



Australian Government
Civil Aviation Safety Authority

CASR PART

61

GUIDE FOR **AEROPLANE CATEGORY FLIGHT CREW LICENSING**

PLAIN ENGLISH GUIDE





About this guide

Part 61 of the *Civil Aviation Safety Regulations 1998 (CASR)* and its associated *Manual of Standards (MOS)* sets out the applicable flight crew licensing regulations.

This Civil Aviation Safety Authority (CASA) plain English guide summarises and restates flight crew licensing regulations from Part 61, its associated MOS and relevant advisory documents. This guide reorganises the information contained in these documents to make it easier for you to find, understand and apply the flight crew licensing rules.

By following this guide, it is expected you will comply with the [flight crew licensing rules](#). The guide provides references to the corresponding legislation so you can easily refer to the full text of the CASR and the MOS. The current legislation can be found on the Federal Register of [Legislation website](#).

We are committed to providing you with accurate, consistent and clear information to help you understand your legal obligations. All efforts have been made to ensure the information contained in this guide was correct at the time of publication. However, the information is subject to change without notice. You should ensure you are using the most current version of the guide, which can be found on the [CASA website](#). Please visit the CASA website regularly for updates.

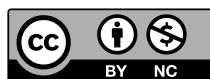
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CASA is responsible for the safety regulation of civil air operations in Australian territory and for the regulation of Australian-registered aircraft outside Australian territory.

For further information, visit CASA's website www.casa.gov.au

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Quick guide



Chapter 1 **Understanding the purposes, functions and key concepts of licensing**

Includes the purpose of the licensing system, the related function of various bodies and agencies and key concepts in the licensing process (e.g. applying for an ARN, identity checks and logbook requirements).



Chapter 2 **General requirements for gaining a pilot licence, rating or endorsement**

Includes the legislative requirements for obtaining a pilot licence (aeroplane) and associated ratings or endorsements. It details, for example, English language proficiency requirements, medical requirements and recognition of hours.



Chapter 3 **Student pilots**

Describes administrative matters, medical requirements, recency and authorisations for student pilots.



Chapter 4 **Pilot licences and required ratings and endorsements**

Details the requirements to gain a pilot licence and your obligations, privileges and limitations once you have achieved your licence and any required ratings and endorsements. The licences detailed in this chapter are:

- › recreational pilot licence (RPL)
- › private pilot licence (PPL)
- › commercial pilot licence (CPL)
- › air transport pilot licence (ATPL)
- › multi-crew pilot licence (MPL).



Chapter 5 **Aircraft category, class and type ratings**

Details the difference between, and how to gain, an aircraft category rating, class rating and type rating (if required).



Chapter 6 **Design feature endorsements**

Details the requirement for obtaining a design feature endorsement, for example, tailwheel undercarriage, gas turbine engine and floatplane design feature endorsements.



Chapter 7 **Low-level rating and associated endorsements**

Details the requirements for obtaining a low-level endorsement and mustering endorsement including alternative pathways and the conduct of air displays.



Chapter 8 **Aerial application rating and associated endorsements**

Details the requirements of an aerial application rating which is required to conduct aerial application flight operations (below 500 ft AGL) and includes firefighting endorsements.



Chapter 9 **Flight activity endorsements**

Details the specific requirements for obtaining a flight activity endorsement which include aerobatic flight, formation flying, spinning flight and formation aerobatic flight.



Chapter 10 **Instrument ratings**

Details the requirements to gain an instrument rating and your obligations, privileges and limitations once you have achieved your instrument rating. The instrument ratings detailed in this chapter are:

- › instrument rating (other than private)
- › private instrument rating
- › night rating.



Chapter 11 Pilot instructor ratings

Details how you obtain and maintain an instructor rating and any associated endorsement. It also details your obligations as they relate to training and supervising students. The pilot instructor rating allows for the grant of both:

- › a flight instructor rating
- › a simulator instructor rating.



