



Note: This information is for general reference only and subject to change

The introduction of the new flight operations regulations on 2 December 2021 will mean changes to the various flight crew licensing (FCL) theory exams.

General changes

The aeronautical knowledge requirements in the Civil Aviation Safety Regulations (CASR) Part 61 Manual of Standards (MOS), Schedule 3 will be updated. The changes include:

- removing old references to ARFORs, TTFs, Manual of Meteorology Parts 1 and 2, etc.
- adding topics for the RPLN exam, currently showing as reserved
- making changes to the requirements, e.g. for RPL and PPL exams, such as:
 - circuit entry and departure procedures
 - operation of transponders, in particular the emergency codes 7700, 7600 and 7500
 - extract emergency procedures from the ERSA.

Items being repealed or replaced on 2 December 2021 include:

- Most of the Civil Aviation Orders (CAOs) will be repealed, but CAO 48.1 Instrument 2019 will remain.
- The bulk of the legislation of the current CAO's will be incorporated into the Manual of Standards for CASR Parts 91, 121, 133, 135 and 138. It must be noted that the wording of the legislation contained in the current CAOs has changed as a result of the new flight operations regulations. CASA have provided MAPPING DOCUMENTS (MD) that can be used to help locate in the new regulations where an equivalent old CAO is located. It is strongly advised persons familiarise themselves with the MD to understand the changes that are coming on the 2nd December.
- Many provisions of the Civil Aviation Regulations (CAR 1988) will also be repealed, but most of the maintenance regulations in the CAR 42 area, and various Schedules, will remain at this time.
- All Civil Aviation Advisory Publications (CAAPs) used in exams, including 234-1(2.1), will be repealed. The requirements for each individual subject exam is stated in [fuel policy requirements](#).
- MAPPING DOCUMENTS are available for finding an equivalent old CAR in the new flight operations regulations. Once again bearing in mind there will be in some cases significant changes to the old legislation mapped across.
- For ATPL exams, the fuel policy will remain unchanged and will be as specified within the Boeing 727 Performance and Operating Handbook, or the S76 Handbook, as appropriate.
- The terms Charter (CHTR) and Regular Public Transport (RPT) will cease to be used for classifying operations and will be replaced with: Private (PVT), or Air Transport Operations in all exams using references to the relevant flight operation regulations:
 - CASR Part 91- for Private Operations
 - CASR Part 91 and 135 – for Air Transport Operations (not more than 9 operational passenger seats) and a MTOW not more than 8,618kg
 - CASR Part 91 and 133 – for Air Transport Operations: Rotorcraft



- CASR Part 91 and 121 – for Air Transport Operations (of more than 9 operational passenger seats) and a MTOW of more than 8,618kg
- CASR Part 91 and 138 – Aerial Work Operations
- The **RPL, PPL and CPL (Aeroplane) Workbook – Version 2 – 08 November 2018** will be updated to version 3.0a – 02 December 2021. The changes introduced include:
 - the introduction of crosswind limits for all take-off and landing charts
 - a change of fuel policy as stated in [fuel policy requirements](#)
 - the specific gravity for AVGAS of 0.72 kg/L is used for all loading systems.
- The **Training and Examination Workbook for ATPL (Aeroplane) Weight and Balance Syllabus – Version 1 – 01 July 2011** will be replaced with the ATPL APLA Workbook – Version 1.1 – 02 December 2021. The changes introduced include:
 - bringing the weights in the workbook into agreement with the B727 Handbook, so differences like 63,502 and 63,500 are removed, both in the workbook and on the **Load and Trim sheet**
 - in relation to the **Load and Trim Sheet**, other than the minor weight changes, the trim sheet remains the same – including the **Fuel loading curve**
 - the **ATPL APLA Workbook** will introduce a fictitious company, **Blue Sky Airlines**, who has an approval to use the existing passenger weights
 - it will also include the take-off and landing charts from the B727 Handbook on pages 2–5 and 2–6, and pages 4–5 through to 4–9.

