Australian Government
Civil Aviation Safety Authority

Application

Aircraft type rating application on basis of overseas qualifications

CASR 61.275, CASA EX73/26

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OR

Download this form before you begin

Please download and complete with Adobe Acrobat. If you are using a browser to complete this form you may lose your information. Send this form and any attachments to applications@casa.gov.au.

Purpose of this form

This form is used to convert a type rated aircraft on the basis of a foreign licence or on the basis of overseas training.

Who is this form for?

This form is for holders of current Australian licences.

Information needed to complete this form

If you have completed training with an authorised training organisation, the organisation must complete and sign the relevant Appendices attached to this form. You only need to submit the Appendices relevant to your application.

Certified true copies of simulator certificate is required if you are applying on the basis of foreign training and the flight test was conducted in a simulator.

Flight simulators must be qualified under *Part 60 & CASA EX73/26* of the *Civil Aviation Safety Regulation (CASR)*, or in the case of a foreign flight simulator, it must be qualified by their relevant over-sighting National Aviation Authority (NAA). A list of NAAs that are currently recognised by CASA are outlined in AC 60-2.

CASA cannot accept type ratings that are limited to co-pilot or second in command.

CASA cannot transition qualifications where the pilot only holds an FAA temporary airman certificate. The applicant must hold the flight crew licence issued by the FAA before we can process the conversion application.

CASA also requires your accident, incident and enforcement information. Please submit via https://aie-pa.faa.gov and have it sent to applications@casa.gov.au

Certified true copies of documents must be submitted with this application. Certification of documents can only be made by a Notary Public or a CASA DAME in your home country. Alternatively, an Australian official at any Australian Embassy or High Commission can certify your documents. If you are in Australia, your documents can be certified by any of the persons identified by the Australian Attorney-General's Department as authorised witnesses.

Any verification of your licence **must** be received by CASA directly from the National Aviation Authority. Verification reports received from a national aviation authority are valid for 6 months from the date the report was issued.

You do not need to submit a licence reprint form as CASA will automatically issue a reprint of your licence when this application is completed.

If CASA does not have a photo of you that is less than 10 years old, you can check your photo and update in myCASA.

Aviation Reference Number (ARN)

An ARN is required to complete this form. If you do not have an ARN, apply now.

Contact details

It is important the contact details on the ARN profile are current. CASA uses these contact details when processing this application.

If your address, contact or other details have changed, you must update them prior to lodging this form. You can do this by changing your details on the CASA website.

Failure to provide up to date contact details to CASA could result in additional fees being charged under the *Civil Aviation (Fees) Regulations 1995* and may constitute a criminal offence.

For more information

Go to the CASA website or contact us.

Applicant

1 What are the **applicant** details?

Your contact details must be current. Update your contact details via changing your details.

Full name

ARN

Phone number

Email address

2 What are you **applying** for (select one)?

Aircraft type rating – already held on an overseas licence ☐ ➡ **Go to 3**

Aircraft type – Australian licence holder having successfully completed course of training and assessment for the rating with an overseas training provider ☐ ➡ **Go to 4**

3 What are the details of the overseas authorisation?

You must attach certified true copies of overseas documents.

Country/countries of issue

Licence type

Licence number

Provide certified copies of overseas documents

4 What are the equivalent Australian types being sought?

Enter details below of your experience in the aircraft for which you seek an equivalent Australian type rating. If you are applying for a type rating on more than two aircraft, please attach further copies of this page of the application form.
Refer to "Part 61 Flight Crew Licensing (Prescribed Aircraft and Type Ratings) Instrument".

4 continued

Type rating 1

☐ Flight crew
☐ Flight engineer
☐ On overseas licence
☐ Completion course of training & assessment

Total aeronautical experience on type

On type: flight time

On type: simulator time

On type: command

On type: ICUS

On type: dual

Type rating 2

☐ Flight crew
☐ Flight engineer
☐ On overseas licence
☐ Completion course of training & assessment

Total aeronautical experience on type

On type: flight time

On type: simulator time

On type: command

On type: ICUS

On type: dual

5 What design feature endorsements on the type(s) are you applying for?

- ☐ Tailwheel undercarriage
- ☐ Pressurisation system
- ☐ Retractable undercarriage
- ☐ Floatplane
- ☐ Manual propeller pitch control
- ☐ Floating hull
- ☐ Gas turbine engine
- ☐ Ski landing gear
- ☐ Float alighting gear

6 Are you seeking a type rating already held on an overseas licence?

No ☐ ➡ **Go to 7**

Yes ☐ ➡ **Go to 16**

Applicants who have completed a course of training and assessment with an overseas training provider

All applications to have an aircraft type added to an Australian licence after having successfully completed a course of training and assessment for the rating with an overseas training provider must have question 7 - Non-technical skills completed and signed by the training organisation. Question 8 or question 9 must be completed by the training organisation if they apply to your application.

