

4.1.1 Content Overview

This topic provides CASA staff who have a delegation to issue endorsements and ratings with the information they need to perform the task, including:

- Flowcharts that illustrate the process by which endorsements or ratings are issued by industry and CASA delegates
- Details of the specific requirements for endorsements and each category of rating in a series of reference tables
- Detailed procedures for the issue and renewal (where applicable) of endorsements and each category of rating
- Background information about how approvals are issued
- Sample currency periods for instrument and instructor ratings.

Information about recognising endorsements and ratings obtained overseas or in the Australian Defence Force is provided in [5. Recognising Overseas Qualifications](#) and [6. Recognising Military Qualifications](#).

- Notes:**
1. CASA must verify the qualifications of ADF applicants with the applicant's Commanding Officer before issuing an Australian equivalent qualification.
 2. CASA must verify the qualifications of Overseas applicants with the overseas regulatory authority who issued the qualifications before issuing an Australian equivalent qualification.

4.1.2 About Endorsements, Ratings and Approvals

A pilot licence indicates that the holder is qualified to engage in private or commercial operations in aeroplanes, helicopters, gyroplanes, balloons or airships, depending on the class of licence issued. Commercial operations include aerial work, charter and regular public transport (RPT).

Endorsements, ratings and approvals are authorisations that extend the privileges of the licence. Broadly speaking:

- An *endorsement* specifies:
 - The type or class of aircraft a pilot is permitted to fly
 - Whether the pilot is permitted to act as the pilot in command (PIC) or as the co-pilot in a multi-crew aircraft
 - The type of airspace in which the pilot is permitted to fly
 - Whether the pilot is permitted to actively participate in LAHSO operations
- A *rating* (see [Section 4.3.1](#)) permits a pilot to perform a particular operational task in an aircraft for which he or she is endorsed
- An *approval* (see [Section 4.4.2](#)) is:
 - The legal mechanism by which CASA transfers a power given to it under a Civil Aviation Regulation or Order to another person or body (See *Instrument of Approval* in [2. Legislation Governing Flight Crew Licensing](#) for more information.)
 - An authorisation that permits a pilot to perform a specific operation.

4.2.1 What Is an Endorsement?

The term endorsement usually applies to an authorisation entered in the pilot's logbook to indicate that the holder has acquired the hands-on skills and experience to engage in aviation operations in specified aircraft. (See also [4.6 Completing the Logbook Forms.](#)) In the case of CVs, the endorsement is included in the certificate itself. ■

4.2.2 How Is an Endorsement Defined?

Aircraft Endorsements

An aircraft endorsement is defined as a:

- Type of aircraft—for example:
 - ATR 42
 - CO-PILOT S61
 - Bell 47(T)
- Class of aircraft—for example:
 - S/E Aeroplanes < 5700 kg MTOW (see Note 4)
 - Cessna 402/421

- Notes:**
- 1 'Types' may include variants of one aircraft type.
 - 2 "Classes" may include variants of the one aircraft type, or a number of different aircraft types for which the required piloting skills are deemed so similar that a separate formal type endorsement is not necessary.
 - 3 Pilots must ensure that they are familiar with each aircraft within the type or class in which they propose to fly and hold the particular design feature endorsements relevant to the aircraft to be flown.
 - 4 The class endorsement 'S/E Aeroplanes < 5700 kg MTOW' does not cover all single engine aeroplanes that may fall into this category. Aircraft with high power, high performance, turbine or jet engines are complex to operate or have other unusual design or handling characteristics that may require a separate endorsement. The list of type and class endorsements in the Appendix to CAO [40.1.0](#) should be checked before issuing the general endorsement. First of types should be notified to CASA flight crew licensing to check if a separate type/class endorsement will be required.



- Special design feature for aeroplanes—for example:
 - Manual Propeller Pitch Control
- Special helicopter endorsement¹—for example:
 - Winching.

CAO 29.6, 29.11, 40.1.0, 40.3.0, 40.4.0, 40.7, 40.8.3 The following CAOs list the types, classes and requirements of an endorsement:

- Aeroplanes CAO 40.1.0
- Helicopters CAO 40.3.0
- Special helicopter CAOs 29.6, 29.11 and 40.3.0
- Gyroplanes CAO 40.4.0
- Balloons CAO 40.7
- Airships CAO 40.8.3.

Aircraft design features can differ between various makes and models of aeroplanes due to manufacturer's options or later modifications.

It is the trainer's responsibility to provide the correct certificates to support the design feature endorsements. Endorsements should not be issued unless supporting documentation is available.

Aircraft are being grouped into classes in the CAOs to simplify the endorsement process. Pilots are not to fly an aircraft in the class unless they hold all the design feature endorsements for the particular model.

See [4.2.9 Aircraft Design Features of Non-military Aircraft](#) and [6.12.1](#), [6.12.2](#), *Tables of Recognised Aircraft Endorsements* for more information.

Command/Co-pilot Endorsements

No aircraft is permitted to operate with fewer than its required complement of flight crew.

- For each type or class of aircraft, the minimum operational flight crew is specified in the aircraft's Certificate of Airworthiness (CofA) or flight manual.
- CASA has the power to issue directives that the number of flight crew be supplemented by additional crewmembers with specified qualifications if required in the interests of air safety.



¹ This is not a legal definition per se, but the term used to describe such endorsements.

Where an aircraft requires more than one person as operating flight crew, the aircraft endorsement is categorised either as a Command endorsement or a Co-pilot endorsement, depending on the type of training undertaken by the applicant. However, the word COMMAND is omitted from the aircraft endorsement, for example:

- C550/560
- CO-PILOT C550/560.

Extended Effect of Certain Aircraft Endorsements

The term extended effect or flow-on endorsement refers to the additional endorsements for which a pilot automatically qualifies on obtaining a type or class endorsement. For example, a pilot who successfully completes training for a Cessna 340 class endorsement qualifies for three flow-ons, the design features, Manual Propeller Pitch Control, Retractable Undercarriage and Pressurisation System. The Cessna 340 endorsement is part of the C310/340 class and covers the C310/C320/C340.

CAO 40.1.0
App VI

Notes:

1. If a flow-on to an endorsement is covered by Appendix VI of CAO 40.1.0, the additional aircraft do not have to be entered in the logbook. However, to be legally valid, the design features must be recorded in the logbook, in combination with the aircraft/class endorsement as separate logbook entries.
2. If training was conducted in a C310/320, even though the C340 is part of the same class, the C340 would not be able to be flown unless a pressurisation design feature endorsement is held from another aircraft type and is entered in the logbook.
3. The person conducting the endorsement training is also responsible for completing the certificate of training for the design feature endorsement.

Other Types of Endorsements

The CAOs provide for certain endorsements to be entered in the body of the pilot's logbook by persons other than delegates.

Student First Solo Endorsements

CAR 5.68(a) CAR 5.68(a) authorises an instructor to send a pre-GFPT student solo in an aircraft, providing the instructor is satisfied that the student can safely fly the aircraft as pilot in command. In other words, a student pilot licence holder who has not passed GFPT does not need to hold an aircraft endorsement to operate the aircraft solo. The instructor's permission is all that is required.



CAO 40.1.7, 40.3.7 The instructor issues the permission in the form of an entry in the body of the logbook, in accordance with the instructions provided in CAO 40.1.7 or CAO 40.3.7, whichever is appropriate. CASA does not need to be advised of the logbook entry.

PPL Airspace Endorsements

CAO 40.0 Under CAO 40.0, holders of a PPL cannot fly an aircraft as PIC in controlled airspace unless they have been endorsed for that class of airspace by an instructor or CASA FOI. The endorsement is a condition on the exercise of the privileges of the licence.

Once a pilot receives an endorsement for a particular class of airspace, it applies to all categories of aircraft the pilot is authorised to operate—for example, if a pilot is endorsed for PPL CTA in an aeroplane, he or she does not require a second endorsement if converting to helicopters.

PPL holders are not required to pass a flight test for the issue of a CTA endorsement. They only need to satisfy a Grade 1 or 2 Instructor that they can safely fly an aircraft in the kind of airspace concerned. The instructor then certifies the pilots' logbooks using the following recommended wording:

XY Jones has been instructed and found competent to fly an aircraft as pilot in command in controlled airspace in {the relevant class or classes of airspace as per CAO 40.0}.

*AB Smith (ARN {nnnnnn})
7 June 1995.*

CASA does not need to be advised of the logbook entry. However, if an industry delegate or pilot advises CASA of the endorsement, it is entered onto AIRS (see *AIRS Manual*, available to CASA staff via CASAconnect) for procedures).

- Notes:**
1. PPLs issued prior to 1 December 1992 included training to operate in all airspace and a separate airspace endorsement is not needed. Licences issued under CASR Part 61 (except RPL) will also include all airspace.
 2. Current PPL holders will be required under transitional arrangements to undertake training or demonstrate proficiency in all airspace to meet the requirements proposed in CASR Part 61, unless they hold all current airspace endorsements.



Background to Current Airspace Endorsements

Controlled airspace is defined in the AIP as "an airspace of defined dimensions within which air traffic control services are provided to IFR flights and to VFR flights in accordance with the airspace classification".

Controlled airspace is a generic term which, in Australia, covers ATS airspace classes A, C, D, E and control zones in which General Aviation Aerodrome Procedures (GAAP) are used. Operations and services available for the different classes of airspace are published in the AIPs.

Generally, controlled airspace is established on the basis of traffic density and substantial RPT turbo-jet operations, and considerations of flight procedures. Operations in control areas and control zones must be conducted in accordance with the published procedures and requirements for that specific airspace and traffic clearances in AIP OPS.

Current Airspace Classifications

Classification	Description
Class A	<ul style="list-style-type: none">• Within radar coverage – lower limit above FL180 and upper limit FL600• Outside radar coverage – lower limit FL245 and upper limit FL600• An area extended from 90NM south of Melbourne to Launceston and Hobart, lower limit FL180 and upper limit FL600• <i>Active Military Restricted</i> areas above FL285.
Class C	<ul style="list-style-type: none">• Within radar coverage south of Sydney, lower limit FL125 and upper limit FL180 under Class A airspace• In the control area steps associated with controlled aerodromes, excluding control area steps classified as Class D airspace• In control zones of defined dimensions• <i>Active Military Restricted</i> areas at and below FL285 unless specified otherwise.
Class D	Control zones of defined dimensions, and associated control area steps, upper limit 4,500 ft AMSL.



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Classification	Description
Class E	<ul style="list-style-type: none">• Within Radar coverage:<ul style="list-style-type: none">◦ South of Sydney, lower limit 8,500FT and upper limit FL125 under Class C airspace◦ North of Sydney lower limit 8,500FT and upper limit FL180 under Class C airspace• Outside radar coverage within continental Australia, lower limit FL180 and upper limit FL245 under Class A airspace• An area extending 90NM south of Melbourne and Launceston and Hobart, lower limit FL125 and upper limit FL180 under Class A airspace• In two corridors: Sydney to Dubbo, lower limit FL125 and upper limit FL180; and Melbourne to Mildura, lower limit FL125 and upper limit FL180, under en route Class E airspace.
General Aviation Aerodrome Procedures (GAAP)	Control zones of defined dimension where special procedures (GAAP) apply to allow for high-density general aviation aircraft operations. GAAP apply at capital city airports such as Archerfield, Bankstown, Camden, Jandakot, Moorabbin and Parafield.
Class G	Uncontrolled Airspace
Mandatory Broadcast Zones (MBZ)	MBZ procedures generally apply within 15NM radius of a designated aerodrome (in Class G airspace) up to and including 5,000 ft above aerodrome elevation, unless otherwise specified. Pilots must make specified broadcasts to alert other traffic as to their presence and intentions and arrange mutual separation. Examples of MBZs include uncontrolled country aerodromes such as Dubbo, Cooma and Gove. Moorabbin also becomes an MBZ after hours when the Moorabbin Control zone is de-activated.
Common Traffic Advisory Frequency (CTAF)	CTAF are used within 5NM radius of a designated aerodrome up to and including 3,000 ft above aerodrome elevation, unless otherwise specified in AIP ERSA. The CTAF is the frequency used by pilots to communicate with other traffic to arrange mutual separation. Applies at small country aerodromes and some small localised traffic areas in Class G airspace.
Military Restricted areas manoeuvres	Flight is restricted in accordance with specified conditions. Civil aircraft operating in Military Restricted areas in which an ATC service is provided will receive a service equivalent to that of Class C airspace .