Chapter 12 Flight examiner rating and associated endorsements

Details the specific requirements for obtaining a flight examiner rating, associated endorsements and proficiency checks. It also details the privileges and limitations of the flight examiner rating and how you may apply for the rating.



Chapter 13 Transitioning a Part 5 of CAR licence

Details the requirements for holders of a Part 5 of CAR licence (you can no longer exercise the privileges of your Part 5 of CAR licence).



Chapter 14 Converting a helicopter category licence to an aeroplane category licence

Details the specific requirements for holders of an Australian helicopter pilot licence wishing to obtain an Australian aeroplane category licence.



Chapter 15 Recognition of pilot certificates granted by sport aviation bodies

Details how pilot certificates and endorsements granted by sports aviation bodies may be recognised for the issue of an aeroplane recreational pilot licence or associated endorsement.



Chapter 16 Recognition of overseas authorisations, licences and proficiency checks

Details the specific requirements for recognising foreign flight crew licences, type ratings, operational ratings and endorsements.



Chapter 17 Bilateral agreements

Details how CASA may grant a licence, rating or endorsement to you in accordance with a bilateral agreement between Australia and the contracting state who granted your licence. For example, holders of New Zealand professional flight crew licences (CPL and ATPL) may apply for the equivalent qualifications in Australia.



Chapter 18 Recognition of Australian Defence Force qualifications

Details how you may be able to obtain a flight crew licence, rating, or endorsement if you hold, or have held, a flight crew qualification granted by the ADF equivalent to a CASA licence, rating or endorsement.



Appendices

Who is this guide for?

This plain English guide **is for aeroplane category** pilots, flight training providers, aerial work operators and air transport operators. For other categories (for example, helicopter category) please refer to the applicable plain English guide or Part 61.

This guide provides aeroplane category flight crew licensing information to assist you to:






- ✓ understand the purposes, functions and key concepts of licensing
- ✓ apply for a pilot licence, rating and endorsement
- ✓ understand the privileges and limitations of the licences, ratings and endorsements
- ✓ understand circumstances relating to other licences, ratings or endorsements, such as overseas and Australian Defence Force (ADF) recognition, aircraft radio operation, flying without a rating or endorsement, etc.

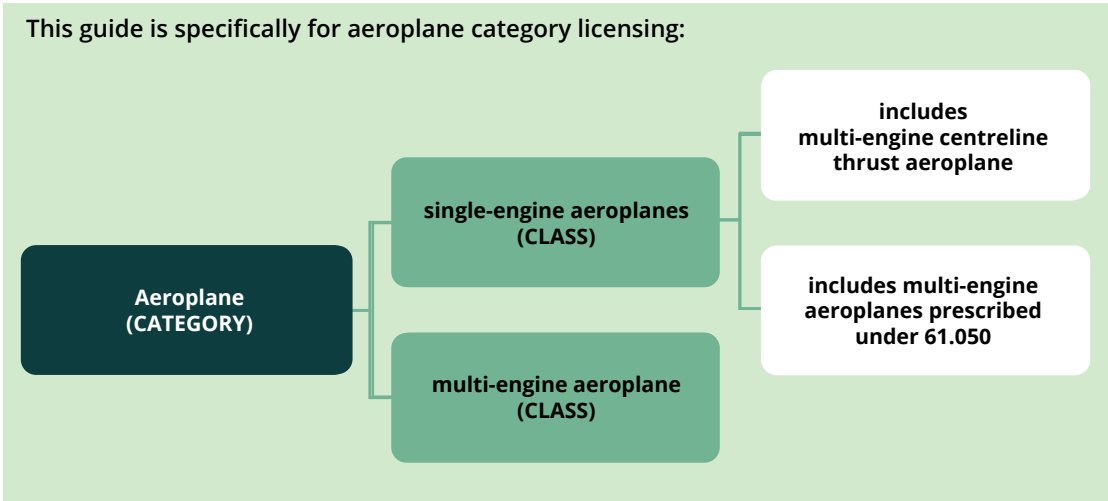
When applying for your initial flight crew licence (FCL) you must also apply for a class or type rating in a specified category of aircraft.


