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

This information sheet includes details about two exemptions that have been made which provide alternative requirements for flight reviews. The exemptions are:

- **CASA EX73/20**, which extends the low-level rating flight review validity period from 12 to 24 months
- **CASA EX99/18** which provides an alternative to the aircraft class rating and pilot type rating biennial flight reviews with an aircraft category and multi-engine aircraft requirement.

Who do the rules for flight reviews apply to?
- Pilots
- Operators
- Flight instructors
- Flight training organisations

What is a flight review and why do I need to have one?

A flight review is an opportunity to receive training that refreshes your flying skills and operational knowledge. Pilots undertake flight reviews to ensure they continue to be competent flying particular types of aircraft or exercising the privileges of an operational rating.

After gaining a qualification, it is normal for some skills to deteriorate over time. A flight review ensures your piloting skills remain—or are brought back up—to standard.

Flight reviews are also used to meet the International Civil Aviation Organization’s requirement for countries to ensure pilots continue to be competent exercising the privileges of their licences and ratings.

You need to have a valid flight review if you want to exercise the privileges of a rating that requires one—they include aircraft class ratings, pilot type ratings, low-level ratings, private instrument flight rules (IFR) ratings and night visual flight rules (VFR) ratings.

For pilots who conduct flights under the IFR, the requirement to have a valid flight review for the aircraft rating may be satisfied if their Instrument Proficiency check was completed in a relevant aircraft under the terms of the exemption **CASA EX99/18**.

Read on to find out more about options for satisfying the flight review requirement for a particular rating.
How does CASA EX99/18 work for flight reviews?

The exemption provides an alternative way of satisfying the Part 61 flight review requirements for aircraft class ratings and pilot type ratings in regulations 61.745 and 61.800.

It means pilots are taken to have a valid flight review for an aircraft class rating or a pilot type rating if they have an acceptable alternative valid flight review. An alternative flight review is acceptable if it is for an aircraft of the same category, and for a multi-engine aircraft of the same category if that is applicable. The exemption means pilots are complying with regulations 61.745 and 61.800 by having an alternative flight review.

Therefore, a pilot doesn’t need to complete a separate flight review for an aircraft class rating or pilot type rating. You would be taken to have a valid flight review for the single-engine aeroplane class rating if you have a valid flight review for any aeroplane. You would have a valid flight review for a multi-engine helicopter type rating (eg AS355) if you have a valid flight review for any multi-engine helicopter. To find out more about the exemption, read CASA’s information sheet about changes to instrument proficiency checks.

How do I meet the requirements of a flight review?

Your instructor is responsible for designing appropriate content for your flight review. A flight review should include training, so it is not just an assessment.

The requirements of a flight review are met when the instructor conducting the review is satisfied you have demonstrated competency for the rating according to the Part 61 Manual of Standards (MOS).

The review can be completed over more than one flight if necessary.

Can I fail a flight review?

If you don’t meet the flight review competency standards by the end of the flight, the instructor conducting your flight review will let you know and you will be assessed as not yet competent. If this happens you will need to undertake further refresher training and be reassessed as competent by the instructor to complete the flight review.
What is the general competency rule?
You should keep in mind that every pilot must abide by the general competency requirement which is covered in Regulation 61.385. This regulation means a pilot is only authorised to fly an aircraft if they are competent to do so. That includes being competent in:

› operating the aircraft’s navigation and operating systems
› conducting all normal, abnormal and emergency flight procedures for the aircraft
› applying operating limitations
› weight and balance requirements
› applying aircraft performance data, including take-off and landing performance data, for the aircraft. Pilots should consider undertaking training from a qualified person before flying a type of aircraft they have not previously flown, even though they hold the relevant class or type rating.

How often are flight reviews required?
You need to have a valid flight review to exercise the privileges of a rating. The flight review for an operational rating must have been completed within the previous 24 months of the day you intend to conduct the flight.

An exemption (CASA EX73/20) extends the low-level rating flight review period from 12 months to 24 months. That means all flight reviews are valid for 24 months.
Can I meet the flight review requirements for more than one rating in a single flight?

Yes, it makes sense to combine several rating flight reviews into one flight when possible.

You have completed a flight review for an aircraft class or pilot type rating or operational rating if you are assessed as competent in the units specified in the MOS for that rating. Therefore, a flight could cover the units of competency for more than one rating.

For example, in a single flight you can complete the flight review requirements for the following, provided the relevant competency standards are covered:

- single-engine aeroplane class rating
- night VFR rating—aeroplane
- private instrument flight rules (IFR) rating—aeroplane.

How long is my flight review valid for?

A flight review is typically valid for a period of 24 months. The regulations permit a flight review for an aircraft rating to be completed up to three months before it would cease to be valid to harmonise with the validity periods for some proficiency checks. When the flight review is completed within the three month period, the new flight review is valid for 24 months from the date the previous flight review would have ceased to be valid.

A flight review for an operational rating is valid for 24 months from the day it was completed (note the low-level rating flight review is now valid for 24 months according to CASA EX73/20).

For example, if you undertake an aircraft class rating flight review in January 2020 it will remain valid until the end of January 2022. However, if you complete a flight review for an aircraft rating any time in the three months before it is due, your original renewal month remains unchanged. This means your review remains valid, even if you do it early.

