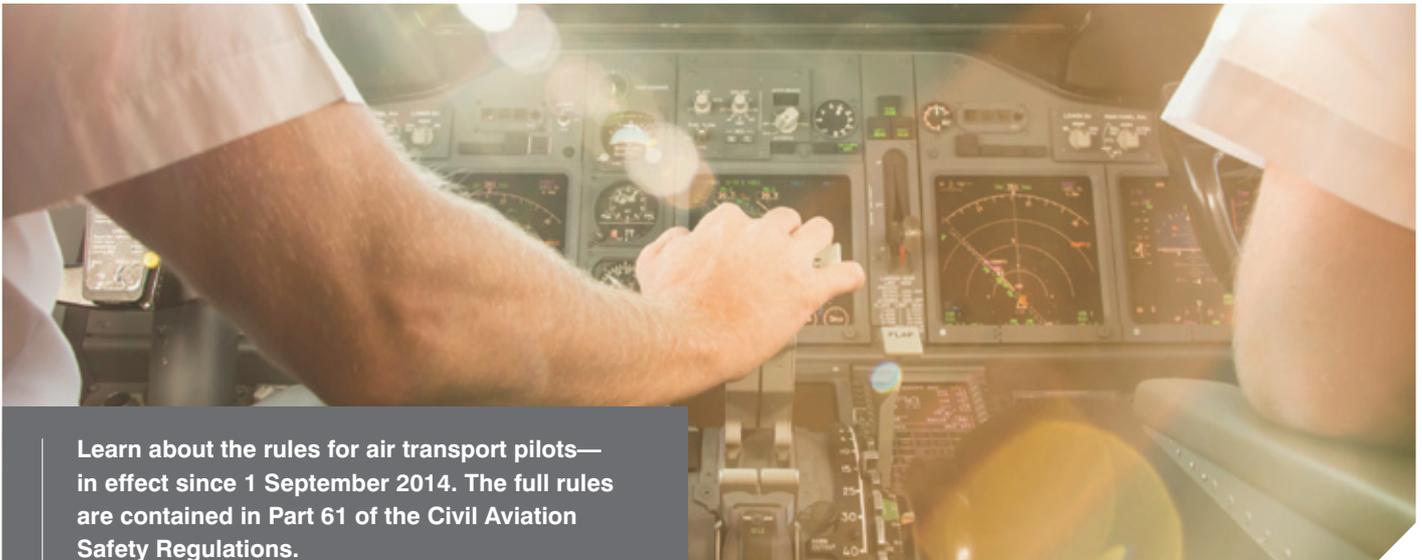




FLIGHT CREW LICENSING

Getting your air transport pilot licence



Learn about the rules for air transport pilots—in effect since 1 September 2014. The full rules are contained in Part 61 of the Civil Aviation Safety Regulations.

Who does this information apply to?

- › Pilots who want to gain an air transport pilot licence
- › Flying training organisations
- › Flight examiners
- › Training and checking organisations
- › Operators

What kind of operations does an air transport pilot licence authorise me to conduct?

An air transport pilot licence (ATPL) authorises you to conduct private and commercial operations. In addition to private and commercial pilot licence privileges, you can be the pilot-in-command or the co-pilot of any operation. You must hold the appropriate aircraft category rating on your ATPL and the class or type rating for the aircraft you want to fly.

Refer to CASA's [Aircraft class ratings](#) and [Aircraft type ratings](#) information sheets for details.

How do I get my ATPL?

You must be at least 21 years old to get your ATPL. You also need to do the following for the category rating you want to get with your ATPL:

- › hold either a commercial pilot licence or multi-crew pilot licence with the same aircraft category rating
- › complete the relevant flight training
- › learn the theory and pass an ATPL theory exam for the category rating
- › complete an approved course of multi-crew cooperation training
- › pass an ATPL flight test
- › meet the minimum aeronautical experience requirements.



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Can I fly under instrument flight rules with my ATPL?

Your ATPL with aeroplane category rating (ATPL(A)) includes the privileges of operating under the visual flight rules (VFR) and the instrument flight rules (IFR) so you don't need a separate instrument rating. However, there are limitations. You must have a valid instrument proficiency check (IPC) and you need to meet the recent experience requirements.

If you want to fly IFR with your ATPL helicopter category rating (ATPL(H)), you must also have a current instrument rating with a helicopter endorsement.

What are the limitations on single-pilot IFR?

If you hold an ATPL you are authorised to conduct a single-pilot IFR operation only if you have passed the flight test for an instrument rating in a single-pilot aircraft, or if you have completed an instrument proficiency check in a single-pilot aircraft (the flight test doesn't have to be recent and the proficiency check doesn't need to be current).

What limitations apply to holders of an ATPL(H)?

You can obtain an ATPL with a helicopter category rating (ATPL(H)) without holding an instrument rating or you can include the instrument rating standards in your ATPL(H) flight test.

You can only conduct an IFR operation if you also hold an instrument rating with a helicopter endorsement, and current IPC.

What is involved in learning the ATPL theory?