Part 61 (regulation 61.015) applies to the following aircraft categories:

- › aeroplane
- › helicopter
- › powered-lift aircraft
- › gyroplane
- › airship.

Note: Part 61 (regulation 61.020) details 6 aircraft class ratings:

Category	Class rating applicable
 Aeroplane	single-engine aeroplane
	multi-engine aeroplane
 Helicopter	single-engine helicopter
 Powered lift aircraft	power-lift aircraft
 Gyroplane	single-engine gyroplane
 Airship	airship



 **Aeroplane** means an aeroplane that has flight controls providing control of the aeroplane in three axes. This includes a touring motor glider being operated under the general operating and flight rules (Part 91).

How to use this guide

In this guide, certain words have been defined to avoid repetition and improve readability.

Abbreviations and acronyms are listed in Appendix 1 and definitions specific to Part 61 Flight crew licensing are set out in the definitions table in Appendix B.



In this guide (unless stated otherwise), the word 'you' refers to the pilot.

Where we do not define a word, you should consider its meaning to be that given in CASR Part 1 Dictionary, other specific regulations or the Macquarie Dictionary.

For improved understanding, this guide includes *exceptions*, *notes* and *comments*

- › **exceptions** – certain regulations set out a principal legal requirement that in certain circumstances can be varied, or in some cases ignored. You must read these exceptions to understand the requirements fully.
- › **notes** – these are included as they appear in the regulations.



- › **comments** – for certain regulations, you will find additional comments to assist in explaining the requirement. This commentary is not intended to introduce any new requirement, but to provide a more detailed explanation. The comments are generally based on CASA's Advisory Circulars (AC), Civil Aviation Advisory Publications (CAAP) and Guidance Material (GM).

The following terminology table has been created to improve readability:

Term	Meaning
aeroplane	an aeroplane that has flight controls providing control of the aeroplane in three axes and includes a touring motor glider being operated under Part 91
aircraft	fixed-wing, rotary-wing powered aircraft and balloons
approval under regulation 61.040	if this guide refers to holding an approval under regulation 61.040, you may apply in writing to CASA for the approval. CASA must grant this approval subject to regulation 11.055 and any criteria specified in Part 61 or its associated MOS.
flight crew member	refers to any pilot, not necessarily the pilot in command (PIC)
licence	a document issued by CASA indicating that you are authorised to exercise the privileges of a licence (and its associated ratings and endorsements) including an authorisation that was granted to the holder before 1st September 2014 under Part 5 of CAR or a relevant CAO
may	indicates an option in the context of the requirement
MOS	refers to Part 61 Manual of Standards (MOS) unless otherwise specified
must	indicates an obligation or necessity (i.e. a mandatory requirement)
Part	refers to Part 61 of the Civil Aviation Safety Regulations 1998 (CASR) unless otherwise specified
Part 61	refers to Part 61 (Flight Crew Licensing) of the Civil Aviation Safety Regulations 1998 (CASR) and its associated Manual of Standards (MOS)
Part 141	refers to Part 141 (Recreational, private and commercial pilot flight training, other than certain integrated training courses) of the Civil Aviation Safety Regulations 1998 (CASR)

Term	Meaning
Part 142	refers to Part 142 (Integrated and multi-crew pilot flight training, contracted recurrent training and contracted checking) of the Civil Aviation Safety Regulations 1998 (CASR)
a pilot	refers to any flight crew member (not necessarily the pilot in command)
PIC (pilot in command)	the pilot designated as being in command and charged with the safe conduct of the flight
regulations	refers to the Australian civil aviation legislation, noting specific reference is made to the Federal Aviation Authority (FAA) (United States) and European Aviation Safety Agency (EASA) (European) regulations where necessary
subpart	unless otherwise specified, a subordinate part of Part 61

Other references

Flight Crew Licensing Manual

The Flight Crew Licensing Manual (FCLM) provides detailed guidance on the administrative procedures for the granting of ratings and endorsements and the recording requirements for proficiency checks and flight reviews.