Effects of new flight operations regulations on individual subjects

ATPL

AALW

There will be numerous changes to this exam as many provisions of CAR and most CAOs will be repealed, but CAO 48.1 Instrument 2019 will remain in force. Noting that legislation from the CAO's in many cases is incorporated into the relevant Manual of Standards. However, significant changes to the old CAO legislation have been made or may have been removed altogether. Specific changes include:

- refuelling requirements
- engine starting and operations near buildings/public areas
- classification of operations
- carriage of animals and firearms
- weather radar requirements and limitations
- aircraft instrument requirements: TAWS, CVR, FDR (note: transitional legislation may apply)
- oxygen requirements
- loading and performance, V speeds, Climb gradients, obstacle clearance
- Subpart 121.Z – Certain single-engine aeroplanes
- Approach bans
- Alternate Aerodrome requirements



- Understanding that Part 121 may add to or turn off some Part 91 requirements – either completely or partially.
- Splitting general emergency training into yearly and 3 yearly requirements
- ELT's (note: transitional legislation may apply)

AASA

No changes planned.

AFPA

No changes planned, noting that depressurised operations are to be planned at FL130 and the fuel policy will remain as per the B727 Handbook.

AFPH

No changes planned, noting that the fuel policy will remain as per the S76 Handbook.

AHUF

No changes planned.

AMET

No changes planned, though 'Provisional forecasts' have been removed.

ANAV

No changes planned.

APLA

A number of changes will occur:

- the current Training and Examination Workbook for ATPL (Aeroplane) Weight and Balance Syllabus will be replaced with the [ATPL APLA Workbook](#)
- CAO 20.7.1B will be repealed, but many of the requirements of this CAO have been encompassed by the new regulations in CASR Part 121 and Part 121 MOS
- obstacle clearance and drift down requirements
- Standard weights for passengers other than Blue Sky Airlines operations.
- loading and performance, V speeds, Climb gradients, obstacle clearance
- Alternate aerodrome requirements
- Use of the 'P charts' for take-off and landing – see note at the end of this document

APLH

No changes planned, noting that the fuel policy will remain as per the S76 Handbook.



AOSA

There will be numerous changes to this exam as many provisions of CAR and most CAOs will be repealed, but CAO 48.1 Instrument 2019 will remain in force. Specific changes include:

- refuelling requirements
- engine starting and operations near buildings/public areas
- classification of operations
- carriage of animals and firearms
- weather radar requirements and limitations
- aircraft Instrument requirements TAWS, CVR, FDR , Altitude Alerting System (note: transitional legislation may apply)
- oxygen requirements.
- loading and performance: Vs speeds, climb gradients, obstacle clearance
- Subpart 121.Z – Certain single-engine aeroplanes
- Approach bans
- Alternate Aerodrome requirements
- Understanding that Part 121 may add to or turn off some Part 91 requirements – either completely or partially.
- Splitting general emergency training into yearly and 3 yearly requirements
- ELT`s (note: transitional legislation may apply)
- Minimum Equipment List (MEL)

AOSH

There will be numerous changes to this exam as many provisions of CAR and most CAOs will be repealed, but CAO 48.1 Instrument 2019 will remain in force. Specific changes include:

- refuelling requirements
- engine starting and operations near buildings/public areas
- classification of operations
- carriage of animals and firearms
- weather radar requirements and limitations
- aircraft Instrument requirements
- oxygen requirements.

CPL

CADA

No changes planned.

CADH

No changes planned.



CFPA

Some changes are expected, including:

- updated [RPL, PPL and CPL \(Aeroplane\) Workbook](#)
- crosswind limits introduced for all 'P Charts'
- many CAOs have been repealed, including CAO 20.7.0 and 20.7.4. See CASR Part 91, Part 91 MOS, CASR Part 135 and Part 135 MOS for more information about take-off and landing charts
- all 'P Chart' questions will be updated to reflect new requirements – see note at the end of this document
- all weight and balance systems use 0.72 kg/L as the specific gravity of AVGAS
- CAAP 234-1(2.1) will be repealed and replaced with the fuel policy in the Part 91 MOS
- CAAP 92-1(1) will be repealed and replaced with AC 91-02¹. Some changes to ALA requirements are anticipated as a result.