Non-technical skills

To be completed by the overseas training provider
Please tick to confirm the training completed by the applicant meets all the competencies required by the CASR Part 61 Manual of Standards. You can only tick a box for an Element if **all** the performance criteria have been met. The Head of Training, or their delegate, must sign the declaration. If the competency is not applicable to the syllabus, write N/A next to the tick box.

For CASA to issue a type rating on the basis of overseas training and flight assessment (flight test), CASA EX73/26 requires that a pilot has been flight tested by a person who is authorised by the national authority of the recognised foreign State to conduct the flight test. It is mandatory the pilot meets the flight test standard of the foreign national authority, before CASA can grant a rating on the basis of overseas training. Completion of an Australian flight test or proficiency check report page is **not** acceptable.

For CASA to recognise the type rating on the basis of overseas training and flight test, the foreign flight test documentation must be provided. In addition, evidence must also be provided that the pilot who conducted the flight test is authorised to do so. Failure to provide this documentation may result in the training not being recognised by CASA for the issue to an Australian licence.

7 **NTS1 Non-technical Skills 1**

NTS1.1 – Maintain effective lookout

- ☐ maintain traffic separation using a systematic visual scan technique at a rate determined by traffic density, visibility and terrain;
- ☐ maintain radio listening watch and interpret transmissions to determine traffic location and intentions;
- ☐ perform airspace-cleared procedure before commencing any manoeuvre.

NTS1.2 – Maintain situational awareness

- ☐ monitor all aircraft systems using a systematic scan technique;
- ☐ collect information to facilitate ongoing system management;
- ☐ monitor flight environment for deviations from planned operations;
- ☐ collect flight environment information to update planned operations.

NTS1.3 – Assess situations and make decisions

- ☐ identify problems;
- ☐ analyse problems;
- ☐ identify solutions;
- ☐ assess solutions and risks;
- ☐ decide on a course of action;
- ☐ communicate plans of action (if appropriate);
- ☐ allocate tasks for action (if appropriate);
- ☐ take actions to achieve optimum outcomes for the operation;
- ☐ monitor progress against plan;
- ☐ re-evaluate plan to achieve optimum outcomes.

NTS1.4 – Set priorities and manage tasks

- ☐ organise workload and priorities to ensure optimum outcome of the flight;
- ☐ plan events and tasks to occur sequentially;
- ☐ anticipate events and tasks to ensure sufficient opportunity for completion;
- ☐ use technology to reduce workload and improve cognitive and manipulative activities.

NTS1.5 – Maintain effective communications and interpersonal relationships

- ☐ establish and maintain effective and efficient communications and interpersonal relationships with all stakeholders to ensure the optimum outcome of the flight;
- ☐ define and explain objectives to stakeholders;
- ☐ demonstrate a level of assertiveness that ensures the optimum completion of the flight.

Range of variables

- ☐ simulated conditions may be used where appropriate.

Underpinning knowledge of the following:

- ☐ effective communication under normal and non-normal circumstances;
- ☐ task management.

7 continued

NTS2 Non-technical skills 2

NTS2.1 – Recognise and manage threats

- ☐ identify relevant environmental or operational threats that are likely to affect the safety of the flight;
- ☐ identify when competing priorities and demands may represent a threat to the safety of the flight;
- ☐ develop and implement countermeasures to manage threats;
- ☐ monitor and assess flight progress to ensure a safe outcome, or modify actions when a safe outcome is not assured.

NTS2.2 – Recognise and manage errors

- ☐ apply checklists and standard operating procedures to prevent aircraft handling, procedural or communication errors;
- ☐ identify committed errors before safety is affected or the aircraft enters an undesired state;
- ☐ monitor the following to collect and analyse information to identify potential or actual errors:
  - aircraft systems using a systematic scan technique;
  - the flight environment;
  - other crew;
- ☐ implement countermeasures to prevent errors or take action in the time available to correct errors before the aircraft enters an undesired state.

NTS2.3 – Recognise and manage undesired aircraft state

- ☐ recognise an undesired aircraft state;
- ☐ prioritise tasks to ensure an undesired aircraft state is managed effectively;
- ☐ apply corrective actions to recover an undesired aircraft state in a safe and timely manner.

Range of variables

reserved;

- ☐ simulated conditions may be used where appropriate.