Land And Hold Short Operation Endorsements

CAO 40.0 Land And Hold Short Operation(s) (LAHSO) Endorsements are applicable to holders of PPL, CPL and ATPL aeroplane licences.

A pilot may not actively participate in LAHSO operations unless certified as competent to do so by an appropriate person. The appropriate person makes an entry in the body of the pilot's logbook and forwards the Achievement Record on page 10 to CASA for inclusion on the licence.

Note: LAHSO is not applicable to Student Pilots.

An appropriate person is:

- a. A CASA flying operations inspector; or
- b. The holder of a grade 1, 2 or 3 flight instructor rating (aeroplanes) who has the logbook certification referred to in subparagraph 4.1 (b); or
- c. Any other person approved by CASA; or
- d. For an employee of a CAR 217 organisation—a person approved by the operator to provide training and checking in accordance with the operator's check and training manual.

CASA must be advised of the logbook entry and confirm that it is entered into AIRS (see AIRS Manual for details of procedures).

Spinning, Acrobatic Flight and Formation Endorsements

CAO 40.0, 40.1.7, CAR 163AA A pilot may not engage in spinning, upper-level acrobatic flight or formation operation unless certified as competent to do so by an authorised flight instructor. The instructor makes an entry in the body of the pilot's logbook to that effect, as per the instructions in CAO 40.1.7. Refer to CAO 40.0 for information about spinning and acrobatic flight endorsements, and CAR 163AA for formation flying endorsements.

CASA does not need to be advised of the logbook entry. However, if an industry delegate or pilot advises CASA of the endorsement, it is entered onto AIRS (see *AIRS Manual* for details of procedures).

4.2.3 Aircraft Endorsements

The Authority to Issue Aircraft Endorsements

- CAR 5.22 CAR 5.22 empowers CASA to issue Civil Aviation Orders (CAOs) specifying the aircraft endorsements pilots must hold before they may exercise the privileges of their licence.
- CAR 5.23(1) CAR 5.23(1) empowers CASA to issue CAOs specifying the requirements for the issue of aircraft endorsements.
- CAR 5.23(2) Only persons with a delegation under CAR 5.23(2) may issue endorsements.

When Is an Aircraft Endorsement Required?

To exercise the privileges of his or her licence, a pilot who has passed the GFPT (that is, is approved to take passengers) must be endorsed on a particular type or class of aircraft.

In the case of aeroplanes only, the pilot may also be endorsed on an aircraft with a special design feature—for example, retractable undercarriage.

In the case of helicopters, pilots wanting to engage in certain types of helicopter operations—for example, winching or sling load operations—must have a special helicopter endorsement.

When Is an Aircraft Endorsement Issued?

A pilot's first type, class or design feature endorsement is usually issued at the same time as the pilot is approved to take passengers (that is, passes GFPT or higher licence flight test), and is for the type of aircraft the pilot trained on.

- CAR 5.23(2) The endorsement is issued when a person holding a delegation under CAR 5.23(2) makes an entry to that effect in the pilot's logbook. The delegate making this entry may or may not be the person who conducted the training for the endorsement. The pilot is legally permitted to fly that aircraft once the entry in the logbook is made.

These endorsements are entered in special Insert Pages in the logbook which summarise the qualifications held by the pilot. (See also 4.6 *Completing the Logbook Forms.*)

As the pilot trains and gains the required hands-on skills and experience on other aircraft, he or she applies for, and is issued with, additional endorsements.

How Long Are Aircraft Endorsements Valid?

Indefinitely.

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4.2.4 Aircraft Endorsement Quick Reference Table

Privileges	Permits the pilot to fly the aircraft endorsed on the licence as either PIC or Co-pilot, whichever is relevant to the type or class of aircraft and the pilot's level of training.
CAOs <i>CAO 29.6, 29.11, 40.1.0, 40.3.0, 40.4.0, 40.7, 40.8.3</i>	The following CAOs list the types, classes and requirements of an endorsement: <ul style="list-style-type: none"> • Aeroplanes CAO 40.1.0 • Helicopters CAO 40.3.0 • Special helicopter CAOs 29.6, 29.11 and 40.3.0 • Gyroplanes CAO 40.4.0 • Balloons CAO 40.7 • Airships CAO 40.8.3.
Issuing Delegate <i>CAR 5.23(2)</i>	Delegate under CAR 5.23(2)—that is, most industry Check Pilots, CFIs and ATOs, and CASA TLFO, FOIs and Central Office staff.
Training Delegate <i>CAR 5.21(1)</i>	Holder of a Flight Instructor rating who is endorsed on the relevant aircraft type, class or design feature Or An industry officer who is approved to give conversion training on that particular under CAR 5.21(1) and who is endorsed on the relevant aircraft type, class or design feature.
Prerequisites	Completion of the training and syllabus specified in the relevant CAO.
Validity	While the pilot licence is valid.
Endorsement format	Entry on the Certificates of Endorsement on Aircraft Types, Classes and Design Features insert page of the pilot's logbook (see the replica in 4.6.2 Completing the Logbook Insert Pages).
Documentation to be sent to the Authority	<ul style="list-style-type: none"> • <i>Certification of Aircraft Endorsement, Approval & Rating</i>, if the endorsement is issued by an industry delegate (see replica in 4.6.1 Completing the Logbook Certification of Aircraft Endorsement, Approval and Rating) • Training endorsement certificate by the instructor, or training and checking organisation.
Checklist	Form 1006 – Aircraft Endorsement Issue Checklist.



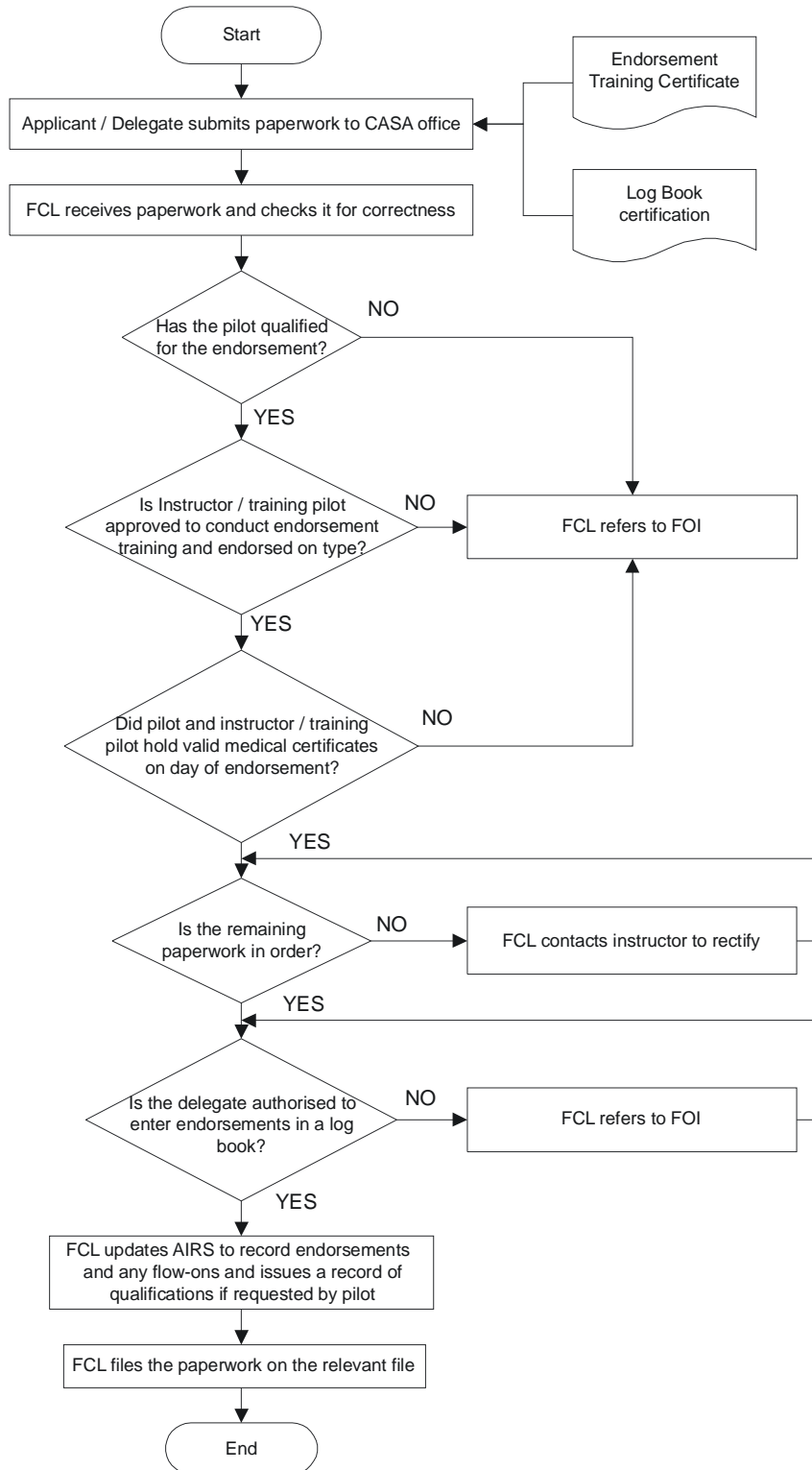
Aircraft Endorsement Flowcharts

The following flowcharts summarise the process for issuing an aircraft endorsement.

- The first flowchart shows the process when an [industry delegate issues the endorsement](#). This is the most common occurrence.
- The second flowchart shows the process when a [CASA delegate issues the endorsement](#).



4.2.5 Industry Delegate Issues the Aircraft Endorsement



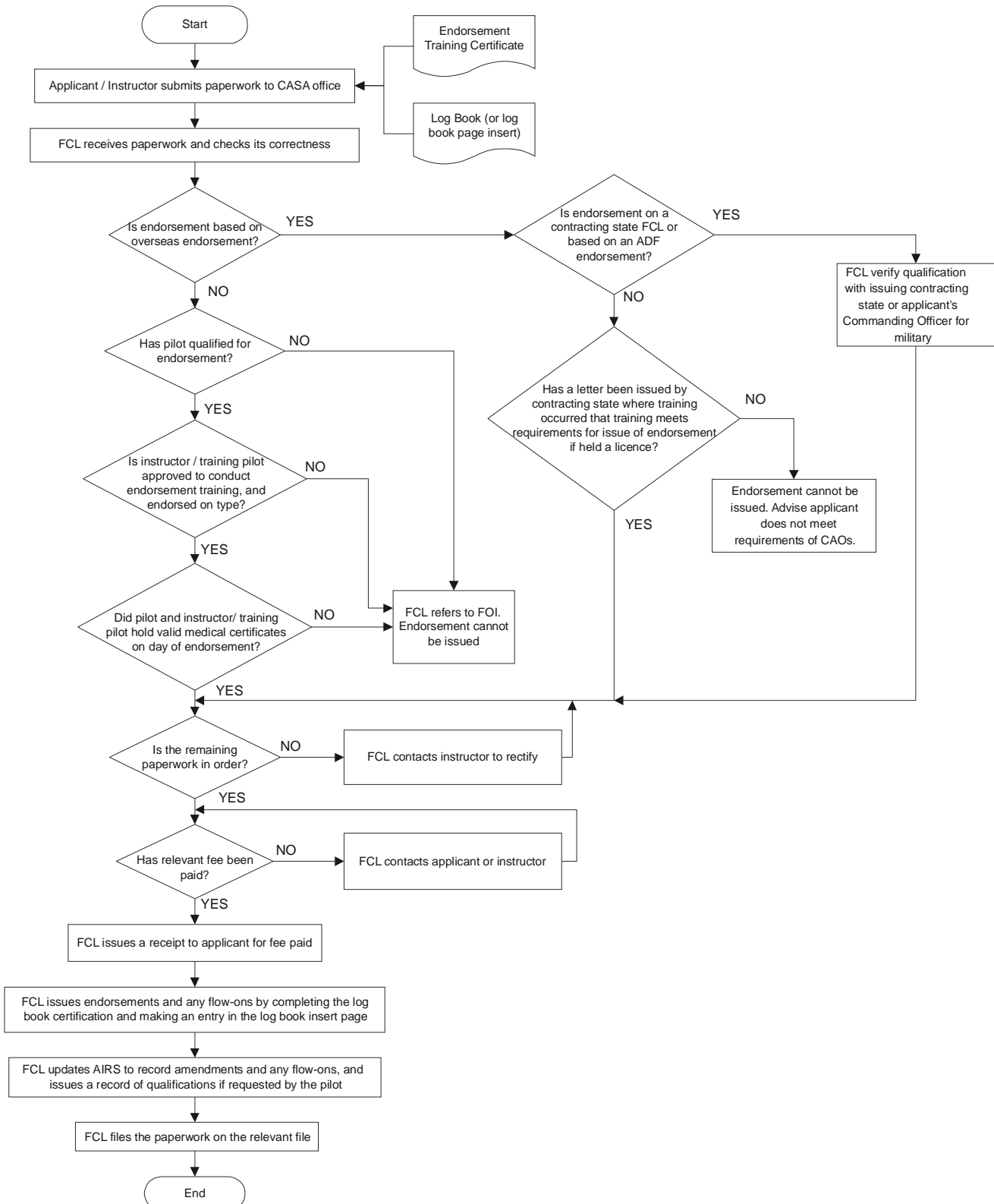
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4.2.6 CASA Delegate Issues the Aircraft Endorsement