Flight Examiner Handbook

The Flight Examiner Handbook (FEH) contains requirements and recommendations relating to flight tests, proficiency checks, standards, policy and procedures.

The handbook is mainly used by:

- › flight examiners
- › 61.040 approval holders
- › CASA inspectors and examiners
- › applicants for a flight crew authorisation.

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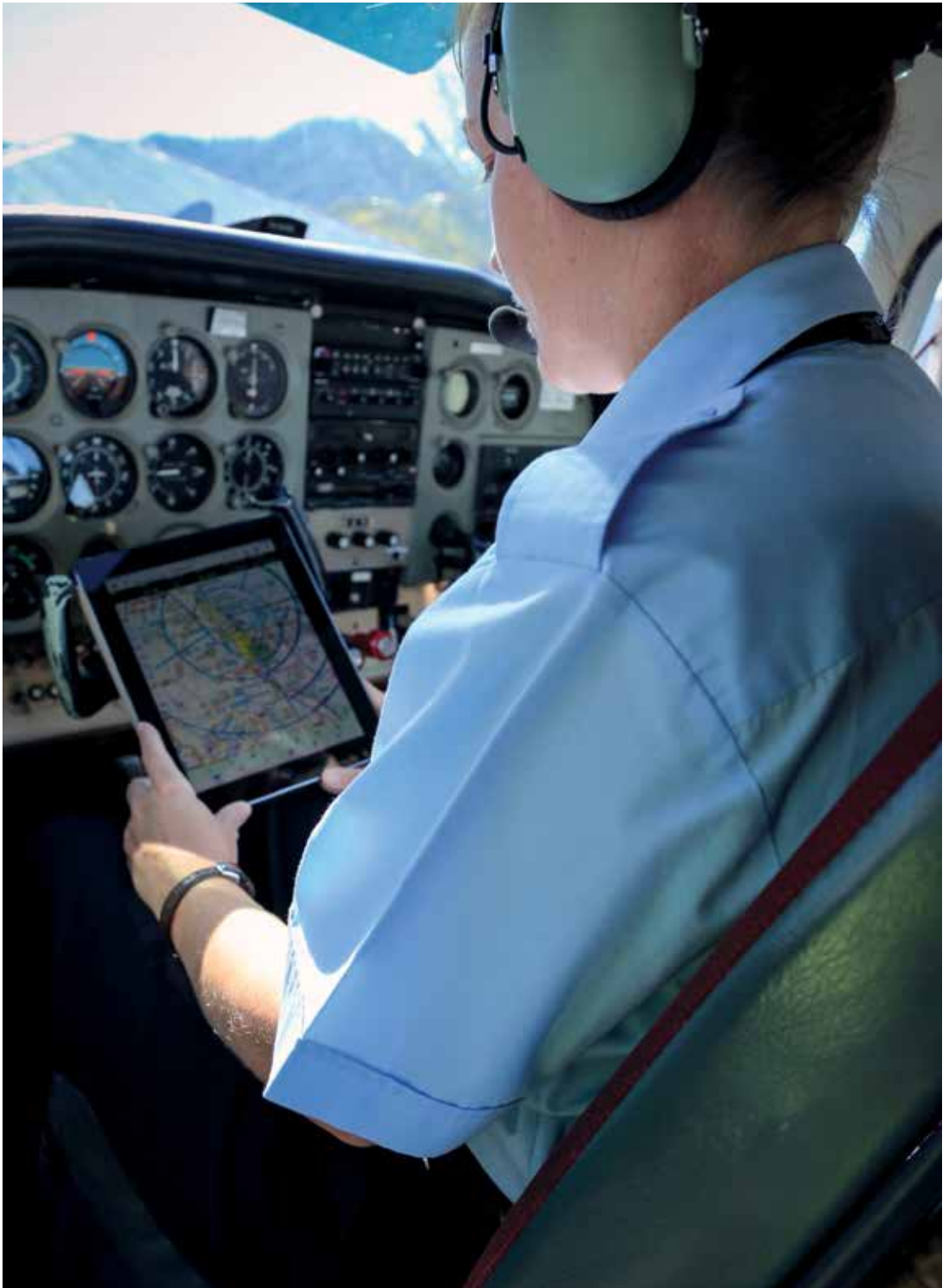
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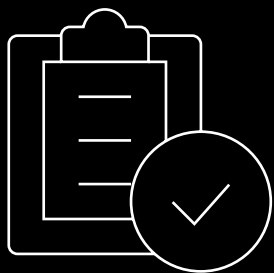
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CHAPTER 1