Underpinning knowledge of the following:

- ☐ effective communication under normal and non-normal circumstances;
- ☐ threat and error management detailing processes that can be used to identify and mitigate or control threats and errors;
- ☐ the application of situational awareness to identifying real/potential environmental or operational threats to flight safety;
- ☐ developing and implementing plans of action for the following:
  - removing and mitigating threats;
  - removing and mitigating errors;
- ☐ undesired aircraft states, including prevention, identifying and controlling;
- ☐ how an undesired aircraft state can develop from an unmanaged threat or error;
- ☐ what aspects of multi-crew operations (if applicable) can prevent an undesired aircraft state;
- ☐ use of checklists and standard operating procedures to prevent errors.
- ☐ task management, including:

7 continued

- workload organisation and priority setting to ensure optimum safe outcome of the flight;
- event planning to occur in a logical and sequential manner;
- anticipating events to ensure sufficient opportunity is available for completion;
- using technology to reduce workload and improve cognitive and manipulative activities;
- task prioritisation and protection whilst filtering and managing real time information.

Training provider declaration

8 I declare that:

- The trainee has been successfully trained in the competencies indicated above for the issue of the following class/type rating:

- All statements in this application are true and correct and I have read and understood all provisions of the CASR 1998 which are relevant to this application.
- I understand CASA will use the currently held details to process this application and it is my responsibility to ensure my details are correct prior to lodgement.
- I consent to CASA using and disclosing my personal information in accordance with CASA's Privacy Statement including exchanging the information with Commonwealth, State and Territory government agencies.
- I acknowledge that to knowingly make a false or misleading statement in this application is an offence against the *Criminal Code Act 1995*.

Full name

Organisation name

Country

Phone number

Email address

Date (DD/MM/YYYY)

/ /

9 Are you applying for a type rating multi engine aeroplane?

No ☐ ➡ **Go to 12**

Yes ☐ ➡ **Go to 10**

Type rating - multi engine aeroplane

To be completed by the overseas training provider.

Please tick to confirm the training completed by the applicant meets all the competencies required by the CASR Part 61 Manual of Standards. You can only tick a box for an element if **all** the performance criteria have been met. The Head of Training, or their delegate, must sign the declaration. If the competency is not applicable to the syllabus, write N/A next to the tick box.

For CASA to issue a type rating on the basis of overseas training and flight assessment (flight test), CASA EX73/26 requires that a pilot has been flight tested by a person who is authorised by the national authority of the recognised foreign State to conduct the flight test. It is mandatory the pilot meets the flight test standard of the foreign national authority, before CASA can grant a rating on the basis of overseas training. Completion of an Australian flight test or proficiency check report page is **not** acceptable.

For CASA to recognise the type rating on the basis of overseas training and flight test, the foreign flight test documentation must be provided. In addition, evidence must also be provided that the pilot who conducted the flight test is authorised to do so. Failure to provide this documentation may result in the training not being recognised by CASA for the issue to an Australian licence.

10 TR-MEA.1 – Conduct pre-flight inspection

- ☐ complete pre-flight inspection correctly;
- ☐ communicate effectively with ground support crew;
- ☐ ensure all aircraft locking devices, covers and bungs are removed;
- ☐ prepare and operate aircraft systems.

TR-MEA.2 – Extract pre-flight performance data

- ☐ extract correct aircraft loading and performance data;
- ☐ set instrumentation and systems;
- ☐ obtain and interpret the take-off and departure clearance issued by ATC.

TR-MEA.3 – Request ATC clearance

- ☐ obtain, interpret and brief ATC clearance.

TR-MEA.4 – Start engines

- ☐ start engines;
- ☐ manage occurrences where specific instructions or checklist items are not published.

TR-MEA.5 – Taxi aircraft

- ☐ request ATC clearances or make mandatory air traffic broadcast appropriate to the local airspace and aerodrome;
- ☐ push back or power back aircraft safely;
- ☐ maintain control of aircraft during taxi;
- ☐ divide attention appropriately between inside and outside the flight deck, to ensure aircraft control is maintained while taxiing and cockpit procedures and checklists are completed;
- ☐ check instruments in a suitable area clear of traffic and other hazards;

10 continued

- ☐ interpret and comply with taxiway, lighting, other aerodrome markings and marshalling instructions;
- ☐ adjust taxi speed to suit aircraft type, surface conditions, congestion, and maintenance of control, and avoid collision with personnel, obstacles or other aircraft;
- ☐ apply flying controls, power and brakes to maintain the aircraft on the taxiway centreline while compensating for wind and surface conditions.

TR-MEA.6 – Conduct pre-take-off checks

- ☐ perform pre-take-off checklist and confirm all systems are within normal operating range;
- ☐ perform pre-take-off briefing;
- ☐ confirm, prior to entering runway, that aircraft is positioned on specified or appropriate taxiway;
- ☐ ensure final approach path is clear of conflicting traffic on specified or appropriate runway.