4.2.7 Issuing an Aircraft Endorsement

Industry Delegate Issues the Endorsement

CAR 5.23(2) FCL follow this procedure when they receive a Logbook Certification of Aircraft Endorsement, Rating and Approvals form and the training endorsement certificate from an industry CAR 5.23(2) delegate. (See replica in [4.6.1 Completing the Logbook Certification of Aircraft Endorsement, Approval and Rating](#).)

FCL Procedure

- CAR 5.21(1)
1. Check the training certificate:
 - a. Make sure it was issued by a flying school, or training and checking organisation.
 - b. Make sure it confirms that the training was conducted in accordance with the relevant CAO.
 - c. If the endorsement is for an aeroplane with dual controls of a gross weight exceeding 5700 kg, make sure it includes a statement that the applicant has completed the relevant syllabus of at least:
 - o PIC: 5 hours duration
 - o Co-pilot: 3 hours duration.
 2. Check the credentials/qualifications of the person who conducted the endorsement training to make sure that the trainer:
 - o Holds an approval to conduct the training, or
 - o Holds valid Instructor rating, and
 - o Is endorsed for the relevant aircraft type, class or design feature.
 3. Check that the applicant and the trainer held valid qualifications and medical certificates at the time of the endorsement.
 4. Complete [Form 1006 – Aircraft Endorsement Issue Checklist](#).
- CAR 5.23(2)
5. On the *AIRS Operational Approvals* screen, check that the delegate who issued the endorsement holds an Instrument of Delegation under CAR 5.23(2).
 6. Enter the endorsement on the *AIRS Operational Approvals* screen in the format specified in the relevant CAO.
 7. File the logbook certification of aircraft endorsement and copies of endorsement training certificates, and logbook entries if applicable, in the relevant file.



FCL Issues the Endorsement

CAR
5.21(1),
5.23(2)

FCL follow this procedure to issue an endorsement when training for the endorsement was conducted by a flight instructor or CAR 5.21(1) delegate who does **not**:

- Hold a CAR 5.23 delegation to issue an endorsement
- Have access to a CAR 5.23(2) delegate.

FCL Procedure

1. Complete steps 1 to 4 of the *FCL Procedure When Industry Delegate Issues the Endorsement* (see the previous subsection).
2. Verify the applicant's qualifications with either (if applicable):
 - The applicant's Commanding Officer for military applicants, or
 - The overseas regulatory authority for overseas applicants.
3. Collect the fee specified in the *Schedule of Fees* for the issue of an aircraft endorsement.
4. Complete the Logbook *Certification of Aircraft Endorsement, Approval and Rating* form (Form 214). See *4.6.1 Completing the Logbook Certification of Aircraft Endorsement, Approval and Rating*:
 - a. Ask the applicant to complete the Applicant Details section.
 - b. Complete the *Delegate Certification* section.
5. Complete the *Certificates of Endorsement on Aircraft Types Classes and Design Features* insert page of the pilot's logbook (see the replica in *4.6.2 Completing the Logbook Insert Pages*):
 - a. Enter the endorsement on the form as per the form specified in the CAO.
 - b. Place the form's tear-off sticker in the top half of box next to the endorsement in the pilot's logbook, and the print your name and ARN underneath.
6. Enter the endorsement on the *AIRS Operational Approvals* screen in the format specified in the relevant CAO.
7. File the logbook certification of aircraft endorsement and copies of endorsement training certificates, and logbook entries if applicable, in the relevant file.



Other Types of Endorsements

Although CASA does not need to be advised of the issue of such endorsements as airspace, spinning, acrobatic (upper level) or formation:

- Many pilots present their logbook or a certified true copy of the entry to CASA so that their records are updated
- In the case of airspace endorsements, many industry delegates include the information in the *Certification of Aircraft Endorsement, Rating and Approvals* form which they send to CASA to indicate that a pilot has passed the PPL flight test.

FCL Enters a Controlled Airspace Endorsement on AIRS

When FCL receives advice that a PPL CTA endorsement has been issued, FCL should follow the procedures described below to update the *AIRS Entitlements* screen.

1. If the logbook certification form indicates that the pilot has been cleared for one or more classes of airspace, add the appropriate endorsements. See the *AIRS Manual* (available to CASA staff via CASAconnect) for the AIRS PPL CTA codes.

If the testing delegate has not nominated an airspace endorsement, or if the endorsement is not added and the flight test was conducted in non-controlled airspace equivalent (OCTA), an airspace endorsement is not added.

Note: If you are not certain, do not enter any airspace endorsements on AIRS. Refer the matter to a FOI.

FCL Enters a LAHSO Endorsement on AIRS

When FCL receives a LAHSO Achievement record, completed by an appropriate person, that a pilot is competent to actively participate in LAHSO, FCL should update the *AIRS Entitlements* screen using the relevant code in the *AIRS Manual* (available to CASA staff via CASAconnect).

FCL Enters a Spinning, Acrobatic and Formation Endorsement on AIRS

When FCL receives advice that a spinning, acrobatic and formation endorsement has been issued, FCL should update the *AIRS Entitlements* screen using the relevant codes in the *AIRS Manual* (available to CASA staff via CASAconnect).

4.2.8 Refusal to Issue an Endorsement

- CAR 5.10 If an endorsement is being refused, the applicant must be notified in writing outlining the reasons. CAR 5.10 refers.

4.2.9 Aircraft Design Features of Non-military Aircraft

The following table is only a general guide. Aircraft design features can differ between various makes and models of aeroplanes due to manufacturer's options or later modifications. Design feature endorsements should only be issued when supporting documentation is available from the person conducting the training.

Constant speed or variable pitch propeller is a design feature for piston-engine aircraft. Turboprop aircraft have a similar system with a governor controlled by the power lever, and are not operated in the same manner as a constant speed unit on a piston aircraft. Turboprop endorsements will not entitle the holder to a constant speed design feature endorsement. Piston-engine aircraft with a single power lever to operate the engine and propeller will not entitle the holder to a constant speed design feature endorsement.

Change of manufacturer

The following changes have occurred to the manufacturers of various aircraft models:

- Raytheon/Beech/Hawker/BAe
- Aero Commander/Rockwell/Gulfstream
- Canadair/Bombardier/de Havilland/Learjet/Gates
- Grumman/Gulfstream American Corporation
- McDonnell Douglas/Boeing
- Fairchild/Swearingen/SAAB/Dornier
- Partenavia/VulcanAir
- Piper/Ted Smith/Butler (Aerostar only)
- Hughes/Schweizer.

Aircraft	Constant Speed or Variable Pitch Propeller	Tail Wheel Under-carriage	Retractable Under-carriage	Ski Landing Gear	Float Landing Gear	Floating Hull	Pressurisation System
A594		✓					
A 643		✓					
A.C. Gulfstream 695 Aeronca	✓	✓	✓				✓
A9		✓					
Aero 145	✓	✓	✓				
Aero Commander	✓		✓				
Aero Commander 112	✓		✓				



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Aero Commander 680FL (P)	✓		✓				✓
Aero Commander Snow	✓	✓					
Aero Commander Turbo	✓		✓				✓
Aerostar 600	✓		✓				✓
Agcat	✓	✓					
Air Tractor - some models constant speed (piston only)		✓					
Anson	✓	✓	✓				
Auster - all models		✓					
Avion Jodel DR 1050		✓					
Avions ATR42			✓				✓
Avions Pierre (Robins) R2160		✓					
Ayie 52R - RI 520	✓	✓					
B0208		✓					
B17/Beech 18	✓	✓	✓				
B170-21	✓	✓					
B170-31	✓	✓					
B200	✓		✓				✓
B24	✓		✓				
B56	✓		✓				
B58(P)	✓		✓				✓
B90	✓		✓				✓
B95	✓		✓				
BA Eagle		✓	✓				
BA Swallow		✓					
BAe 31			✓				✓
Beagle 206	✓		✓				
Beech 18 (T)	✓		✓				
Beech 33/35 Bonanzas	✓		✓				
Beech 58P	✓						
Beech 60	✓		✓				✓



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Aircraft	Constant Speed or Variable Pitch Propeller	Tail Wheel Under-carriage	Retractable Under-carriage	Ski Landing Gear	Float Landing Gear	Floating Hull	Pressurisation System
Beech 65 & 76 Duchess	✓		✓				
Beech 77	✓						
Bellanca - some models constant speed		✓					
BN-2	✓						
Boeing B75NI 'Stearman'	✓	✓					
Bonanza Twin	✓		✓				
BR-25			✓				✓
Bushby Midget Mustang M.I.		✓					
BV-107			✓				
C Swift		✓					
C182/205/206 all models/207	✓						
C47	✓	✓	✓				
C500/550			✓				✓
C7EC		✓					
CAC Winjeel CA25	✓	✓					
Canadair Challenger 601			✓				✓
Caprey 2			✓			✓	
Cassault 3M		✓					
Ceres	✓	✓					
Cessna 152/172							
Cessna 170		✓					
Cessna 172 XP/182	✓						
Cessna 172RG/177RG/210	✓		✓				
Cessna 180/185/188 Agwagon/190/195	✓	✓					
Cessna 310/320/337/401/402/411	✓		✓				
Cessna 336	✓						
Cessna 337P/340/414/421	✓		✓				✓
Cessna P210	✓		✓				✓
CH10	✓	✓					
Commander 685	✓		✓				✓
Corby		✓					



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4. Issuing Endorsements, Ratings and Approvals

4.2 Endorsements

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Aircraft	Constant Speed or Variable Pitch Propeller	Tail Wheel Under-carriage	Retractable Under-carriage	Ski Landing Gear	Float Landing Gear	Floating Hull	Pressurisation System
CV440	✓		✓				
Cvjetkovic CA-65			✓				
DART KITTEN SERIES 3		✓					
DC3	✓	✓	✓				
DC4	✓		✓				
DC6	✓		✓				✓
DH - Vampire			✓				
DH104/114	✓		✓				
DH60		✓					
DH80		✓					
DH82/DH84/DH85/DH87		✓					
DH94		✓					
DHC1		✓					
DHC2	✓	✓					
DHC3	✓	✓					
DHC4 ALL MODELS	✓		✓				
DHC6	✓						
DO228-200	✓		✓				
DO27/28	✓	✓					
Druine D5 (TURBI)		✓					
Druine Turbulent 1947/50		✓					
Druine Turbulent D31		✓					
EAA Aero Sport Biplane		✓					
Embraer Bandeirante	✓		✓				
EP9	✓	✓					
Evans VP 1/VP-2		✓					
FA200/160	✓						
FAIRCHILD	✓	✓					
FALCON 10/20/100/200/50			✓				✓
Fokker F27	✓		✓				✓
Fokker F28			✓				✓
FR172/CI77B	✓						
FU 24-954	✓						
FU 28A	✓						



