prescribed payment. The CASA application form must be sent to CLARC at CASA. Both the UK CAA and CASA forms must be completed in all cases.

Once CASA receives the application, a formal request for verification of the information will be made to UK CAA. UK CAA will reply direct to the CASA office upon receipt of the authorisation form SRG\1160. CASA will not process an application further until a response is received from UK CAA. Inquiries about the progress of the verification need to be made with UK CAA.

Licence holders are advised to submit form SRG\1160 to UK CAA well before they intend to arrive in Australia to avoid unnecessary delays in the processing of paperwork.

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## **ARN Application (including identification)**

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An ARN (Aviation Reference Number) is required before the issue of the first Australian flight crew licence (including TTMRA applications) or at the same time as the issue of a certificate of validation.

Applications for an ARN can be made on [form 1162](#) (32Kb Adobe Acrobat document). The original completed form and supporting identification documentation must be certified by a CASA Delegate (eg. CFI, DAME) and posted in to CLARC, CASA, GPO BOX 2005, CANBERRA CITY, ACT 2601

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## **Where do I go to be trained?**

Please note, on arrival in Australia, it is the visiting pilot's responsibility to seek out conversion course details from the various flying schools and academies. CASA does not provide such information on course fees and time frames, as it is neither CASA's role nor mandate to know this kind of information. You must acquire this information directly from the schools themselves.

It is recommended that you contact several flying training organisations in the area of your intended abode, before undertaking any conversion training.

Most of the organisations can be found in your local telephone directory (or on the web) under the headings of '**Helicopter Flying Schools**'. The larger flight schools and academies focus primarily on training for professional licences and ratings with some schools offering full-time courses with live-in facilities

[Directory of aero clubs & flight schools](#)

## Employment

The Civil Aviation Safety Authority does not control the employment of flight crew in the Australian aviation industry; neither does it maintain details of available vacancies or aviation employment trends. Persons intending to fly in a commercial operation or work in Australia will need to have the right to work in Australia (resident or appropriate visa) and should make their own inquiries about employment opportunities. Immigration requirements can be found on the [Dept of Immigration](#) website.

Should you have any further questions, please visit our website: [www.casa.gov.au](http://www.casa.gov.au)