CFPH

Some changes are expected, including:

- limited to Category B rotorcraft, i.e. single-engine helicopters
- CAAP 92-2(2) will be repealed and replaced with AC 91-29¹. Some changes to HLS requirements are anticipated as a result.

CHUF

No changes planned.

CLWA/COSA

Some changes are expected, including:

- refuelling requirements
- engine starting and operations near buildings/public areas
- classification of operations
- carriage of animals and firearms
- climb gradient requirements
- specific operator training and recency requirements for CASR Part 135 operations in addition to CASR Part 61 requirements, CASR 135.435 (2), CASR Part 135 MOS
- splitting general emergency training into yearly and 3 yearly requirements
- CASR Part 61.062 in relation to "Prescription of Aircraft and Ratings – CASR Part 61 (Edition 8) Instrument 2021.
- Alternate aerodrome requirements
- Loading and Performance
- Operational rules in the CASR Part 91 MOS, CASR Part 135 MOS and AIP
- Minimum Equipment Lists (MEL)

¹ Not yet published as at 16 August 2021



CLWH/COSH

Some changes are expected, including:

- refuelling requirements
- engine starting and operations near buildings/public areas
- classification of operations
- carriage of animals and firearms.

CMET

No changes planned, though 'Provisional forecasts' have been removed.

CNAV

No changes planned.

CSYA

No changes planned.

CSYH

No changes planned.

CPL(B)

CLWB

Yet to be assessed although changes are expected, e.g. CAR 259 Permit will be removed.

COPB

Yet to be assessed although changes are expected, e.g. CAR 259 Permit will be removed.

For PPL and RPL exams, use of the Part 91 Plain English Guide will be permitted, in the same manner that the VFRG is permitted for these exams.

PPL

PPLA

Some changes are expected, including:

- updated [RPL, PPL and CPL \(Aeroplane\) Workbook](#)
- crosswind limits introduced for all 'P Charts'
- many CAOs have been repealed, including CAO 20.7.0 and 20.7.4. See CASR Part 91 and Part 91 MOS for more information about take-off and landing charts
- all 'P Chart' questions will be updated to reflect new requirements– see note at the end of this document
- all weight and balance systems use 0.72 kg/L as the specific gravity of AVGAS
- CAAP 234-1(2.1) will be repealed and replaced with the fuel policy in the Part 91 MOS



- CAAP 92-1(1) will be repealed and replaced with [AC 91-02](#)¹. Some changes to ALA requirements are anticipated as a result.

PPLH

Some changes are expected, including:

- limited to Category B rotorcraft, i.e. single-engine helicopters
- CAAP 92-2(2) will be repealed and replaced with AC 91-29¹. Some changes to HLS requirements are anticipated as a result.

RPL

RPLA

Some changes are expected, including:

- updated [RPL, PPL and CPL \(Aeroplane\) Workbook](#)
- crosswind limits introduced for all 'P Charts'
- many CAOs have been repealed, including CAO 20.7.0 and 20.7.4. See CASR Part 91, Part 91 MOS, CASR Part 135 and Part 135 MOS for more information about take-off and landing charts
- all 'P Chart' questions will be updated to reflect new requirements– see note at the end of this document
- all weight and balance systems use 0.72 kg/L as the specific gravity of AVGAS
- CAAP 234-1(2.1) will be repealed and replaced with the fuel policy in the Part 91 MOS
- circuit entry and departure procedures
- operation of transponders, in particular the emergency codes 7700, 7600 and 7500
- extract emergency procedures from the ERSA.