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Aircraft	Constant Speed or Variable Pitch Propeller	Tail Wheel Under-carriage	Retractable Under-carriage	Ski Landing Gear	Float Landing Gear	Floating Hull	Pressurisation System
G159	✓		✓				
G44	✓	✓	✓			✓	
GA7	✓		✓				
GAF Nomad			✓				
GAFN2	✓						
Grumman Tracker	✓		✓				
Gulfstream (11)			✓				✓
Gulfstream 695 A	✓		✓				✓
GY80			✓				
GY80/180	✓		✓				
H565	✓		✓				
H58 HS.8		✓					
Helio Courier	✓	✓					
HS125			✓				✓
IAI Westwind			✓				✓
Jodel DII		✓					
KL25		✓					
L.Hudson	✓	✓	✓				
L12	✓	✓	✓				
L188A	✓		✓				✓
L188C	✓		✓				✓
L5		✓					
L60	✓						
LB34	✓	✓	✓				
LR35/LR36			✓				✓
Luscombe 8A		✓					
Luton LA5A Major		✓					
Marchetti EN333 (Amphib)	✓		✓			✓	
Maule		✓					
Maule M5-235C	✓	✓					
Merlin 2/3/4/Metro	✓		✓				✓
Meta Sokol	✓		✓				
Minicab GY 210		✓					
Mohawk 298 (ND262)	✓		✓				✓



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Aircraft	Constant Speed or Variable Pitch Propeller	Tail Wheel Under-carriage	Retractable Under-carriage	Ski Landing Gear	Float Landing Gear	Floating Hull	Pressurisation System
Mooney M20	✓		✓				
MU2/MU300	✓		✓				✓
Mustang	✓	✓	✓				
Norseman	✓	✓	✓				
North American AT-60	✓	✓	✓				
North American	✓	✓	✓				
Osprey 2			✓			✓	
P136 (Amphib)	✓	✓				✓	
PA19		✓					
Partenavia PN-68	✓						
PBY-5A Catalina	✓		✓			✓	
Percival	✓	✓					
Piaggio P166	✓		✓				
Pieaten pol Grega GN-1 Aircamper		✓					
Piel Emerald 100			✓				
Piel Emerald 85/90		✓					
PIK 30E Powered Sail Plane		✓					
Pilatus		✓					
Piper Cheyene 1A - PA31T	✓		✓				✓
Piper Cub/Super Cub		✓					
Piper PA18/20		✓					
Piper PA23/PA24	✓		✓				
Piper PA25	✓	✓					
Piper PA28-236	✓						
Piper PA28R Arrow	✓		✓				
Piper PA30/PA31	✓		✓				
Piper PA31/31P	✓		✓				✓
Piper PA32R/300/301			✓				
Piper PA34/PA44	✓		✓				
Piper PA36/300	✓		✓				
Piper PA46 Malibu (Meridian not constant speed)	✓		✓				✓
Pitts S-1D/E	✓	✓					→



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Aircraft	Constant Speed or Variable Pitch Propeller	Tail Wheel Under-carriage	Retractable Under-carriage	Ski Landing Gear	Float Landing Gear	Floating Hull	Pressurisation System
Pitts S-1S/Al		✓					
Porterfield		✓					
Rallye Commodore	✓						
Rand KR-2	✓	✓	✓				
Rearwin		✓					
Reliant	✓	✓					
Republic Sea Bee (Amphib)	✓	✓	✓				
Rockwell 112-TCA			✓				
Rockwell Commander 114	✓		✓				
Rollason Beta Standard	✓						
Rutan 40			✓				
S/C Jodel D9 Bebe		✓					
S/C Luton Minor		✓					
SAAB Fairchild	✓		✓				✓
Safor			✓				
Sandringham (Water)	✓						
SC7	✓						
SD3-60	✓		✓				
Sea Fury	✓	✓	✓				
Skim (Amphib)	✓		✓			✓	
SM20	✓		✓				
SM26	✓		✓				
SOCATA TB10	✓						
SOCATA TB20	✓		✓				
Stampe SV-4B		✓					
Standard Hamilton		✓					
Steen Skybolt	✓	✓					
Stephens "Akro"		✓					
Teal (Amphib)			✓			✓	
Thorp T18	✓						
Thorp T18C	✓	✓					
Thrush Corn	✓	✓					
Tourer 150	✓						
Transavia Airtruk	✓						
Transavia Sepworth		✓					
Twin Pioneer Series 3	✓	✓					→

Flight Crew Licensing Procedures

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4.2 Endorsements

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Aircraft	Constant Speed or Variable Pitch Propeller	Tail Wheel Under-carriage	Retractable Under-carriage	Ski Landing Gear	Float Landing Gear	Floating Hull	Pressurisation System
Ultrabat		✓					
V720	✓		✓				✓
V747	✓		✓				✓
V756	✓		✓				✓
V816	✓		✓				✓
V832	✓		✓				✓
VolmerVJ22		✓	✓			✓	
Wackett	✓	✓					
Waco	✓	✓					
Walrus (AMPHIB)		✓	✓			✓	
Widgeon		✓					
YA-1C	✓	✓					



4.3.1 What Is a Rating?

A rating permits a pilot to operate the aircraft for which he or she is endorsed in particular operational tasks:

- Instrument Rating: Fly solely with reference to the flight instruments under instrument flight rules (IFR) (see [4.3.9](#))
- Night VFR Rating: Fly at night under visual flight rules (see [4.3.11](#))
- Flight Instructor Rating: Give flying training (see [4.3.13](#))
- Agricultural Rating: Fly in agricultural operations (see [4.3.15](#)).

Some ratings are issued in grades according to experience. Grade 1 is always the highest.

Before a rating can be issued, the applicant must meet the requirements specified in the relevant CAO.

The CARs define a command single-engine (SE) instrument rating and a command multi-engine (ME) instrument rating as separate ratings. Therefore, separate entries are required on AIRS.

4.3.2 How Is a Rating Defined?

CAR [5.13](#) See CAR [5.13](#).

4.3.3 The Authority to Issue Ratings

CAR [5.14](#)(1) CAR [5.14](#)(1) empowers CASA to issue CAOs that specify the flight tests and other requirements pilots must meet in order to be issued with a rating or to have a rating renewed. Ratings may be subject to conditions.

CAR [5.14](#)(2) Only CAR [5.14](#)(2) delegates may issue or renew a rating.

4.3.4 Who May Conduct Training for a Rating?

CAO 40.1.7 Grade 1 Flight Instructors are automatically approved under the CAOs to conduct training for an Instructor rating.

Grade 1 (Aeroplane) Flight Instructors and Helicopter Flight Instructors who hold a Command Instrument rating are automatically approved under the CAOs to conduct training for a Command or Co-pilot and Private IFR Instrument rating.

Pilots holding any grade of Flight Instructor (Aeroplane) rating who also hold a Night VFR rating (or Command instrument rating for aeroplanes) and meet the Night VFR recency requirements are automatically approved under the CAOs to conduct training for a Night VFR rating.

CAR 5.20(1) A person who does not hold one of the above qualifications may conduct training if he or she has been issued with a delegation under CAR 5.20(1).

4.3.5 When Is a Rating Issued?

CAR 5.14(2) Ratings are issued or renewed when a person holding a delegation under CAR 5.14(2) makes an entry in the pilot's logbook. In most cases, the entry is completed at the time of, or shortly after, the flight test for the rating.

The delegate making the entry may be either the person who conducted the training, the person who conducted the flight test, or a CASA licensing officer with a delegation. The pilot may exercise the privileges of the rating once the entry in the logbook is made.

4.3.6 Refusal to Issue a Rating

CAR 5.15 If a rating is being refused, the applicant must be notified in writing outlining the reasons. CAR 5.15 refers.

4.3.7 Recency and Renewal of Ratings

Some ratings have additional recency and renewal requirements to those for the flight crew licence:

CAO 40.2.1
CAAP 5.13-1(0)
CAO 40.2.3
CAO 40.2.2
CAO 29.10
CAO 40.6

- Instrument ratings have recency requirements for flight and to conduct instrument approaches listed in CAO 40.2.1. An annual flight test is required to renew the rating.
- Private IFR ratings have recency requirements listed in CAO 40.2.3 and in CAAP 5.13-1(0). A flight review is required every 2 years to continue to exercise the privileges of the rating.
- Night VFR ratings have annual recency requirements listed in CAO 40.2.2. Additional requirements apply to carry passengers at night.
- Flight instructor ratings are subject to a standardisation check every year by the CFI of the flying school and a flight test every 2 years (1 year from initial issue of a grade 3 aeroplane or grade 2 helicopter).
- Aerial stock mustering ratings require recency experience or to pass a flight test in accordance with CAO 29.10.
- Agricultural pilot (aeroplane and helicopter) ratings have recency experience requirements or a flight check listed in CAO 40.6.

4.3.8 Rating Flowcharts

The following flowcharts summarise the process for issuing a rating.

- The first flowchart shows the process when an [industry delegate issues the rating](#). This is the most common occurrence.
- The second flowchart shows the process when a [CASA delegate issues the rating](#).



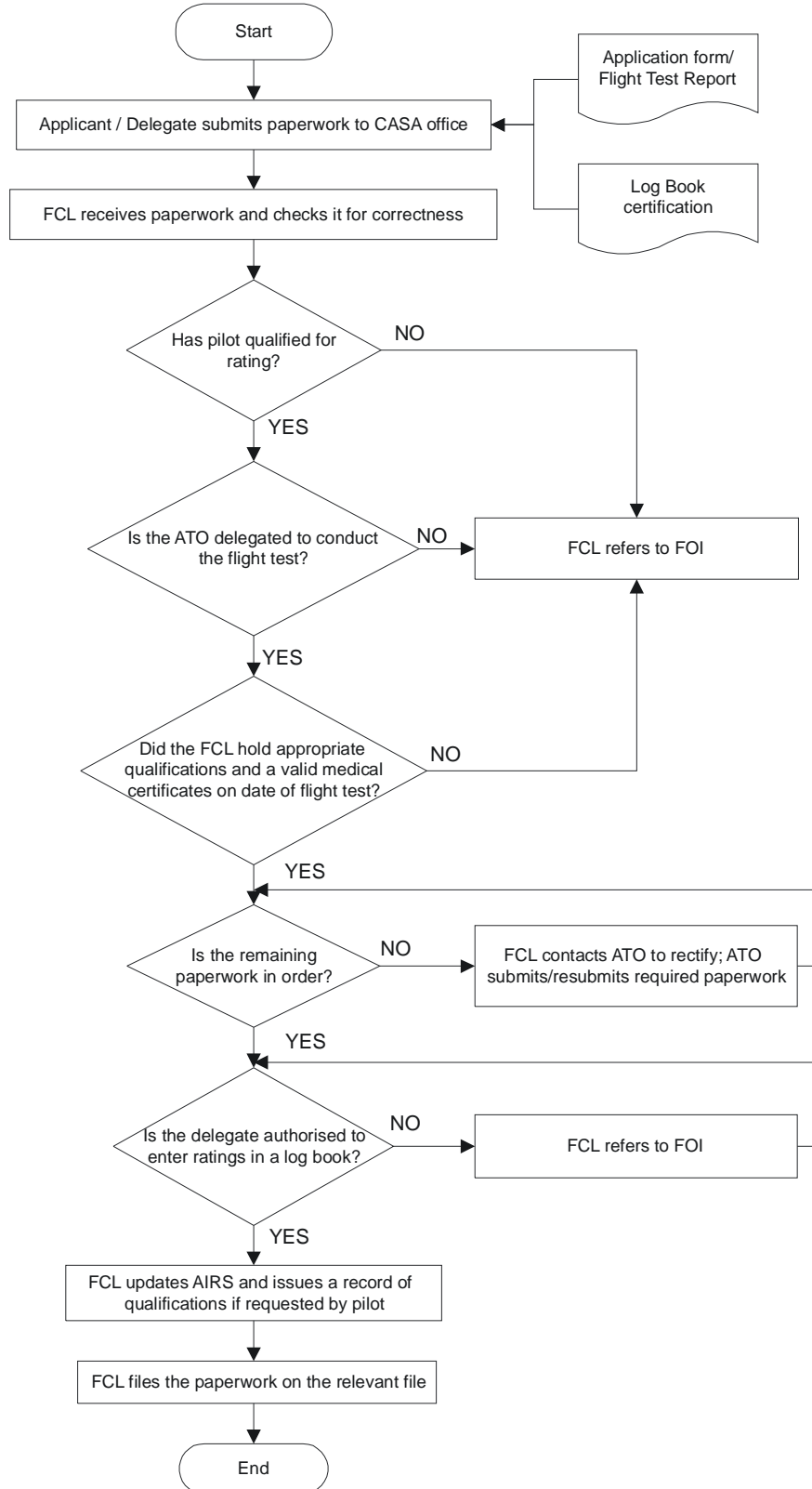
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Industry Delegate Issues/Renews the Rating