TR-MEA.7 – Conduct take-off

- ☐ demonstrate knowledge of airspeeds, configurations, and emergency and abnormal procedures for normal and cross-wind take-offs;
- ☐ conduct a briefing covering the plan of action that will ensure the safest outcome in the event of abnormal operations;
- ☐ verify and correctly apply correction for the existing wind component to the take-off performance;
- ☐ perform and ensure all pre-take-off checks required by the appropriate checklist items are completed in a timely manner;
- ☐ align the airplane on the runway centreline;
- ☐ apply the controls correctly to maintain longitudinal alignment on the centreline of the runway, if appropriate, prior to initiating and during the take-off;
- ☐ adjust the power plant controls correctly;
- ☐ monitor power plant controls, settings, and instruments during take-off to ensure all predetermined parameters are maintained;
- ☐ adjust the controls to attain the desired pitch attitude to attain the desired performance;
- ☐ perform the required pitch changes and, as appropriate, perform and verify the completion of, gear and flap retractions, power adjustments (as applicable) and other required pilot-related activities at the required airspeed within the published tolerances;
- ☐ use the applicable noise abatement and wake turbulence avoidance procedures;
- ☐ verify the completion of the appropriate after take-off checklist items in a timely manner.

TR-MEA.8 – Incident, malfunction/failure during take-off

- ☐ manage incidents, malfunctions and failures during take-off as described in the AFM.

TR-MEA.9 – Operate aircraft in flight

- ☐ operate aircraft in normal flight profiles;
- ☐ operate aircraft systems for normal, non-normal and emergency conditions;
- ☐ identify aeroplane upset conditions and take appropriate action to return aeroplane to normal flight;

10 continued

- ☐ demonstrate approach to the stall and stall recovery as follows:
  - recognise approaching stall symptoms;
  - at the stall, reduce AOA;
  - prevent further yaw with rudder;
  - apply recommended power;
  - when the wings are unstalled, level the wings using aileron control;
  - recover height loss;
- ☐ demonstrate maximum performance turning under the following conditions:
  - maximum rate;
  - minimum radius;
- ☐ demonstrate flight with unreliable airspeed;
- ☐ demonstrate her or his ability to recover from unusual attitude and upset situations;
- ☐ demonstrate an emergency descent.

TR-MEA.10 – Manage engine failure in flight

- ☐ maintain control of aircraft flight path;
- ☐ correctly identify and verify failed engine;
- ☐ manage failure to achieve the safest outcome.

TR-MEA.11 – Conducts engine relight and restart in flight

- ☐ relight and restart an engine in flight.

TR-MEA.12 – Conduct a descent, arrival and landing

- ☐ plan and conduct a descent, arrival and landing;
- ☐ obtain, interpret and brief ATC clearance for descent and arrival;
- ☐ manage non-normal or emergency conditions;
- ☐ demonstrate missed approach manoeuvre.

TR-MEA.13 – Conduct taxi to stand, park and shut down

- ☐ follow published procedures taxi, park and shut down aircraft at the designated parking bay.

Range of variables

- ☐ activities are performed in accordance with published procedures;
- ☐ day and night VMC or IMC;
- ☐ aircraft of the type which the rating applies to;
- ☐ approved flight simulation training device if available;
- ☐ upset conditions include the following:
  - pitch attitude more than 25° nose up;
  - pitch attitude more than 10° nose down;
  - bank angle more than 45°;
  - flying at airspeeds inappropriate to the conditions;
- ☐ in the absence of markings, the aircraft is maintained in the centre of the taxiway and at a safe distance from obstacles;
- ☐ simulated abnormal or emergency situations;
- ☐ flight crew incapacitation (multi-crew operations);
- ☐ simulated hazardous weather;
- ☐ sealed, gravel or grass surfaces.

10 continued

Underpinning knowledge of the following:

- ☐ normal and cross-wind take-off;
- ☐ instrument take-off (IFR pilots only);
- ☐ engine failure during take-off;
- ☐ rejected take-off;
- ☐ departure procedures;
- ☐ steep turns;
- ☐ approaches to stalls;
- ☐ engine failure;
- ☐ any specific flight characteristics (e.g. Dutch roll);
- ☐ recovery from unusual attitudes;
- ☐ normal and cross-wind approaches and landings;
- ☐ approach and landing with a (simulated) engine failure – multi-engine aeroplane;
- ☐ baulked approach and missed landing;
- ☐ no flap or a non-standard flap approach and landing;
- ☐ the factors that affect the characteristics of an aircraft when full or partial flaps, leading edge flaps, and any other similar devices become inoperative, including on aircraft handling;
- ☐ extract critical airspeeds, V-speeds (including tyre rotation limits);
- ☐ calculate landing distance required;
- ☐ normal systems operating procedures;
- ☐ emergency procedures;
- ☐ how potential and kinetic energy relate to an aircraft in flight;
- ☐ how energy states are manipulated to generate aerodynamic forces that allow an aircraft to be manoeuvred;
- ☐ knows the unintended flight conditions of pitch, bank and airspeed that describe upset aircraft state;
- ☐ knows the physical symptoms that may or may not be evident in a stall;
- ☐ stall recovery technique during any nominated phase of flight applicable to the aircraft type being flown;
- ☐ upset recovery techniques applicable to the aircraft type being flown at low altitude, and high altitude where the aircraft is pressurised.
- ☐ structural integrity of an aeroplane is not ensured when operating at or below maximum manoeuvring speed, if multiple control inputs in one axis, or full control inputs in more than one axis, are initiated at the same time.