UNDERSTANDING THE PURPOSES, FUNCTIONS AND KEY CONCEPTS OF LICENSING



1.1 Overview

(61.005)

This chapter details the purpose of the licensing system, the related function of various bodies and agencies and key concepts in the licensing process.

The chapter also explains the relationships, through diagrams and tables, between various licences, ratings and endorsements. This will assist you in determining your training options and needs.

This chapter includes information on the following:

- › Part 61 of CASR and how the MOS relates
- › purpose and regulations of flight crew licensing
- › CASA's licensing functions and record keeping
- › the role of legislative and non-legislative instruments
- › approvals issued under Part 61
- › qualification standards for flight simulation training devices
- › the role of the International Civil Aviation Organization (ICAO)
- › recognition of foreign states
- › how licences, ratings and endorsements relate to each other
- › explanation of aircraft category, class and type ratings and design feature endorsements
- › conduct of unauthorised activities
- › a summary of gaining your licence, rating or endorsement
- › applying for an aviation reference number (ARN)
- › licence document styles
- › eligibility to apply for a pilot licence online
- › reprinting your licence and expired licences (for old style licences)
- › obligations of licence holders
- › identity checks and provision of photographs
- › what to do when required to produce your licence or medical certificate
- › logbook requirements
- › testing of aircraft without holding an Australian licence
- › conduct of various operations including community flights and air displays.

1.2 Part 61 of CASR

(61.007)

Part 61 establishes a framework for pilots operating Australian registered aircraft. You must hold an Australian licence or certificate of validation (CoV) issued by CASA if you are flying a VH-registered aircraft in Australia or overseas.

Part 61 details:

- › the requirements to be met to obtain licences, ratings and endorsements
- › the associated privileges
- › any conditions or limitations on the exercise of those privileges.

Part 61 of CASR applies to flight in a registered aircraft of any of the following categories:

- › aeroplane
- › helicopter
- › powered-lift aircraft
- › gyroplane
- › airship.

This plain English guide is for the aeroplane category only.

1.3 How the Part 61 MOS relates

(61.035)

The regulations allow CASA to issue a Manual of Standards (MOS) for Part 61. The MOS is used for two main reasons:

- › to prescribe detailed technical standards which would otherwise make the regulations overly complex
- › to provide a more flexible and responsive way of updating these standards.

Standards in the MOS need to be updated to keep pace with technology and other changes. Regulations, on the other hand, are updated less often. A MOS is a legislative instrument (see below in this chapter for information about instruments) and can be disallowed in Parliament. There are rules for making and amending a MOS including consultation and publication.

The Part 61 regulations detail what you must do regarding licensing. The MOS includes the more detailed specifications for aeronautical knowledge standards and theory examinations, as well as practical competency standards for flight training, flight tests, proficiency checks and flight reviews. Wherever practical and for ease of reference, this guide combines the Part 61 regulatory requirements with the MOS.

The MOS is available on the Federal Register of Legislation.

You may like to refer to AC1-01: Understanding the legislative framework, for guidance on the Australian legislative framework including an explanation of the purpose of a MOS.

1.4 Flight crew licensing

The Australian flight crew licensing system has the safety of aviation and the general community as its focus.

Section 20AB of the Civil Aviation Act, requires any person performing a duty essential to the operation of an Australian registered aircraft to either:

- › hold the appropriate civil aviation authorisation e.g. flight crew licence
- › be authorised to conduct the operation without the required qualifications.