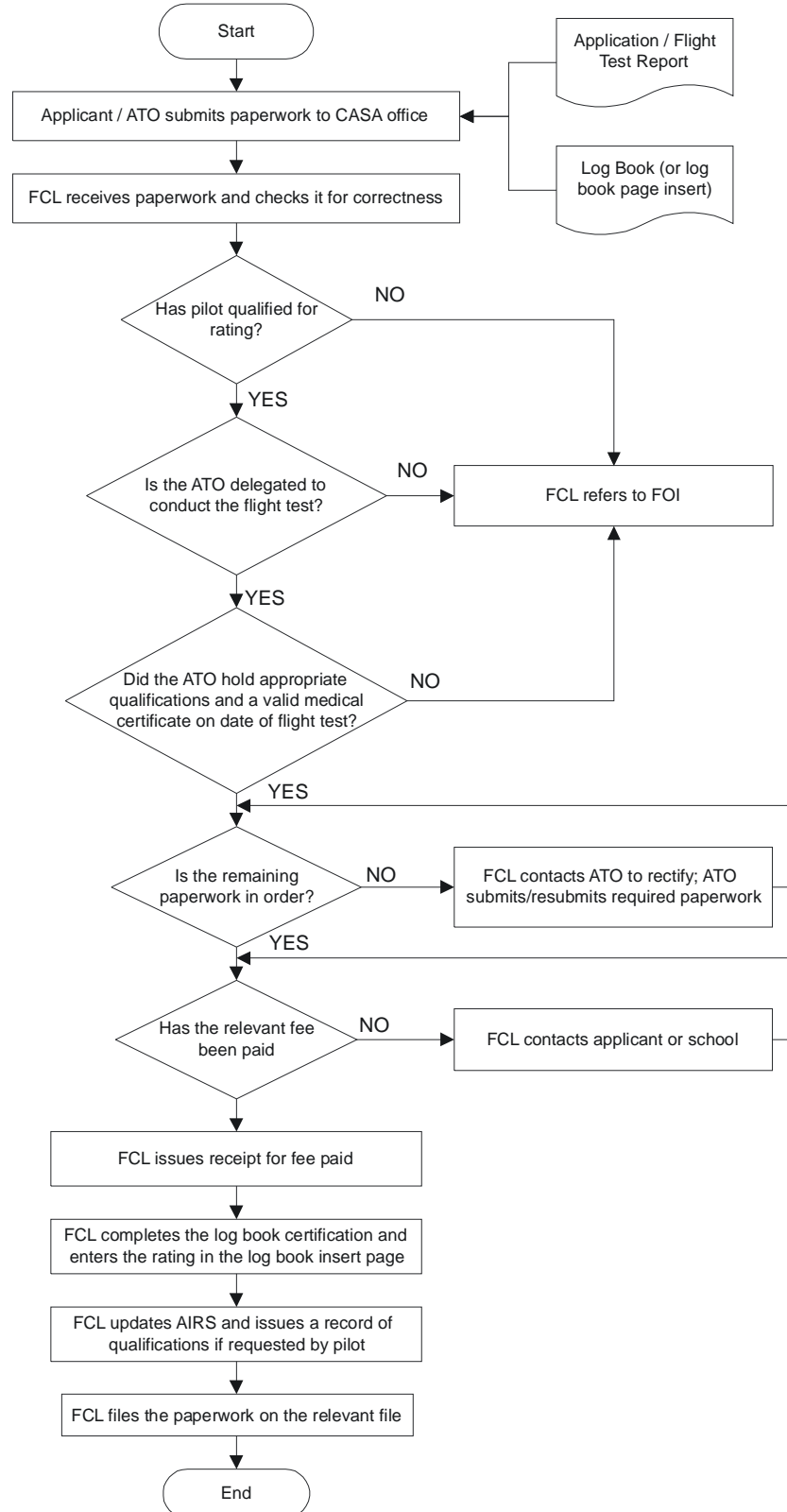
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CASA Delegate Issues/Renews the Rating



4.3.9 Instrument Rating Reference Table

Privileges CAO 40.2.1.14	Permits the pilot to: <ul style="list-style-type: none"> • Fly under instrument flight rules—that is, solely by reference to aircraft instruments when visibility is poor or non-existent • Exercise the privileges of a night VFR rating without holding the latter, in accordance with CAO 40.2.1.14.
Issuing/ Reissuing Delegate CAR 5.14(2)	Delegate under CAR 5.14(2)—that is, industry ATOs, or CASA TLFO, FOIs and FCL.
Training Delegate CAR 5.20(1)	Either by a: <ul style="list-style-type: none"> • Grade 1 Flight Instructor who holds a Command Instrument rating or • A person with a delegation under CAR 5.20(1).
Flight Test Delegate CAR 5.19	<ul style="list-style-type: none"> • Industry ATOs with a delegation under CAR 5.19 for the type of instrument flight test or • CASA TLFOs or FOIs.
Validity CAO 40.2.1.5.1, 12.1	<ul style="list-style-type: none"> • 1 year from the last day of the month in which the rating was issued or renewed as per CAO 40.2.1.5.1 • If the renewal test is completed within 90 days of expiry of the rating, the rating is renewed for 12 months from the original date of expiry. (See also 4.5 Sample Currency Periods for Instrument and Instructor Ratings.)
Form of issue	Entry in the <i>Certificates of Ratings</i> page of the pilot's logbook. The entry must include relevant navigational aids.
Rating Definition	Current <ul style="list-style-type: none"> • Command single-engine rating (C-SE) or • Command multi-engine rating (C-ME) ² or • Co-pilot rating.



² C-ME covers both single- and multi-engine aircraft.

<p>Rating Definition (cont)</p>	<p>Previous</p> <ul style="list-style-type: none"> • First Class (RPT Operations) & Class One (GA Operations) = current Command rating • Second Class (RPT Operations) & Class Two (GA Operations) = current Co-pilot rating • Class 3 = obsolete. <p>Note: Class 3 theory exam credits are recognised towards the issue of a current Command or Co-pilot rating.</p>
<p>Prerequisites</p> <p>CAR 5.19 CAO 40.2.1.8.3, 40.2.1.10.1</p>	<p>Prior to the flight test</p> <p>Pilot must:</p> <ul style="list-style-type: none"> • Hold a medical certificate commensurate with the licence privileges being exercised during the flight test • Hold at least a PPL or Certificate of Validation (CV) aeroplane or helicopter as applicable • Have the aeronautical experience in CAO 40.2.1.8.3 • Pass the course of training specified in CAO 40.2.1 (not applicable to ADF and overseas rated pilots) • Have a pass in the: <ul style="list-style-type: none"> ◦ Instrument rating examination—IREX or ◦ Its predecessors: <ul style="list-style-type: none"> ◦ IR Meteorology or CPL Meteorology and ◦ Radio Navigation Aids (RNA) and ◦ Airways Operating Procedures (AWOP). <p>Notes:</p> <ol style="list-style-type: none"> 1. A SPECPL does not allow any training to be undertaken for issue of a new qualification, other than an aircraft endorsement. 2. An instrument rating cannot be put on a SPECPL; however, a PIFR rating can be. <p style="text-align: right;">→</p>

4.3.10 Issuing an Instrument Rating

Industry Delegate Issues/Renews an Instrument Rating

When an industry delegate issues the Instrument rating, he or she sends the following documentation to the Central or Field Office:

- A completed [Form 645 Instrument Rating Application](#)
- A completed logbook *Certification of Aircraft Endorsement, Approval & Rating* form (see [4.6.1 Completing the Logbook Forms](#)).

The CASA delegate should update AIRS within 10 days of receiving the documentation from the industry delegate.

FCL Procedure

1. Check that the documentation submitted includes:
 - The required applicant and flight test details
 - A CASA flight test number
 - For an initial issue, a CFI or Chief Pilot recommendation to undertake the flight test
 - An ATO declaration
 - A pass or fail test result
 - The navigation aids for which the pilot was found proficient:
 - NDB and/or VOR must be completed
 - ILS covers LLZ and VOR for renewals, but LLZ only for initial issue
 - LLZ covers ILS and VOR for renewals
 - The period of validity granted by the industry delegate (see [4.5 Sample Currency Periods for Instrument and Instructor Ratings](#)).
2. For an initial issue, check on AIRS that the applicant:
 - Has passed the IREX theory exam or its predecessors
 - Holds at least a PPL or UPPL, or a Certificate of Validation
 - Held at least a class 2 medical certificate.
3. For initial issues and renewals, check the AIRS *Medical* screen to make sure that the applicant held a valid medical certificate on the day of the flight test.



4. Check AIRS *Licences, Medicals and Operational Approval* screens to make sure the ATO:
 - a. Holds a delegation to conduct the flight tests.
 - b. Has met the conditions of the delegation.
For example, the delegation may only be valid for company pilots or while the delegate holds an Instructor rating.
 - c. Holds the relevant rating him or herself.
 - d. Held a valid licence and medical certificate on the day of the flight test.
5. Check AIRS to make sure that the person who issued/renewed the rating:
 - a. Holds a CAR 5.14(2) to issue the rating via a logbook endorsement.
 - b. Has met the conditions of the delegation.
For example, the delegation may only be valid for company pilots.
6. Enter the Instrument rating on the pilot's *AIRS Entitlements* screen as shown in section 3.2.1 of the *AIRS Manual* (available to CASA staff via CASAconnect).
7. File the paperwork in the relevant file.

CAR 5.14(2)



FCL Issues/Renews an Initial Instrument Rating

CAR 5.14(2) An Instrument rating is issued or renewed when a person holding a delegation under
5.19 CAR 5.14(2) enters the rating in the pilot's logbook. The industry CAR 5.19 delegate who conducts the flight test usually holds this delegation. However, occasionally FCL may be required to make the entry, using the procedure detailed below.

The pilot must submit the [Form 645 Instrument Rating Application](#) and present his or her logbook.

It should take 3 to 5 days for a CASA delegate to issue an Instrument rating.

FCL Procedure

1. Complete steps 1 to 4 of *FCL Procedure for Industry Delegate Issues/Renews an Instrument Rating*.

Note: In these circumstances, the ATO will not have granted a validity period for the rating.