The theory syllabus for the ATPL includes subjects such as air law, human factors (with a focus on multi-crew operations), meteorology, navigation, flight planning, performance and aircraft loading, aerodynamics, aircraft systems and, for the aeroplane licence, the instrument rating theory.

You can study the theory yourself or you can attend classes that are run by training providers.

The aeronautical knowledge standards are prescribed in Schedule 3 of the Part 61 Manual of Standards (MOS). Refer to Schedule 1 to find which units of knowledge are required for the ATPL.



What is an ATPL theory exam?

An ATPL theory exam includes seven subject exams. Four of the subjects are common and only need to be passed once. However, you need to pass all seven subjects within a two-year period.

If you already have your ATPL and want to gain an additional category rating, you need to pass the remaining three category-specific subject exams.

More information about theory exams can be found on the CASA website.

What flying training do I need to do for my ATPL?

The practical flight standards for the ATPL are prescribed in Schedules 1 and 2 of the MOS. Unlike other licences, an ATPL applicant is likely to have completed the required training well before they apply for the licence, which is usually once the pilot has accumulated the required experience.

If you haven't already completed the training, you will need to do it before you attempt the flight test.

The ATPL flight training focuses on the competencies of the pilot-in-command in a multi-crew aircraft operation and is usually covered during command upgrade training. ATPL training also covers instrument-rating competencies, multi-crew operations, multi-engine aircraft competencies and other generic piloting competencies. You don't have to do the instrument-rating training if you are applying for an ATPL(H).



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How much flying experience do I need to get my ATPL?

The following table summarises the flying experience you need to have to obtain an ATPL with an aeroplane or helicopter category rating.

Experience	Minimum hours	
	Aeroplane @	Helicopter @@
Aeronautical experience	1500 hours*	1000 hours**
Flight time as pilot	1400 hours including at least 750 hours in aeroplanes	900 hours including at least 750 in helicopters
Pilot in command (PIC) or pilot in command under supervision (PICUS) flight time	500 hours in aeroplanes as PICUS or 250 hours in aeroplanes comprising at least 70 hours as PIC (the rest may be PIC or PICUS)	250 hours in helicopters comprising at least 70 hours in helicopters (the rest may be PIC or PICUS)
Cross-country flight time	200 hours in aeroplanes	200 hours in helicopters
Cross-country flight time as PIC or PICUS	100 hours in aeroplanes	100 hours in helicopters
Flight time at night other than dual	100 hours in aeroplanes	50 hours in helicopters
Instrument time	75 hours	30 hours
Instrument flight time	45 hours in aeroplanes	20 hours in helicopters

@ means flight time must be in registered or recognised aeroplanes.

@@ means flight time must be in registered or recognised helicopters.

* means up to 100 hours of the minimum aeronautical experience can be in an approved flight simulation training device (FSTD). However, no more than 25 hours may be completed in an FSTD that is not a flight simulator.

** means up to 100 hours of the minimum aeronautical experience can be in an FSTD or as tethered flight time. However, no more than 25 hours may be completed in an FSTD that is not a flight simulator and no more than five hours may be completed as tethered flight time.



Who can provide flight training for an ATPL?

Training for your ATPL must be undertaken through a flight training organisation that is authorised under Part 142 of the Civil Aviation Safety Regulations.

What are the requirements for the ATPL flight test?

The ATPL flight test assesses your competencies as pilot-in-command of a multi-crew operation.

The aeroplane flight test is conducted as an IFR operation in a multi-engine turbine-powered aeroplane that is configured for flight and operated with a co-pilot.

The helicopter flight test is conducted as a VFR operation in a turbine-powered helicopter that is certificated for night VFR operations as well as being configured for flight and operated with a co-pilot. The test may be done IFR.

An ATPL flight test can also be conducted in an approved flight simulator.

What medical requirements do I need to meet?

You need to have a Class 1 medical certificate to sit the ATPL flight test, and whenever you are exercising the privileges of your ATPL. Class 1 medical certificates are issued by CASA. If you are exercising PPL privileges, you only need a Class 2 medical certificate. Refer to [changes to medical certification](#) on the CASA website.

You need to carry your medical certificate with you whenever you are flying.

How do I maintain the privileges of my ATPL?

To keep exercising the privileges of your ATPL(A) you need to have a current instrument proficiency check for the aircraft you are flying. However, if you don't have a current instrument proficiency check, you can still exercise the privileges of a lower licence operating under VFR.

For the ATPL(H) you must have a current flight review for the helicopter you are operating and if you want to operate under IFR you also need to have a current IPC.

As an air transport pilot you would normally be subject to operator proficiency checks as well.

For more details refer to the following CASA information sheets: [Aircraft ratings](#), [Aircraft class ratings](#), [Aircraft type ratings](#), [Flight reviews](#) and [Proficiency checks](#).



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Want to know more?

Visit the [licensing regulations](#) section.

The new rules for air transport pilots are contained in Part 61 of the Civil Aviation Safety Regulations:

- › **Subpart 61.K**—air transport pilot licences
- › **Regulations 61.665 to 61.695**—limitations on exercise of privileges of air transport pilot licences
- › **Regulation 61.700 to 61.715**—requirements for grant of air transport licence

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