Training provider declaration

11 I declare that:

- The trainee has been successfully trained in the competencies indicated above for the issue of the following type rating:

- All statements in this application are true and correct and I have read and understood all provisions of the CASR 1998 which are relevant to this application.
- I understand CASA will use the currently held details to process this application and it is my responsibility to ensure my details are correct prior to lodgement.
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- I acknowledge that to knowingly make a false or misleading statement in this application is an offence against the *Criminal Code Act 1995*.

Full name

Organisation name

Country

Phone number

Email address

Date (DD/MM/YYYY)

/ /

12 Are you applying for a type rating multi engine helicopter?

No ☐ ➡ **Go to 15**

Yes ☐ ➡ **Go to 13**

Type rating - multi engine helicopter

To be completed by the overseas training provider.

Please tick to confirm the training completed by the applicant meets all the competencies required by the CASR Part 61 Manual of Standards. You can only tick a box for an element if **all** the performance criteria have been met. The Head of Training, or their delegate, must sign the declaration. If the competency is not applicable to the syllabus, write N/A next to the tick box.

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For CASA to recognise the type rating on the basis of overseas training and flight test, the foreign flight test documentation must be provided. In addition, evidence must also be provided that the pilot who conducted the flight test is authorised to do so. Failure to provide this documentation may result in the training not being recognised by CASA for the issue to an Australian licence.

13 **TR-MEH.1 – Control helicopter on the ground**

For all helicopters:

☐ prepare for start as follows:

- using an orderly procedure with checklists, inspect and prepare the helicopter, including those items recommended by the manufacturer, for a flight;
- identify and verify switches, circuit breakers, fuses, and spare fuses pertinent to day and night operations;
- confirm that there is sufficient fuel and oil for the intended flight;
- identify and verify the required equipment for the flight is on-board and serviceable;
- ensure security of baggage and required equipment;
- organise and arrange documents and equipment that will need to be accessed in flight in a manner that makes the items readily available;
- perform an effective passenger safety briefing (if type capable of carrying passengers);

☐ conduct engine start and rotor engagement as follows:

- ensure helicopter is located in a suitable location for starting engine and rotors;
- use the appropriate checklist provided by the helicopter manufacturer or owner or operator;
- calculate and confirm sufficient power margin available for the proposed flight;
- demonstrate knowledge of recommended starting procedures;
- take appropriate action with respect to unsatisfactory start conditions;
- complete the appropriate engine and helicopter systems checks;

13 continued

☐ taxiing and hover manoeuvring as follows:

- carry out pre-take-off checks;
- set flight controls correctly to prepare for the lift-off transition to the hover at the location;
- use correct flight and power control techniques to lift helicopter off the surface to a stable hover at the appropriate hover height for the helicopter;
- confirm the proper functioning of the flight controls and confirm centre of gravity and power required to hover are within limits;
- trim helicopter where applicable;
- demonstrate smooth control at a constant safe hover height while hover manoeuvring and maintaining power and RRPM within the limits;
- maintain helicopter in flight over a nominated hover point at a nominated height and heading in cross-wind and tailwind;
- transition from static hover to forward, sideways and backwards flight and terminate this movement over a nominated hover point;
- turn helicopter around a the mast while maintaining a constant height at a constant rate of turn using anti-torque pedals;
- turn helicopter around a nominated point on or forward of the nose or on or aft of the tail while maintaining a constant height and specified rate of movement around the point;
- apply controlled corrective action to maintain a constant rate of turn and to counter the effects of wind;
- adjust air transit ground speed to suit helicopter type, traffic conditions, congestion, and maintenance of control and to avoid collision with obstacles or other aircraft.

For a helicopter with wheel landing gear, be able to do the following:

- select and maintain correct disk attitude and power required to initiate forwards movement of the helicopter on the surface;
- check and confirm the proper functioning of the wheel brake system;
- select and maintain correct disk attitude and power required to ground taxi and manoeuvre the helicopter on appropriate surfaces (wet and dry) at a safe speed in headwind, cross-wind and tailwind conditions;
- control the helicopter smoothly while ground taxiing and manoeuvring the helicopter with turns at a constant and safe rate of turn while maintaining an appropriate disk attitude and power setting;
- apply smooth and controlled actions to terminate at a nominated holding or parking point under different wind and surface conditions.