2. If you are satisfied that the application is in order:
 - a. Collect the fee specified in the *Schedule of Fees* for the issue/renewal of an Instrument rating.
 - b. Complete the [Form 834 Instrument Rating Checklist: Command SE/Command ME/Co-Pilot: Aeroplane/Helicopter](#).
 - c. Ask the applicant to complete the applicant details of the logbook *Certification of Aircraft Endorsement, Approval and Rating* form, if he or she has not signed the application form for the issue or renewal.
 - d. Complete the delegate certification section of the logbook *Certification of Aircraft Endorsement, Approval and Rating* form, recording the type of Instrument rating—that is C-SE (A), C-ME (A) or CP (A), whichever is appropriate—plus the navigation aids and period of validity.
(See also the replica in [4.6.1. Completing the Logbook Certification of Aircraft Endorsement, Approval and Rating](#).)
3. Enter the relevant Instrument rating details on the *Certificates of Rating* insert page of the pilot's logbook (see the replica in [4.6.2 Completing the Logbook Insert Pages](#)).
4. Sign the tear-off sticker on the *Certification of Aircraft Endorsement, Approval and Rating* form, place the sticker in the upper portion of the appropriate section of the logbook, and then print your name and ARN below the signature.
5. Enter the Instrument rating (as shown in [4.3.9 Instrument Rating Reference Table](#)) on the pilot's *AIRS Entitlements* screen.
6. File the paperwork in the relevant file.

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4.3 Ratings

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4.3.11 Night VFR Rating Reference Table

Privileges	Permits the pilot to fly at night under visual flight rules (VFR).
CAOs CAO 40.2.2	CAO 40.2.2 specifies the requirements for the issue or renewal of a Night VFR rating or a Night VFR Agricultural rating.
Issuing Delegate CAR 5.14(2)	Delegate under CAR 5.14(2)—that is, industry ATOs, or CASA TLFO, FOIs and FCL.
Training Delegate CAR 5.20(1)	Either: <ul style="list-style-type: none"> Flight Instructor Aeroplane (any grade) who holds a Night VFR rating and meets the night VFR recency requirements Person with a delegation under CAR 5.20(1).
Flight Test Delegate CAR 5.19	<ul style="list-style-type: none"> Industry ATOs with a delegation under CAR 5.19 for the type of Night VFR flight test CASA TLFO or FOIs.
Validity	While the pilot licence is valid. Note: At one time, night VFR ratings had a limited life. A pilot with an 'expired' Night VFR rating can have it reactivated on AIRS on application to CASA. No fee is charged. The pilot must then satisfy the recency requirements.
Rating Format	Entry in the <i>Certificates of Ratings</i> insert page of the pilot's logbook with details of NAVAIDS endorsed (see the replica in 4.6.2 <i>Completing the Logbook Insert Pages</i>).
Rating Definition	<p>Current:</p> <ul style="list-style-type: none"> Night rating endorsed for single-engine aircraft only or Night rating endorsed for both single- and multi-engine aircraft. <p>Previous:</p> <ul style="list-style-type: none"> Class 4 Instrument rating = Night VFR rating Class 5 Instrument rating = Night Agricultural VFR rating.



<p>Prerequisites</p>	<p><i>Night VFR Rating</i></p> <ul style="list-style-type: none"> • Holds the appropriate licence and medical certificate • Pass in the oral theoretical examination conducted by a FOI or ATO • Pass the night VFR flight test. <p><i>Night VFR Agricultural Rating</i></p> <ul style="list-style-type: none"> • Holds the appropriate licence and medical certificate • Pass in the oral theoretical examination conducted by a FOI or ATO • Pass the night VFR flight test. <p><i>Upgrade from a single-engine to a multi-engine aircraft:</i></p> <ul style="list-style-type: none"> • Holds the appropriate licence and medical certificate • Pass the flight test with a FOI or ATO • Flight test must include an engine failure in cruise at night (that is, asymmetric flight or flight with one engine inoperative). For more information see the <i>Industry Delegates Handbook, 8.5 Flight Test Notes (Removal of single-engine Aeroplane Restriction (Multi-engine Upgrade))</i>. <p>Notes: 1. A SPECPL does not allow any training to be undertaken for issue of a new qualification, other than an aircraft endorsement. 2. A Night VFR rating cannot be put on a SPECPL or a Certificate of Validation.</p>
<p>Documentation to be sent to the Authority</p>	<ul style="list-style-type: none"> • Form 206 Night VFR Rating Application • <i>Certification of Aircraft Endorsement Approval and Rating</i> with details of NAVAIDS endorsed (see the replica in 4.6.1. Completing the Logbook of Aircraft Endorsement, Approval and Rating).
<p>Checklist</p>	<ul style="list-style-type: none"> • Form 207 Night VFR/Night VFR Agricultural Rating Checklist.

4.3.12 Issuing a Night VFR Rating and a Night VFR Agricultural Rating

Industry Delegate Issues the Night VFR or Night VFR Agricultural Rating

When an industry delegate issues the rating, he or she sends the following documentation to the Central or Field Office:

- A completed [Form 206 Night VFR Rating Application](#)
- A completed logbook *Certification of Aircraft Endorsement, Approval and Rating* form with details of NAVAIDS endorsed (see the replica in [4.6.1. Completing the Logbook Certification of Aircraft Endorsement, Approval and Rating.](#))

The CASA delegate should update AIRS within 10 days of receiving the documentation from the industry delegate.

FCL Procedure

1. Check that the [Form 206 Night VFR Rating Application](#) includes:
 - All the required applicant details
 - A CASA flight test number
 - For an initial issue, a CFI or Chief Pilot recommendation to undertake the flight test
 - An ATO declaration
 - A pass or fail test result
 - For a standard Night VFR rating only (that is, not agricultural), the navigation aids for which the applicant was found proficient.
2. Check AIRS to make sure the applicant:
 - a. Holds at least a PPL or UPPL (A Night VFR rating cannot be put on a SPECPL or a Certificate of Validation).
 - b. Held a valid medical certificate on the day of the flight test.
3. Check AIRS *Licences, Medicals and Entitlements* screens to make sure the ATO:
 - a. Holds a delegation to conduct the flight test.
 - b. Has met the conditions of the delegation.

For example, the delegation may only be valid for company pilots or while the delegate holds an Instructor rating.
 - c. Holds the relevant rating him or herself.
 - d. Held a valid licence and medical certificate on the day of the flight test.



- CAR 5.14(2)
4. Check AIRS to make sure that the person who issued/renewed the rating:
 - a. Holds a CAR 5.14(2) to issue the rating via a logbook endorsement.
 - b. Has met the conditions of the delegation.
For example, the delegation may only be valid for company pilots.
 5. Enter the Night VFR or Night VFR Agricultural rating on the pilot's *AIRS Entitlements* screen as shown in the *AIRS Manual* (available to CASA staff via CASAconnect).

Note: There is no separate screen for night ratings.

6. File the paperwork in the relevant file.

Note: No entry is made in the Renewal or Expiry Date fields because the Night VFR rating remains in force while the pilot licence is valid.



FCL Issues the Night VFR or Night VFR Agricultural Rating

CAR 5.14(2) A Night VFR or Night VFR Agricultural rating is issued when an industry CAR 5.14(2) delegate enters the rating in the pilot's logbook. Normally, the industry CAR 5.19 delegate who conducts the flight test also holds this delegation. The industry delegate is responsible for conducting an oral theoretical examination for the rating.

However, occasionally FCL is required to make the entry, using the procedure detailed below.

The pilot must submit [Form 645 Instrument Rating Application](#) and present his or her logbook.

It should take three to five days for a CASA delegate to issue a Night VFR or Night VFR Agricultural rating.

FCL Procedure for the Night VFR and Night VFR Agricultural Rating

1. Complete steps 1 to 3 in [Industry Delegate Issues the Night VFR or Night VFR Agricultural Rating](#).
2. If you are satisfied that the application is in order:
 - a. Collect the fee specified in the *Schedule of Fees* for the issue/renewal of an Instrument rating.
 - b. Complete [Form 207 Night VFR/Night VFR Agricultural Rating Checklist](#).
 - c. Ask the applicant to complete the applicant details of the logbook [Certification of Aircraft Endorsement, Approval and Rating](#) form, if he or she has not signed the application form for the issue or renewal.
 - d. Complete the delegate certification section of the logbook [Certification of Aircraft Endorsement, Approval and Rating](#) form, recording the:
 - i. Night VFR (A) or Night VFR Ag (A), whichever is relevant
 - ii. For a Night VFR (A) rating only, the navigation aids for which the applicant was found proficient (NDB, VOR, DME, GPSN).

(See also the replica in [4.6.1. Completing the Logbook Certification of Aircraft Endorsement, Approval and Rating](#).)

Note: GPSN (GPS Night navigation) requires completion of a course.



3. Enter the relevant rating details on the Certificates of Rating insert page of the pilot's logbook (see the replica in [4.6.2 Completing the Logbook Insert Pages](#)).
4. Sign the tear-off sticker on the logbook *Certification of Aircraft Endorsement, Approval and Rating* form, place the sticker in the upper portion of the appropriate section of the logbook, and then print your name and ARN below the signature.
5. Enter the Instrument rating on the pilot's *AIRS Entitlements* screen.

Note: There is no separate screen for night ratings.

6. File the paperwork in the relevant file.

Upgrading to a Multi-engine Night Rating

Pilots seeking to upgrade from a night VFR for a single-engine aircraft only to a rating that is valid for both single and multi-engine aircraft must pass a flight test in a multi-engine aircraft with an ATO who is approved to conduct night rating flight tests. For aeroplanes and airships, the test includes asymmetric flight in the cruise configuration. For more information see the *Industry Delegates Handbook*, section [8.5 Flight Test Notes \(Removal of single-engine Aeroplane Restriction \(Multi-engine Upgrade\)\)](#). For helicopters, it involves cruise flight in the reduced-power configuration (simulated one engine inoperative).

Note: CAO [40.2.2](#) Appx. 1 - 3.2 states 'An aeroplane grade of night VFR 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.'

The order makes reference to aeroplanes only and does not include any other type of aircraft such as helicopters, airships, etc.

CAO [40.2.2](#) Appx. 1 - 2.1 (b) (iii) states that flight tests conducted in multi-engine helicopters requires that single engine performance is tested. CAR [5.01A](#) (c) (iii) also confirms this.

There is no specific information that states that if the flight test is conducted in a single engine helicopter, the applicant will be restricted to single engine helicopter operations.

If an applicant has been tested for a night VFR rating in a single-engine helicopter, he or she can legally fly multi-engine helicopters at night under the same rating provided that the multi-engine helicopter endorsement is held.



CAR 5.14(2) If the applicant passes the test, the ATO completes the flight test report and, if delegated under CAR 5.14(2), records in the pilot's logbook that the Night VFR rating for multi-engine aeroplanes, helicopters or airships, whichever is relevant, has been granted. The ATO or issuing delegate then sends a copy of the flight test report and logbook certification form to CASA.

CASA records the rating on AIRS using the procedure for a Night VFR rating described in the [FCL Procedure for the Night VFR and Night VFR Agricultural Rating](#).

Although the delegate and CASA are only removing a restriction from an existing rating, the change to a multi-engine rating is added to the *AIRS Entitlements* screen as a new entry because there no other way of recording the date on which the privileges were granted. AIRS marks the day the ARN record was updated, which may be several days after the flight test and the awarding of multi-engine privileges.

4.3.13 Instructor Rating Reference Table

Privileges	Authorises the pilot to train other pilots in association with a flying training school
CARs and CAOs CAR 5.13, 5.34 CAO 40.1.7, 40.3.7, 40.7, 40.8.3	<ul style="list-style-type: none"> • The following CARs define an instructor rating: <ul style="list-style-type: none"> ◦ Airship CAR 5.34 ◦ All other CAR 5.13 • The following CAOs list the requirements for issue and renewal: <ul style="list-style-type: none"> ◦ Aeroplanes CAO 40.1.7 ◦ Helicopters CAO 40.3.7 ◦ Gyroplanes (To be advised) ◦ Balloons CAO 40.7 ◦ Airships CAR 5.34.
Issuing Delegate CAR 5.14(2)	Delegate under CAR 5.14(2)—that is, industry ATOs, or CASA TLFO, FOIs and FCL.
Training Delegate CAR 5.20(1)	Grade 1 Flight Instructors.
Flight Test Delegate CAR 5.19	<ul style="list-style-type: none"> • Industry ATOs with a delegation under CAR 5.19 for the type of Instructor flight test • CASA TLFO or FOIs.
Validity	<i>Aeroplane Flight Instructor</i> <ul style="list-style-type: none"> • Grade 3: <ul style="list-style-type: none"> ◦ 1 year from the date on which the rating was issued ◦ 2 years from the date on which the rating was renewed • Grades 2 and 1: <ul style="list-style-type: none"> ◦ 2 years from the date on which the rating was issued or renewed.