The flight crew licensing manual (FCLM) provides information and resources to give you a better understanding of how we issue flight crew qualifications. Where needed the FCLM has been referenced in this guide.

A licence provides evidence of competency for the licences, ratings and endorsements that you, as the licence holder, have achieved. It also provides evidence that you have satisfied the other related requirements such as: age, security status and English language proficiency. Your licence also provides proof that you have demonstrated the skills, knowledge and attitudes required to obtain the authorisation(s) listed on your licence document.

Australian licences, other than the recreational pilot licence (RPL), with a few exceptions, meet the standards prescribed by the International Civil Aviation Organization (ICAO). As a contracting state, Australian licensing protocols and procedures closely align with ICAO standards. This means you can have your Australian licence and associated ratings and endorsements recognised overseas and conduct international flights in Australian registered aircraft. There are several areas where there are differences between the Australian and the ICAO requirements. Information is endorsed on the flight crew licence to display the differences as is applicable.

Australia also recognises the licences of contracting states (see chapter 16 and chapter 17 of this guide). If you hold a foreign licence you can apply to CASA for the grant of an equivalent Australian licence, rating and endorsement.

Australian Defence Force (ADF) pilots can also apply to convert their ADF qualifications into equivalent Part 61 licences ratings and endorsements. See chapter 18 of this guide

1.5 Regulating flight crew licensing

(61.005, FCLM 1.1, 1.2 and 3.4)

Flight crew licensing is one of the means CASA uses to maintain the safety of air travel and airspace, both for members of the aviation industry and the general public. The licensing system is designed to ensure all civilian pilots are properly trained and proficient. This is achieved by:

- › requiring anyone who wishes to perform any duty essential to the operation of an Australian aircraft during flight to hold an appropriate authorisation
- › controlling the qualifications of pilots before they are permitted to fly an aircraft
- › controlling who may train and test pilots' proficiency to ensure they meet the required standards.

In terms of procedures, flight crew licensing refers to the system of issuing, renewing and recording the documents that permit or authorise you to operate Australian registered aircraft.

Reference should be made to the following for flight crew licensing:

- › Part 61 of CASR and the Part 61 MOS
- › Flight Crew Licensing Manual (FCLM)
- › Part 141: Recreational, private and commercial pilot flight training other than certain integrated training courses
- › Part 142: Integrated and multi-crew pilot flight training, contracted recurrent training and contract checking.



There are also a number of advisory circulars (ACs), instruments and the acceptable means of compliance/guidance manual (AMC/GM) available on the CASA website. ACs and instruments as applicable are included in this manual and a list of repeal dates for instruments are contained in Appendix D.

CASA staff, examiners, instructors and approval holders (as applicable) must follow documented procedures for the processing and assessing of all applications for, and granting of, flight crew licences, ratings and endorsements. See section 1.6 of this guide. This also applies to issuing and reissuing licence documents.

A CASA checklist is used to ensure all aspects related to the application are met. This checklist is filed as a permanent record of the assessment process and the result.



All licences require an aviation security check and are not issued until a successful security check has been completed. Where your flight training provider notifies CASA of your successful flight test online, these checks are completed automatically. See section 1.18 of this guide.

1.6 CASA's licensing functions

Overview

The administration and oversight of your flight crew licence is conducted by CASA.

Flight crew licensing is one of the means CASA uses to maintain the safety of air travel and airspace both for members of the aviation industry and the general public. The licensing system ensures that all civilian pilots and flight engineers are properly trained and proficient. This is achieved by:

- › requiring anyone who wishes to perform any duty essential to the operation of an Australian aircraft during flight to hold an appropriate permit or authorisation
- › controlling the qualifications pilots and flight engineers must have before they are permitted to operate an aircraft
- › controlling who may train and test the proficiency of pilots and flight engineers to ensure they meet the required standards. In terms of procedures, flight crew licensing refers to the system of issuing, renewing and recording the documents that permit or authorise flight crew to operate Australian registered aircraft.

This guide is for flight crew (aeroplanes) only.