13 continued

TR-MEH.2 – Conduct take-off to departure

Manage normal take-off to departure as follows:

☐ using approved technique and documented procedures perform a take-off, either from the ground or hover, and transition to forward flight and:

- complete appropriate checklists;
- perform a take-off safety briefing (this may be carried out prior to lift off to the hover if necessitated by location);
- ensure operating RPM within limits;
- clear the area, taxi into the take-off position;
- transition to forward flight and through translational lift using correct techniques;

☐ accelerate to and maintain the recommended or nominated climb using the correct profile:

- outside of the Height-Velocity (H-V) avoid curve;
- ensure obstacle avoidance;
- retract the landing gear after a positive rate of climb is established (if applicable);
- maintain correct power and attitude for the profile and IAS to be flown;
- comply with noise abatement procedures, where applicable;
- complete appropriate checks.

Manage engine failure during take-off to departure as follows:

☐ self-brief, or brief crew members, stating a plan of action that will ensure the safest outcome in the event of an engine failure;

☐ maintain RRPM within the prescribed limits and control of the helicopter;

☐ correctly identify and confirm the failed engine(s) and at the appropriate time, complete the engine failure shutdown checklist for the following situations:

- engine failure prior to reaching take-off decision point:
  - conduct the rejected take-off procedure in accordance with AFM and POH;
  - apply the appropriate power within the AFM limits for the configuration being flown;
  - perform a controlled landing in the rejected take-off distance available;
- engine failure after take-off:
  - maintain control of the helicopter;
  - set maximum contingency power on serviceable engine;
  - accelerate to VTOSS (if applicable);
  - identify and confirm failed engine;
  - at the appropriate time, complete the engine failure shutdown checklist;
  - climb multi-engine helicopter not below VYSE;
  - land helicopter at nearest appropriate landing area.

13 continued

TR-MEH.3 – Control helicopter in normal flight

- ☐ set power and maintain attitude to establish and maintain the following manoeuvres with the helicopter in balanced flight and trimmed (as applicable) within prescribed tolerances as follows:
- ☐ straight and level:
  - straight and level flight at normal cruise;
  - maintains heading;
  - maintains nominated altitude;
- ☐ straight climbs and descents:
  - maintain IAS for best angle of climb (VX);
  - maintain IAS for best rate of climb (VY);
  - maintain IAS for cruise climb;
  - maintain IAS for cruise descent;
  - maintain correct power setting as applicable to the rotorcraft;
  - maintain heading;
- ☐ turn onto specific headings (using magnetic compass/ geographical feature within the flight tolerances for the following:
  - level turn
  - climbing turn, rate 1 or 20° bank;
  - powered descending turn, 30° bank.

TR-MEH.4 – Control helicopter during advanced manoeuvres

- ☐ perform steep turns (45°) within the flight tolerances as follows:
  - level turn altitude;
  - exits on specified heading or geographical feature;
- ☐ perform autorotative flight:
  - enters and maintains autorotative flight at nominated speed in balanced flight for the following profiles:
    - descend at nominated heading and manufacturer's recommended speed;
    - conduct 180° autorotations using up to 45° angle of bank;
    - autorotative flight at best range speed and minimum descent rate speed;
    - maintains RRPM within limitations;
- ☐ perform power termination:
  - maintain RRPM within limitations;
  - ensure throttle(s) is at 100% (or the equivalent terminology) prior to the commencement of the flare;
  - commence flare at appropriate height for the prevailing conditions and reduce ground speed and rate of descent;
  - control attitude to achieve a decreasing closure rate and reducing rate of descent;
  - control yaw, engine and RRPM;
  - terminate the helicopter to a hover or hover taxi within tolerances of termination point without lateral or rearward drift.

13 continued

TR-MEH.5 – Manage abnormal and emergency conditions

- ☐ manage engine failure, using the correct technique and applying the applicable checklists, procedures and planning manages engine failure during the following:
  - hover and hover taxi;
  - take-off and departure;
  - cruise flight;
  - approach and landing;
- ☐ manage control malfunction as follows:
  - identify tail rotor malfunction during flight and take appropriate action following required checklists and procedures;
  - select and manoeuvre helicopter to the safest landing area within area of regard;
  - identify jammed primary controls, carry out manoeuvres to safely remediate the problem, and land at a suitable location for the following:
    - jammed pedals;
    - jammed or limited cyclic or collective;
- ☐ manage system malfunctions by identifying critical system malfunction during flight and take appropriate action following required checklists and procedures for the following:
  - hydraulic system emergencies (if applicable);
  - electrical system emergencies;
  - clutch system emergencies (if applicable);
  - engine governing system emergencies;
- ☐ perform recovery from the following (if applicable):
  - vortex ring condition;
  - loss of tail rotor effectiveness;
  - low 'g' and mast bumping;
- ☐ control helicopter throughout and manoeuvres helicopter to the safest landing area available.