RPLH

Some changes are expected, including:

- limited to Category B rotorcraft, i.e. single-engine helicopters
- CAAP 234-1(2.1) will be repealed and replaced with the fuel policy in the Part 91 MOS
- circuit entry and departure procedures
- operation of transponders, in particular the emergency codes 7700, 7600 and 7500
- extract emergency procedures from the ERSA.

RPLN

Some changes are expected, including:

- Part 61 MOS, Schedule 3 will be updated providing the aeronautical knowledge requirements for this subject
- CAAP 234-1(2.1) will be repealed and replaced with the fuel policy in the Part 91 MOS.



Ratings

IREX

Minor changes only:

- VH-OZY aircraft data sheet updated to reflect change in fuel requirements
- no RPT or CHTR operations, only PVT or air transport operations (CASR Part 135 only)
- ground operation of weather radar systems
- aircraft instrument and equipment requirements
- Operation of GNSS and GNSS (RNAV) / RNP approaches
- Operational rules contained in CASR Part 61, AIP Book and Part 91 Regulations and MOS
- Fuel calculation

PIFR

Minor changes only:

- VH-PIF aircraft data sheet updated to reflect change in fuel requirements
- aircraft instrument and equipment requirements.

ARGA

Minor changes only:

- CAO 20.21 will be repealed
- CAAP 92-1(1) will be repealed and replaced with AC 91-02¹. Some changes to ALA requirements are anticipated as a result
- operations to/from aerodromes with/without passenger-carrying air transport operations
- refuelling requirements
- no radio operations.

AGRH

Minor changes only:

- CAAP 92-2(2) will be repealed and replaced with AC 91-29¹. Some changes to HLS requirements are anticipated as a result
- operations to/from aerodromes with/without passenger-carrying air transport operations
- refuelling requirements
- no radio operations.

PIRC

No changes planned.



New documents

New legislation and supporting documents associated with the flight operations regulations include:

- CASR Part 91 Plain English Guide General operating and flight rules
- CASR Part 91 and Part 91 MOS - General operating and flight rules

Note: An amendment to the Part 91 MOS is likely to be made before 2 December 2021.

- CASR Part 119 - Australian air transport operations – certification and management
- CASR Part 121 and Part 121 MOS - Australian air transport operations – larger aeroplanes
- CASR Part 131 and Part 131 MOS - Balloons and hot air airships

Note The Part 131 MOS will be made before 2 December 2021.

- CASR Part 133 and Part 133 MOS - Australian air transport operations – rotorcraft
- CASR Part 135 and Part 135 MOS - Australian air transport operations – smaller aeroplanes
- CASR Part 138 and Part 138 MOS - Aerial work operations

In addition to these documents, a number of Advisory Circulars will also be introduced, mainly to replace CAAPs which will be repealed.

As some aspects of the flight operations regulations and their supporting documents have not been finalised (e.g. Advisory Circulars), there may be further changes to the exams and the permitted materials.

Allowance for wind on “P charts” for take-off and landing

The aim of this section is to clarify what value for headwind and tailwinds candidates use when planning a take-off or landing. The new CASRs in various places include the following statement:

unless otherwise accounted for in the performance data set out in the aeroplane’s aircraft flight manual instructions, not more than 50% of the headwind component, or not less than 150% of the tailwind component, for the runway.

CASR Part 135 MOS 10.07 (2) (e) or 10.14 (2) (f)

Where candidates need to use the ‘P Charts’ to plan either a take-off or landing in an exam (including RPLA, PPLA, CFPA and APLA), they are to use the **full value** of any headwind or tailwind component when entering the chart. When allowing for head or tailwind components on the charts, the change in slope of the wind correction lines, accounts for the change in % of the wind.

If the forecast headwind component for a take-off or landing was 15 knots, then candidates should enter the corresponding chart and use 15 knots of headwind. Similarly, if they had 5 knots of tailwind component, then they should enter the chart using 5 knots of tailwind, i.e. **no adjustment is to be made**.