1.7 CASA record keeping

(FCLM 1.4.5)

CASA keeps records of all flight crew authorisations and examination results, except for pre-solo air legislation exams and basic aeronautical knowledge (BAK) exams (this is because they are set and recorded by the industry).

CASA keeps all licensing information in its enterprise aviation processing (EAP) system. This system interfaces with other relevant data systems, including the medical information database, the flight crew theory exam database (the PEXO system) and myCASA.

1.8 The role of legislative and non-legislative instruments

Legislative instruments

(61.045, 61.047, 61.050, 61.055, 61.060, 61.061, 61.062 and 61.063)

Generally, instruments that create or amend law or apply to a group of people or entities are legislative instruments. They can be subject to consultation, impact assessment (costs and any potential infringement of human rights) and parliamentary scrutiny. Legislative instruments relevant to the Australian aviation industry can be drafted by the Office of Parliamentary Counsel but are instructed by CASA or entirely drafted within CASA.

A legislative instrument can be disallowed (repealed) by Parliament if it is found to trespass unduly on personal rights and freedoms. This results from scrutiny by the Senate Standing Committee.

Under Part 61, CASA may use instruments to prescribe, for example:



the qualification standards for flight simulation training devices
(see section 1.10 of this guide)



the recognition of foreign states
(see section 1.12 of this guide)



the classing of single-engine aeroplanes
(see section 1.15 of this guide)



for multi-crew aircraft
(see section 1.15 of this guide):

- › applicable type ratings
- › variant aircraft models including applicable differences training



for single-pilot aircraft
(see section 1.15 of this guide):

- › applicable type ratings
- › variant aircraft models, including relevant differences training
- › type ratings that fulfil the requirements of an instrument proficiency check or flight review
- › if the criteria are met, aircraft models are no longer variants of each other and, as such, vary the additional flight training required



for class ratings
(see section 1.15 of this guide):

- › aircraft types for which an aircraft type flight review or instrument proficiency check meets the class flight review requirements
- › aircraft types for which class rating privileges must not be exercised until the rating holder has completed aircraft type flight training and an aircraft type check flight

Since Part 61 was first implemented, there have been other legislative instruments introduced to correct errors or change requirements. These will remain in force until the Office of Parliamentary Counsel allocates resources to redraft the affected regulations.

These instruments will be identified in this guide where appropriate. A full list can be found in Appendix D of this guide.

Legislative instruments are available from the Federal Register of Legislation (FRL) website.

Non-legislative instruments

In addition to legislative instruments, you may also see non-legislative instruments. These typically apply to a single operator or individual. Non-legislative instruments have a range of applications, such as issuing permissions and exemptions or approvals for particular activities.

Non-legislative instruments are not subject to parliamentary scrutiny. These instruments are primarily used to manage circumstances where an individual or particular entity has operating needs or limitations that impact compliance with the overarching legislative framework. Many of the instruments that CASA makes are non-legislative instruments.

1.9 Approvals issued under Part 61

(61.040)

All approvals granted by CASA under Part 61 are subject to the procedural requirements of CASR Part 11 (regulatory administrative procedures). This part requires CASA to have regard for the safety of air navigation when considering the issue of approvals.

CASA is authorised to issue approvals under Part 61, where a regulation refers to a CASA approval.

In many of the regulations governing the training and testing of persons for qualifications and for certain activities, there is often a subregulation that allows for a person, other than a person who holds the required authorisation, to be approved to conduct that activity.

An operator may also operate under an approval issued under regulation 61.040. The operator must have satisfied CASA they meet applicable Part 61 and MOS competency units and standards.

1.10 Qualification standard for flight simulation training devices

(61.045)

Flight simulation training devices (FSTDs) include approved flight simulators, flight training devices and synthetic trainers that may be used to gain aeronautical experience.

Regulation 61.045 provides another way for CASA to specify minimum standards for a FSTD where there are no standards specified in other MOS or instruments i.e. for unique devices.

Part 60 of CASR sets out the rules for the initial and recurrent qualification of flight simulation training devices. The Part 60 MOS prescribes the qualification standards for FSTDs.