TR-MEH.6 – Conduct a descent and arrival to an aerodrome

- ☐ plan and conduct descent;
- ☐ join traffic pattern;
- ☐ maintain a safe separation from other traffic joining, departing or in the traffic pattern.

TR-MEH.7 – Fly a full circuit pattern

- ☐ perform a full circuit pattern (5 legs) within the tolerances specified for the relevant flight path;
- ☐ manage engine failure in the circuit:
  - maintain control of the aircraft;
  - perform recall actions correctly;
  - select a suitable landing area within gliding distance, on the aerodrome or elsewhere;
  - perform emergency procedures correctly and land the aircraft if the engine cannot be restarted;
  - advise ATS or other agencies capable of providing assistance of situation and intentions;
  - brief passengers about flight situation, brace position and harness security;
  - land aircraft ensuring safest outcome if an engine restart is not achieved.

13 continued

TR-MEH.8 – Conduct a landing

- ☐ perform the following while operating within the limitations prescribed in the RFM:
  - land on, and lift off from, sloping ground;
  - land, take off and manoeuvre in a confined area;
  - limited power approach and landing and take-off;
  - land and take-off from a pinnacle or ridgeline (CPL).

Range of variables

- ☐ activities are performed in accordance with published procedures;
- ☐ day VFR;
- ☐ approved multi-engine helicopter with dual controls, electronic intercom and dual control brakes, if fitted;
- ☐ aerodromes or HLS;
- ☐ sealed, gravel or grass surfaces;
- ☐ limitations, such as those imposed by local noise abatement procedures and curfews;
- ☐ operational hazards, which may include variable surfaces, loose objects, personnel, birds and propeller wash, rotor wash and jet blast;
- ☐ simulated abnormal and emergency situations;
- ☐ flight crew incapacitation (multi-crew operations);
- ☐ simulated hazardous weather.

Underpinning knowledge of the following:

- ☐ general aircraft data;
- ☐ make, type and model of helicopter, designation of engines, take-off and rated power;
- ☐ stated airspeed limitations including, but not limited to, VNE (at varying AUW and density altitudes) VH, configuration airspeed limits VLO, VTURB, maximum cross-wind;
- ☐ low speed wind limits;
- ☐ RRPM limits (Power ON and Power OFF);
- ☐ engine, transmission and any other stated limits in the RFM;
- ☐ slope landing limitations (if available);
- ☐ emergency procedures for the following:
  - engine failure in the hover;
  - taxiing;
  - during transitions before and after take-off;
  - in the cruise;
  - on final approach before and after landing;
  - engine fire on the ground and airborne;
  - electrical fire on the ground and airborne;
  - cabin fire in flight;
- ☐ N1, torque split indications;
- ☐ identify malfunctioning governor in flight and manage the related engine;
- ☐ corrective action to be taken when engine run-up or run-down has been diagnosed;
- ☐ the following weight and balance topics:
  - weight, balance and performance;
  - permissible take-off weight;
  - maximum gross weight, landing weight, ramp weight and zero fuel weight;

13 continued

  - centre of gravity position for any specified conditions;
  - centre of gravity limitations;
  - appropriate charts to determine centre of gravity;
  - calculated centre of gravity position and confirm it is within limits;
- ☐ the following take-off and landing topics:
  - continuing and rejected take-off distances;
  - take-off decision point;
  - landing decision point;
- ☐ climb performance, hover out of ground effect and height-velocity diagram charts;
- ☐ failed engine operations;
- ☐ initial rate of climb and climb gradient for 1 engine inoperative for specified conditions;
- ☐ range of the aircraft increases or decreases following an engine failure;
- ☐ PNR for 1 engine inoperative (CPL and ATPL);
- ☐ ETP for 1 engine inoperative (CPL and ATPL);
- ☐ the following aircraft systems:
  - fuel system;
  - hydraulic system;
  - electrical system;
  - oil system;
  - stability augmentation, AFCS and FDS (as applicable);
  - anti-icing and de-icing systems (as applicable);
  - heating and ventilation systems;
  - pitot and static system;
  - fire extinguisher system (as applicable);
  - engine systems;
  - transmission and rotor systems;
  - display systems (as applicable);
  - undercarriage system (fixed or retractable as applicable);
- ☐ the following key hazards including, for each, the typical causal factors and contributing operational situations, avoidance and recognition of symptoms and recovery techniques:
  - vortex ring state;
  - ground resonance;
  - loss of tail rotor effectiveness (LTE);
  - low 'g' and mast bumping;
  - overpitching or low RRPM – rotor stall;
  - retreating blade stall;
  - recirculation;
  - dynamic rollover.