For example, if you have a private IFR rating flight review and it is due to expire at the end of April 2020 but you undertake it in February 2020, your next private IFR rating flight review will be due at the end of April 2022.

Are flight reviews recorded in my logbook or on my licence?

When a flight review is successfully completed, the instructor must enter the details onto your licence. There is a section on the Part 61 licence for recording assessments of competency including flight reviews and proficiency checks.

The instructor is also required to send a notice to CASA within 14 days so that your licence records can be updated.
What is the difference between a flight review and a proficiency check?

A flight review should include training, and an assessment of competency conducted by an instructor or person authorised by CASA. Training is included to bring you back up to the required standard of competency, if you need it. It is normal to need training to maintain a level of proficiency to perform a complex task.

A proficiency check is an assessment conducted by a flight examiner, and does not include any training. See CASA's Proficiency checks information sheet for more details.

Do I need to do a flight review if I complete a proficiency check?

It depends on which type of aircraft the check was done in. If you did a proficiency check in an aircraft of the same category then you are authorised to fly aircraft of the same category. If the proficiency check was done in a multi-engine aircraft, then you would be authorised to fly a multi-engine aircraft of the same category.

For example, if you complete an instrument proficiency check in a multi-engine aeroplane, then you satisfy the flight review requirement for single and multi-engine aeroplanes. This also applies to other proficiency checks such as the instructor rating and aerial application rating. More details can be found in the Proficiency checks information sheet.

Who can conduct a flight review?

A flight instructor with a grade 1 or 2 training endorsement can conduct an aircraft class or type rating flight review for an aircraft they are authorised to fly.

A flight instructor with a training endorsement for a rating can conduct a flight review for that rating.

Simulator instructors can also conduct flight reviews in flight simulation training devices approved for that purpose.

CASA can authorise a person to conduct a flight review. For example, there might be a special situation where there is no flight instructor with the right authorisations available and there is a specific operational need for the review to be undertaken.

A pilot conducting a flight review must be authorised to fly the type of aircraft being used for the flight review. If the review is for an operational rating, the pilot must also be authorised to conduct training for that rating.
I am an airline pilot successfully participating in an operator’s training and checking system. Do I need to do a separate flight review?

If you are participating in an operator training and checking system that has a Regulation 61.040 approval for subregulation 61.800 (6), you are taken to have a valid flight review for the aircraft rating/s for which the training and checking system is designed to ensure you are competent to fly.

As you are taken to have a valid flight review for the aircraft ratings covered by the training and checking system, you may be taken to satisfy the flight review requirements for other aircraft ratings in accordance with the terms of the exemption CASA EX99/18.

Example

You work for an operator that has an approval under CASR 61.040 for the operator’s training and checking system for the aircraft you normally fly for the operator. If the aircraft is a multi-engine type rated aeroplane, under the exemption CASA EX99/18, you are taken to have a valid flight review for other multi-engine type rated aeroplanes and aircraft covered by the multi-engine aeroplane class rating, for flights conducted under the VFR.

Note that you still have an obligation under the general competency rule (CASR 61.385).

How do I log my flight time when I undertake a flight review?

Since a flight review involves training, the flight time for a flight review is logged as dual. If the review does not include training, you can log the flight time as pilot-in-command under supervision (regulation 61.095 (3)).
Do I have to do training AND a flight review to fly certain types of aircraft?
Yes. Before flying these types of aircraft, you must complete initial training and a flight review on that type. Once you have completed the training and flight review, the aircraft type is covered by the flight review requirements for the class rating. For example, the BE90/200 (Beechcraft King Air) is included in the multi-engine aeroplane class, but before flying it you need to complete BE90/200-specific training and a BE90/200 flight review. You can continue to fly the BE90/200 like all other types of aircraft in the multi-engine aeroplane class by completing a multi-engine aeroplane flight review.

Other types of aircraft covered by these requirements include: Cessna Caravan (C-208); PA31T; SA226-T Merlin IIIB; R22; R44; R66; Bell 206; Eurocopter EC120 and Hughes 500.

CASA EX79/19 provides for recognition of training conducted overseas to satisfy the training and flight review requirement for the prescribed aircraft only. As the training is not conducted by a person authorised by CASA, the training does not satisfy the requirements for the issue of a design feature endorsement or the flight review requirement for the aircraft class rating.

Remember: you still need to consider the general competency rule: do not fly an aircraft unless you are sure you are competent to do so.

Does a flight review have to be done under a Part 141 or Part 142 operator?
Yes, if the review includes training. CASA strongly encourages pilots to include training within their flight reviews.
Want to know more?

› Visit the licensing regulations section.

The new rules for flight reviews are contained in Part 61 of the Civil Aviation Safety Regulations:

› Regulation 61.400—general requirements
› Regulation 61.800—flight review for pilot type ratings
› Regulation 61.1175 (6)—for flight instructors
› Regulation 61.925—private instrument flight rules
› Regulation 61.970—night visual flight rules
› Regulation 61.1060—low-level ratings
› Regulation 61.1525—glider licences

CASA exemptions

› CASA EX73/20
› CASA EX99/18