<p>Validity (cont)</p>	<p><i>Helicopter Flight Instructor</i></p> <ul style="list-style-type: none"> • Grade 2: <ul style="list-style-type: none"> ◦ 1 year from the date on which the rating was issued ◦ 2 years from the date on which the rating was renewed • Grade 1: <ul style="list-style-type: none"> ◦ 2 years from the date on which the rating was issued or renewed. <p><i>Gyroplane Flight Instructor</i></p> <ul style="list-style-type: none"> • To be advised. <p><i>Balloon Flight Instructor</i></p> <ul style="list-style-type: none"> • 1 year from the date on which the rating was issued • 2 years from the date on which the rating was renewed.
<p>Rating Format</p>	<p>Entry in the <i>Certificates of Ratings</i> page of the pilot's logbook (see the replica in 4.6.2 Completing the Logbook Insert Pages).</p>
<p>Rating Definition CAO 40.1.7, 40.3.7</p>	<p><i>Current</i></p> <ul style="list-style-type: none"> • Aeroplanes—Grades 3 (lowest), 2, and 1 (highest, and the requirement for a CFI) • Helicopters—Grades 2 (lower) and 1 (higher; it is also the requirement for a CFI) • Balloons—one grade only. <p><i>Previous</i></p> <ul style="list-style-type: none"> • Grades A and B = current Grade 1 (To be a CFI, a person required a Grade A or B rating) • Senior Grade C = current Grade 2 • Junior Grade C = current Grade 3. <p style="text-align: right;">→</p>

Flight Crew Licensing Procedures

4. Issuing Endorsements, Ratings and Approvals

4.3 Ratings

Approved by Group General Manager Personnel, Licensing, Education and Training Version 6.1: December 2006

Prerequisites CAO 40.1.7, 40.1.7.4, 40.3.7, 40.7	<ul style="list-style-type: none">• Holds appropriate licence and a medical certificate at time of flight test• Has accumulated the aeronautical experience required• Has successfully completed the training required for the rating sought and gained the required experience. <p>Further requirements</p> <ul style="list-style-type: none">• Single-engine aircraft, as specified in CAO 40.1.7.4• Multi-engine aircraft, as specified in CAO 40.1.7 for aeroplanes and CAO 40.3.7 for helicopters• Balloons, as specified in CAO 40.7• Gyroplanes, to be advised.
Documentation to be sent to the Authority	<ul style="list-style-type: none">• Form 750 Flight Instructor Rating – Aircraft –Application• Form 971 Flight Instructor Rating – Balloons – Application• Certification of Aircraft Endorsement, Approval and Rating (see the replica in 4.6.1. Completing the Logbook Certification of Aircraft Endorsement, Approval and Rating).
Checklist	<ul style="list-style-type: none">• Form 833 Flight Instructor Rating Checklist: Aeroplane/Helicopter/Balloon: Initial Issue/Renewal.

4.3.14 Issuing an Instructor Rating

Industry Delegate Issues/Renews the Instructor Rating

When an industry delegate issues or renews the rating, he or she sends the following documentation to the Central or Field Office:

- A completed [Form 750 Flight Instructor Rating – Aircraft – Application](#) or [Form 971 Flight Instructor Rating – Balloons – Application](#)
- A completed logbook *Certification of Aircraft Endorsement, Approval and Rating* form (see the replica in [4.6.1. Completing the Logbook Certification of Aircraft Endorsement, Approval and Rating](#)).

The CASA delegate should update AIRS within 10 days of receiving the documentation from the industry delegate.

FCL Procedure

1. Check that the documentation submitted includes:
 - The required applicant and flight test details
 - A CASA flight test number
 - The required number of hours to qualify for issue
 - For an initial issue or upgrade to higher grade, a CFI or Chief Pilot recommendation to undertake the flight test
 - An ATO declaration
 - A pass or fail test result
 - The period of validity granted by the industry delegate (see [4.5 Sample Currency Periods for Instrument and Instructor Ratings](#)).
2. For an initial issue, on AIRS, check that the applicant:
 - a. For a Grade 1 issue, has passed the instructor theory exam—Principles and Methods of Instruction (PMI), AIRS exam code AFR1.
 - b. For an **aeroplane Instructor rating**:
 - i. Holds at least a CP(A)L endorsed for either a Night VFR or Command Instrument rating.
 - ii. Held the previous grade of instructor rating for the period specified in [CAO 40.1.7](#).
 - c. For a **helicopter Instructor rating**, holds at least a CP(H)L and has accumulated the aeronautical experience required.

CAO 40.1.7



3. For initial issues and renewals, check the AIRS *Medical* screen to make sure that the applicant held a valid medical certificate on the day of the flight test.
4. Check *AIRS Licences, Medicals and Entitlements* screens to make sure the ATO:
 - a. Holds a delegation to conduct the flight tests.
 - b. Has met the conditions of the delegation.
For example, the delegation may only be valid for tests in single-engine aircraft while the delegate holds an Instructor rating.
 - c. Held a valid licence and medical certificate on the day of the flight test.
5. Check AIRS to make sure that the person who issued/renewed the rating:
 - a. Holds a CAR 5.14(2) delegation to issue the rating via a logbook endorsement.
 - b. Has met the conditions of the delegation.
For example, the delegation may only be valid for company pilots.
6. Enter the rating on the pilot's *AIRS Entitlements* screen as shown in the *AIRS Manual* (available to CASA staff via CASAconnect).
7. File the paperwork in the relevant file.

FCL Issues/Renews an Instructor Rating

CAR 5.14(2) 5.19 An Instructor rating is issued when a person holding a delegation under CAR 5.14(2) enters the rating in the pilot's logbook. The CAR 5.19 delegate who conducts the flight test usually holds this delegation.

However, occasionally FCL may be required to make the entry, using the procedure detailed below.

The pilot must submit the application/flight test report for initial issue/renewal of an instructor rating form ([form 750](#) for aircraft or [form 971](#) for balloons) and present his or her logbook.

It should take 3 to 5 days for a CASA delegate to issue or renew an Instructor rating.



FCL Procedure

1. Complete steps 1 to 4 described under [Industry Delegate Issues/Renews the Instructor Rating](#).
2. If you are satisfied that the application is in order:
 - a. Collect the fee specified in the *Schedule of Fees* for the issue/renewal of an Instructor rating.

- b. Complete [Form 833 Flight Instructor Rating Checklist: Aeroplane/Helicopter/Balloon: Initial Issue/Renewal](#).
- c. Ask the applicant to complete the applicant details of the logbook [Certification of Aircraft Endorsement, Approval and Rating](#) form, if he or she has not signed the application form for the issue or renewal.
- d. Complete the delegate certification section of the logbook [Certification of Aircraft Endorsement, Approval and Rating](#) form, recording the type of Instructor rating (for example Grade 2(A) Instructor – Single Engine Aircraft only).

(See also the replica in [4.6.1. Completing the Logbook Certification of Aircraft Endorsement, Approval and Rating](#).)

3. Enter the relevant rating details on the *Certificates of Ratings* insert page of the pilot's logbook. (See the replica in [4.6.2 Completing the Logbook Insert Pages](#)).
4. Sign the tear-off sticker on the logbook [Certification of Aircraft Endorsement, approval and Rating](#) form, place the sticker in the upper portion of the appropriate section of the logbook, and then print your name and ARN below the signature.
5. Enter the Instructor rating on the pilot's *AIRS Entitlements* screen as shown in the *AIRS Manual* (available to CASA staff via CASAconnect).
6. File the paperwork in the relevant file.



Additional Instructing Privileges

Multi-engine Training Approvals

CAO 40.1.7, 40.3.7 The holder of an Instructor rating may only give instruction in multi-engine aircraft if he or she satisfies the requirements set out in CAO 40.1.7 (for aeroplanes) or CAO 40.3.7 (for helicopters). These requirements include the completion of a flight test with an ATO or CASA FOI.

For multi-engine aeroplanes, some ATO are authorised to issue the approval as well as conduct the flight test.

For multi-engine and multi-rotor helicopters, the training approval must be issued by a CASA FOI.

CAR 5.14(2) If the applicant passes the test, the ATO completes a flight test report and, if delegated under CAR 5.14(2), on the *Flight Checks and Approvals* insert page of the pilot's logbook records that the training approval has been granted. (See the replica in 4.6.2 *Completing the Logbook Insert Pages*.)

The manner of the endorsement for:

- Aeroplanes is **ME TRNG APP(A)**
- Helicopters is **ME TRNG APP(H)**.

The CAOs specify that pilots must meet certain criteria before they may conduct multi-engine training. Once they have met these criteria, they are automatically approved (does not apply to helicopters), although some pilots do prefer to have some type of formal recognition to indicate that they have met with these criteria. This can be either by way of entry in their logbook or a letter from CASA.

If the ATO is not delegated to record the approval in the pilot's logbook, the Central or Field Office may issue the approval in the form of a letter, which may also list the other approvals issued to the pilot or by the way of a logbook entry. However, this is not a legal requirement and therefore is not compulsory.

If the test for the approval is combined with a test for renewal of the rating, a new period of validity may be granted. The ATO/granting delegate then sends a copy of the flight test report and logbook certification form to CASA.

FCL records the approval on the *AIRS Entitlements* screen. See the *AIRS Manual* (available to CASA staff via CASAconnect) for the relevant codes.



Instrument Training Approvals

CAO 40.1.7 Grade 1 aeroplane flight instructors are automatically approved under CAO 40.1.7 to give flying training for the issue of an aeroplane Instrument rating if:

- They hold a Command (Aeroplane) Instrument rating and
- They hold either an Air Operators Certificate (AOC) that authorises flying training for an aeroplane instrument rating, or instruct in arrangement with a person or company with an AOC.

Grade 1 and 2 helicopter instructors are not able to give flying training for the issue of a helicopter Instrument rating under CAO 40.3.7 unless they have completed a course of training for this purpose.

Other aeroplane instructors or persons seeking to give such training must be approved by a person who holds a delegation under CAR 5.20(1)—that is, a TLFO or FOI.

The granting of an instrument training approval involves the completion of a flight test with an ATO or a CASA FOI. If the applicant passes the test, the ATO completes the flight test report and sends it to CASA. The ATO enters the training approval in the *Flight Checks and Approvals* insert page of the pilot's logbook. (See the replica in 4.6.2 *Completing the Logbook Insert Pages*.)

The manner of the endorsement for:

- Aeroplanes is **IF TRNG APP(A)**
- Helicopters is **IF TRNG APP(H)**.

If the ATO is not delegated to record the approval in the pilot's logbook, the Field Office may issue the approval in the form of a letter, which also lists the other approvals issued to the pilot, or by way of a logbook entry.

If the test for the approval is combined with a test for renewal of the rating, a new period of validity may be granted. The ATO/granting delegate then sends a copy of the flight test report and logbook certification form to CASA.

FCL records the approval on the *AIRS Entitlements* screen. See the *AIRS Manual* (available to CASA staff via CASAconnect) for the relevant codes.