Training provider declaration

14 I declare that:

- The trainee has been successfully trained in the competencies indicated above for the issue of the following type rating:

- All statements in this application are true and correct and I have read and understood all provisions of the CASR 1998 which are relevant to this application.
- I understand CASA will use the currently held details to process this application and it is my responsibility to ensure my details are correct prior to lodgement.
- I consent to CASA using and disclosing my personal information in accordance with CASA's Privacy Statement including exchanging the information with Commonwealth, State and Territory government agencies.
- I acknowledge that to knowingly make a false or misleading statement in this application is an offence against the *Criminal Code Act 1995*.

Full name

Organisation name

Country

Phone number

Email address

Date (DD/MM/YYYY)

/ /

Applicant checklist – for applicants on the basis of successful overseas training

15 Select all that apply:

- ☐ I hold a valid Australian flight crew licence and have completed a course of training and assessment overseas
- ☐ Certified/notarised true copy of the 'Certificate of Approval' from the ICAO contracting state where training was conducted that authorises the training organisation to conduct the training you completed is attached (e.g. TRTO or Part 142 certificate)
- ☐ Certified/notarised true copy of the approval for the Examiner, issued by the NAA, indicating privilege to conduct the flight test for the issue of the aircraft rating is attached
- ☐ Certified/notarised true copy of qualification certificate for simulator used in flight test is attached
- ☐ Certified/notarised true copy of the flight test/assessment report from the training organisation is attached
- ☐ Certified/notarised true copy of your 'Certificate of completion' is attached
- ☐ Photo has been updated on myCASA.

The flight test/assessment should be **clearly** marked/highlighted by the organisation. An Australian flight test/proficiency check report page is **not** acceptable.

If other please specify

➡ Go to 17

Applicant checklist - for applicants where type rating is already held on an overseas licence

16 Select all that apply:

- ☐ I hold a valid overseas flight crew licence showing the relevant aircraft type rating
- ☐ Certified/notarised true copy of current foreign flight crew licence is attached
- ☐ Certified/notarised true copies of last 3 months or 3 page openings (whichever is the lesser) of current logbook (plus pages showing evidence of aircraft type rating, and check flight if applicable) are attached

Some National Aviation Authorities (NAAs) may require you to complete additional steps such as submitting a specific form before they will provide a licence verification to CASA. You are responsible for confirming any requirements directly with your NAA. During the assessment of your application, CASA will contact the relevant NAA to verify your licence. Licence verifications must be sent directly to applications@casa.gov.au by the NAA.

For FAA flight crew licence holders - CASA also requires your accident, incident and enforcement information. Please submit via https://aie-pa.faa.gov and have it sent to applications@casa.gov.au

If other please specify

Applicant declaration

17 **I declare:**

- All statements in this application are true and correct.

I acknowledge by providing my details below and submitting this application:

- This satisfies the requirement for me to sign this application.
- I may commit an offence under the *Criminal Code Act 1995* if I make a false or misleading statement in my application.
- We may also use your licensing information in de-identified form for aviation safety research/analysis.

Privacy

Any personal information you provide to CASA, as part of this application, is protected by the *Privacy Act 1988*.

We will use the information provided to process this application and may also use it to conduct identity/security checks. Without your consent, we may not be able to process your application.

To meet our accountability obligations, we may disclose this information:

- to other government agencies or other national aviation authorities for certain purposes, and
- to comply with court orders and other legal requirements.

For more information about how we use, disclose and protect your personal information, see our privacy statement and privacy policy.

Fees

I accept if this application is withdrawn or refused by CASA, or if CASA is unable to assess this application because I have failed to provide the required information and/or documentation, I am liable to pay CASA fees for work conducted.

- I declare and acknowledge the above matters.
- I consent to CASA using my licensing information and other personal information for the above purposes.
- I have read CASA's privacy policy and I authorise CASA to use and disclose the information it collects for this application in accordance with that policy.

Full name

Date (DD/MM/YYYY)

/ /

Submitting this form to CASA

Choose one option only

@ By email – send this form with all supporting documents attached to applications@casa.gov.au

✉ By post – return this form and all supporting documents to:

CASA Client Services Centre
GPO Box 2005
Canberra ACT 2601

Continue to payment page

ARN

Payment authorisation

18 Application fees

☐ Issue of class or type rating on basis of overseas qualifications – processing and consideration -

Fee Code: 24.6 011.....**$130**

Total: 0

19 Payment options

OPTION 1 Online payment

Make a secure payment online >

Online payments are more secure and also enable CASA to process your request faster.
To make a payment go to Secure payment gateway.
After making a payment, enter the online receipt number below.

Provide the online receipt number below:

OPTION 2 Credit card

I hereby authorise the Civil Aviation Safety Authority to **debit** the following amount from:

☐ Mastercard ☐ Visa Total $ 0

Card number

Expiry (MM/YY) /

Cardholder name

Signature

Date (DD/MM/YYYY) / /

Receipt options ☐ Applicant **or** ☐ Third party (provide details below)

Details of third party

ARN (If applicable)

Email

Legal Entity/ Full name

Phone number