



## Basic Guidelines for Overseas Applicants Applying for an Australian Commercial Pilot Licence [CPL(A)].

(# denotes compulsory requirements)

### # APPLICANT

- Is 18 years of age
- Holds, or have held, an overseas civilian CPL(A)
- Holds a Flight Operator Radiotelephone Licence
- Is competent in English - writing, speaking and understanding
- Holds, or is in the process of applying for issue of an, Australian ASIC or AVID
- Pays the fee of \$160.00 (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. CASA will recognise foreign military flight time however.

### # AERONAUTICAL EXPERIENCE

Applicant must meet aeronautical experience requirements (CAR 5.115) of 200 hours total flight time in a recognised or registered aeroplane. The 200 hours must include:

- ❖ 100 hours PIC (can be in aeroplanes, helicopters, gyroplanes or gliders)
- ❖ 100 hours in a registered or recognised aeroplanes (includes overseas registered civil and military aeroplanes of an ICAO Contracting State)
- ❖ 20 hours cross country as pilot in command of a registered or recognised aeroplane
- ❖ 10 hours instrument flight time of a registered or recognised aeroplane.

The applicant is also required to pass the **CPL(A) flight test** (day VFR s/e) with an approved person (industry ATO or CASA FOI).

Should an applicant fall short of the required 200 hours, additional aeronautical experience may be accrued on aeroplanes, helicopters, gyroplanes or gliders (other than a hang-glider)

### CURRENT AUSTRALIAN COMMAND MULTI-ENGINE OR SINGLE-ENGINE INSTRUMENT RATING (**OPTIONAL**) [<http://www.casa.gov.au/download/orders/cao40/400201.pdf>]

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 <http://www.casa.gov.au/fcl/exams/fceirex.htm>
- flight test for the initial issue of a CIR (S/E or M/E)

## **FLIGHT INSTRUCTOR RATING (OPTIONAL)**

Overseas civilian instructor ratings are recognised in Australia. However, an applicant must meet Australian CAO 40.1.7 paragraph 6 '**Exemptions**' requirements:

<http://www.casa.gov.au/download/orders/cao40/400107.pdf>

and pass the appropriate flight test for the issue of the relevant Grade of Instructor Rating desired. In certain circumstances, a pilot with a military instructional background may be granted, at CASA's discretion, a partial or full exemption against the course syllabus requirements. In both cases, the applicant must hold either an Australian Night VFR (NVFR) Rating or a Command Instrument Rating (CIR) before a Grade 3 Instructor Rating can be issued.

### **# 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 can only be obtained in Australia (NB. there are numerous overseas doctors approved to conduct medical examinations for applicants on behalf of CASA - refer our website address:

<http://www.casa.gov.au/avmed/>

A class 2 medical is all that is required to undergo the flight test. Privileges of the CP(A)L cannot be exercised until issue of the Class 1 medical certificate (ie. it is not a requirement to hold a class 1 medical certificate for the issue of the CPL).

### **# EXAMS**

Pass the Australian CPL Flight Rules & Air Law Exam (**CLWA**) on **CyberExams**

<http://www.casa.gov.au/fcl/exams/cyber/convexam.htm>

**Note:** CASA exams are now conducted by a company called ASL (Assessment Services Pty. Ltd.) under contract to CASA: <http://www.aslexam.com/TOL/>

(**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 and other tests.

## **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 CP(A)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

**# The applicant is still required to sit and pass the CLWA exam.**

**NB. Issue of an Australian licence does not void your existing licence issued from your own country**

### **In Summary: What is Required**

- # Lodge forms [1162](#) and [639](#) (with correct I/D) simultaneously, for ARN issue and mandatory security check
- # Complete and lodge the CASA form 213:  
<http://www.casa.gov.au/manuals/regulate/fcl/form213.pdf>
- # Pass the **CLWA** exam (book with ASL)
- # Class 1 medical certificate
- # Meet the 200 hours broken-down as per above requirements + an ICAO CPL
- # Pass the CPL flight test (VFR) with an approved testing officer or CASA FOI
- # Undertake an English Language Proficiency (ELP) test - [form](#)
- # Complete CASA form 090 CPL Application [form](#): (also CPL flight test form held by the testing officer)
- # Complete CASA form 638, FROL form:  
<http://www.casa.gov.au/manuals/regulate/fcl/form638.pdf>
- # Pay the appropriate fee of \$160

## **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 <http://www.caa.co.uk/homepage.aspx>

The UK CAA authorisation form <http://www.caa.co.uk/docs/33/SRG1160.pdf> (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, 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 CLARC, CASA 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

<http://www.casa.gov.au/manuals/regulate/fcl/form1162.pdf> (32Kb Adobe Acrobat document).

The original completed form and supporting identification documentation must be certified by a CASA Delegate (eg. CFI, DAME) and submitted 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 '**Flying Schools**' or '**Aero Clubs**'. 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. See: <http://www.aeroclub.com.au/queryao-800.html>

## 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 DIMIA website <http://www.immi.gov.au/>

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Should you have any further questions, please phone 131 757 or CLARC at [clarc@casa.gov.au](mailto:clarc@casa.gov.au)