4.3.15 Agricultural Rating Reference Table

Privileges	Authorises the pilot to distribute chemicals, seeds, fertilisers and other substances from an aircraft for agricultural purposes, including pest and disease control.
CAO CAO 40.6	CAO 40.6 specifies the requirements for issue of an Agricultural rating.
Issuing Delegate CAR 5.14(2)	Delegate under CAR 5.14(2)—that is, industry ATOs, or CASA TLFO, FOIs and FCL.
Training Delegate CAR 5.20(1)	<ul style="list-style-type: none"> Person with a delegation under CAR 5.20(1).
Flight Test Delegate CAR 5.19	<ul style="list-style-type: none"> Industry ATOs with a delegation under CAR 5.19 for the type of agricultural flight test CASA TLFO or FOIs.
Validity	<ul style="list-style-type: none"> Agricultural Pilot (A) rating —until the holder's CP(A)L or ATP(A)L is suspended or cancelled Agricultural Pilot (H) rating —until the holder's CP(H)L or ATP(H)L is suspended or cancelled.
Rating Format	Entry in the <i>Certificates of Ratings</i> page of the pilot's logbook (see the replica in 4.6.2 <i>Completing the Logbook Insert Pages</i>).
Rating Definition	According to experience: <ul style="list-style-type: none"> Grade 1 (higher) Grade 2 (lower).
Prerequisites	<ul style="list-style-type: none"> CP(A)L or CP(H)L or higher (see also <i>Validity</i> above) and appropriate medical certificate Pass the agricultural exams—AIRS codes: AGRC or AGEX or AGR1 or AGR2.
Documentation to be sent to the Authority	<ul style="list-style-type: none"> Form 212 Agricultural Pilot Flight Test Application Certification of Aircraft Endorsement, Approvals and Rating (see the replica in 4.6.1. <i>Completing the Logbook Certification of Aircraft Endorsement, Approval and Rating</i>).
Checklist	<ul style="list-style-type: none"> Form 836 Agricultural Rating Checklist: Aeroplane/Helicopter: Initial Issue/Renewal.

4.3.16 Issuing an Agricultural Rating

Industry Delegate Issues the Agricultural Rating

When an industry delegate issues the agricultural rating, he or she sends the following documentation to the Central or Field Office:

- A completed [Form 212 Agricultural Pilot Flight Test Application](#)
- A completed logbook [Certification of Aircraft Endorsement, Approval and Rating](#) form (see the replica in [4.6.1. Completing the Logbook Certification of Aircraft Endorsement, Approval and Rating](#)).

The CASA delegate should update AIRS within 10 days of receiving the documentation from the industry delegate.

FCL Procedure

1. Check the documentation submitted includes:
 - The required applicant and flight test details
 - A CASA flight test number
 - For an initial issue and rating that expired more than 90 days ago, a CFI or Chief Pilot recommendation to undertake the flight test
 - An ATO declaration
 - A pass or fail test result.
2. On AIRS check that the applicant:
 - a. Has passed the agricultural theory exam.
 - b. Held a valid medical certificate on the day of the flight test.
 - c. Holds at least a CP(A)L or CP(H)L, whichever is relevant.
3. Check AIRS *Licences, Medicals and Entitlements* screens to make sure the ATO:
 - a. Holds a delegation to conduct the flight test.
 - b. Has met the conditions of the delegation.
 - c. Holds the relevant rating him or herself.
 - d. Held a valid licence and medical certificate on the day of the flight test.



4. Check AIRS to make sure that the person who issued the rating:
 - CAR 5.14(2) a. Holds a CAR 5.14(2) delegation to issue the rating via a logbook endorsement.
 - b. Has met the conditions of the delegation.
For example, the delegation may only be valid for company pilots.
5. Enter the Agricultural rating on the pilot's *AIRS Entitlements* screen as shown in the *AIRS Manual* (available to CASA staff via CASAconnect).
6. File the paperwork in the relevant file.

Note: You do not need to enter data in the *Annual Check Date* field.

FCL Issues the Agricultural Rating

CAR 5.14(2) 5.19 An Agricultural rating is issued when a person holding a delegation under CAR 5.14(2) enters the rating in the pilot's logbook. The CAR 5.19 delegate who conducts the flight test usually holds this delegation.

However, occasionally FCL may be required to make the entry, using the procedure detailed below.

The pilot must submit [Form 212 Agricultural Pilot Flight Test Application](#) and present his or her logbook.

It should take 3 to 5 days for a CASA delegate to issue an Agricultural rating.

FCL Procedure

1. Complete steps 1 to 3 under [Industry Delegate Issues the Agricultural Rating](#).
2. If you are satisfied that the application is in order:
 - a. Collect the fee specified in the *Schedule of Fees* for the issue/renewal of an Agricultural Rating.
 - b. Complete the [Form 836 Agricultural Rating Checklist: Aeroplane/Helicopter: Initial Issue/Renewal](#).
 - c. Ask the applicant to complete the applicant details of the logbook [Certification of Aircraft Endorsement, Approval and Rating](#) form if he or she has not signed the application form for the issue or renewal.



- d. Complete the delegate certification section of the logbook *Certification of Aircraft Endorsement, Approval and Rating* form, recording the type of Agricultural rating—that is (A) or (H).

(See also the replica in [4.6.1. Completing the Logbook Certification of Aircraft Endorsement, Approval and Rating.](#))

3. Enter the relevant rating details on the *Certificates of Ratings* insert page of the pilot's logbook (see the replica in [4.6.2 Completing the Logbook Insert Pages](#)).
4. Sign the tear-off sticker on the *Certification of Aircraft Endorsement, Approval and Rating* form, place the sticker in the upper portion of the appropriate section of the logbook, and then print your name and ARN below the signature.
5. Enter the Agricultural rating on the pilot's *AIRS Entitlements* screen as per *the AIRS Entitlements screen* in the *AIRS Manual* (available to CASA staff via CASAconnect.).
6. File the paperwork in the relevant file.



4.4.1 The Authority to Issue Approvals

The authority to issue an approval is described in *Instrument of Approval* under [2. Legislation Governing Flight Crew Licensing](#).

4.4.2 What Is an Approval?

An approval is an authorisation to use a delegated power to perform specified functions. A person issued with an approval is referred to as an Approved Person.

4.4.3 Who May Issue an Approval?

A person holding a delegation under the relevant CAR.

A person holding a authority to issue approvals under the CAOs—usually a TLFO or FOI—may sign all other approvals, including:

- Air displays
- Banner towing
- Glider towing
- Low-level acrobatics
- Stock mustering
- Taxi approvals for other than licensed pilots.

4.4.4 What Form Does an Approval Take?

Most approvals are issued as a letter. Some approvals are entered in the *Flight Checks and Approvals* insert page of the pilot's logbook (see the replica in [4.6.2 Completing the Logbook Insert Pages](#)).

Flight Crew Licensing Procedures

4. Issuing Endorsements, Ratings and Approvals

4.5 Sample Currency Periods for Instrument and Instructor Ratings

Approved by Group General Manager Personnel, Licensing, Education and Training Version 6.1: December 2006

4.5.1 Table of Currency Periods

See also [Notes on Table of Currency Periods](#).

Transaction	Expiry Date of Rating	Flight Test Date	Currency Period		
			Issue Date	Renewal Date	Expiry Date
Instrument Rating					
Initial Issue	–	13/03/94	13/03/94 (i.e. flight test date)	–	31/03/95
Routine renewal (Instrument)	30/04/94	13/03/94 (within 90 days)	No change to original date	01/05/94 (i.e. beginning date of new currency period)	30/04/95
Early renewal	30/04/94	10/01/94 (outside 90 days)	No change to original date	10/01/94 (i.e. flight test date)	31/01/95
Renewal of Expired Rating (1)	30/04/94	15/05/94	No change to original date	15/05/94 (i.e. flight test date)	31/05/95
Renewal of Expired Rating (2)	31/07/90	15/05/94	No change to original date	15/05/94 (i.e. flight test date)	31/05/95
Instructor Rating					
Initial Issue Gr 3 Aeroplanes Gr 2 Helicopters	–	13/03/94	13/03/94 (i.e. flight test date)	–	31/03/95
Initial Issue Gr 2 or 1 Aeroplanes Gr 1 Helicopters	–	13/03/94	13/03/94 (i.e. flight test date)	–	31/03/96
Routine renewal (Instructor)	30/04/94	13/03/94 (within 90 days)	No change to original date	01/05/94 (i.e. beginning date of new currency period)	30/04/96
Early renewal	30/04/94	10/01/94 (outside 90 days)	No change to original date	10/01/94 (i.e. flight test date)	31/01/96
Renewal of Expired Rating (1)	30/04/94	15/05/94	No change to original date	15/05/94 (i.e. flight test date)	31/05/96
Renewal of Expired Rating (2)	28/02/92	15/05/94	No change to original date	15/05/94 (i.e. flight test date)	31/05/96



Notes on Table of Currency Periods

1. The issue or renewal dates should be the flight test date, except where a renewal test is completed within the 90-day period preceding expiry (see *Routine renewal (Instrument)* and *Routine renewal (Instructor)*).
2. Where a FCL grants the rating, the issue date is the date the application is processed by the FCL Officer.
3. Where an instrument renewal test is completed within the 90-day period preceding expiry, the provisions of subpara 12.1 of CAO 40.2.1 override subpara 5 of the same Order—that is, the new currency period commences the day after expiry and continues for a maximum of 12 months.
CAO 40.2.1
subpara
12.1
subpara
12.5
4. If the holder of a C-SE Instrument rating upgrades to a C-ME rating, he or she is issued with a new rating as these ratings are identified as separate ratings under CAR 5.13. There is no change to the currency period for the C-SE rating. Holders of the C-ME rating are authorised to fly single- or multi-engine aircraft (CAO 40.2.1 subpara 13).
CAR 5.13
CAO 40.2.1
subpara 13
5. If the holder of an Instructor rating which is limited to a single-engine aircraft only upgrades to give instruction in multi-engine aircraft, he or she is issued with a multi-engine training approval. However, there is no change to the currency period of his or her Instructor rating, except in those cases where the flight test for the approval is combined with a full instructor renewal flight test.

Flight Crew Licensing Procedures

4. Issuing Endorsements, Ratings and Approvals

4.6 Completing the Logbook Forms

Approved by Group General Manager Personnel, Licensing, Education and Training Version 6.1: December 2006


4.6.1 Completing the Logbook Certification of Aircraft Endorsement, Approval and Rating

The address to which all publications and most CASA correspondence is sent.

If you are using an older form with 7 boxes for the ARN, ignore the last box.

The industry delegate must complete this form when issuing an endorsement or rating, and must complete this form when the applicant passes the licence flight test. For endorsements, the entry should be made using the format in the CAOs. For ratings, the entry should include the type of rating, whether restrictions apply (e.g. SEACO), the period of validity and NAVAIDS, as appropriate.

ALO prints his or her name and the name of the office, and then his or her initials to confirm that the qualification was entered on AIRS.

 Australian Government
Civil Aviation Safety Authority

Certification of Aircraft Endorsement, Approval and Rating

Applicant details (please print)

Surname (family name) Given names

Communication address Residential address (if different to Communication address)

Postcode Postcode

Aviation Reference number Date of birth Applicant's signature

Day Month Year

Delegate certification (please print)

I hereby certify that the abovenamed has satisfactorily completed the requirements of the relevant Regulations or Orders, has been tested and found competent and is now approved to exercise the authority permitted by the following pilot qualification:

Delegate's name Aviation Reference Number

Date of approval **S 999999**

Day Month Year Delegate of the Civil Aviation Safety Authority Australia

Office use only

Entered by (please print) District Office (abbrev) Date

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CAR 299 requires that the applicant notifies CASA in writing of any change to his or her communication and/or residential address.

The applicant does not need to sign the form if he or she signed the *Flight Test Report*.

The delegate must record his or her ARN and not that of the company employing him or her.

The form's serial number

This is the date the qualification was entered in AIRS and **not** the date the qualification was issued **unless** CASA is issuing the qualification and updating AIRS at the same time.

Flight Crew Licensing Procedures

4. Issuing Endorsements, Ratings and Approvals

4.6 Completing the Logbook Forms

Approved by Group General Manager Personnel, Licensing, Education and Training Version 6.1: December 2006

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