Using approved and capable FSTDs can enhance the quality and effectiveness of pilot training while mitigating the safety risks associated with conducting activities in simulated engine out flight and other non-normal manoeuvres.



1.11 The role of the International Civil Aviation Organization

(61.010 and FCLM 2.1.4)

The International Civil Aviation Organization (ICAO) sets standards and recommended practices applicable to flight crew licences.



Australian licences largely comply with ICAO Annex 1 (Personnel licensing) standards. However, there are some differences that CASA has notified to ICAO, and these are listed on the Australian flight crew licenses and ICAO differences page on the [CASA website](#).

CASA also recognises licences issued by other ICAO contracting States that comply with the Annex 1 standard. Chapter 16 of this guide details the process of recognition of an overseas licence by CASA.

1.12 Recognised foreign states

(61.047)

The term 'recognised foreign state' is used in Part 61 to enable equivalent licensing activities to be conducted by operators who are authorised by the National Aviation Authority (NAA) of the recognised State.

These states are recognised because the regulatory system in that state is similar to Australia's, and consideration has been given to it being recognised for this purpose.

For example, you may complete type rating training for a specific aircraft type in an approved flight simulation training device (FSTD) that is also approved by a recognised foreign state. This recognition saves the foreign operator from having their FSTD approved by Australia.

See chapter 16 of this guide for how to obtain an Australian licence, rating or endorsement based on an overseas qualification.

1.13 How licences, ratings and endorsements relate to each other

Overview (FCLM 1.3)

The authorisations issued by CASA to licence flight crew fall into 3 groups:

- › Licence: a document and an authorisation issued by CASA that indicates privileges a holder is authorised to exercise.
- › Rating: an authorisation entered on or associated with a licence and forming part of the special conditions, privileges or limitations pertaining to the licence.
- › Endorsement: an additional qualification which extends the privileges of an aircraft rating of the licence holder.

An authorisation can mean any of the following:

- › pilot licence being any of the following:
 - » recreational
 - » private
 - » commercial
 - » multi-crew
 - » air transport
 - » flight engineer licence (not included in this guide)
 - » glider pilot licence (not included in this guide)
- › a rating can mean any of the following:
 - » aircraft category rating
 - » aircraft class or type rating
 - » operational rating
- › an endorsement can mean any of the following:
 - » design feature e.g. retractable undercarriage
 - » flight activity e.g. aerobatics, formation flying
 - » an endorsement on an operational rating.

Table 1: Licences, ratings and endorsements

Type	Section
Licences indicating the most fundamental authorised privileges of the holder	
Recreational pilot licence (RPL)	Section 4.11
Private pilot licence (PPL)	Section 4.12
Commercial pilot licence (CPL)	Section 4.13
Air transport pilot licence (ATPL)	Section 4.14
Multi-crew pilot licence (MPL)	Section 4.15
Ratings indicating special conditions, privileges or limitations of a licence	
Aircraft category rating	Sections 4.3 and 5.2
Aircraft class rating	Sections 4.4 and 5.3
Aircraft type rating	Sections 4.5 and 5.5
Operational ratings	
Instrument rating	Section 10.2
Private instrument rating	Section 10.3
NVFR rating	Section 10.4
Aerial application rating	Chapter 8
Low-level rating	Chapter 7
Instructor ratings	
Flight instructor rating	Section 11.12
Simulator instructor	Section 11.13
Examiner ratings	
Flight examiner rating	Chapter 12
Design feature endorsements extending the rating to more specialised privileges	
Tailwheel undercarriage	Chapter 6 and section 4.6
Retractable undercarriage	Chapter 6 and section 4.6
Manual propeller pitch control (piston engine)	Chapter 6 and section 4.6
Gas turbine engine	Chapter 6 and section 4.6
Multi-engine centreline thrust	Chapter 6 and section 4.6
Pressurisation system	Chapter 6 and section 4.6
Floatplane	Chapter 6 and section 4.6
Floating hull	Chapter 6 and section 4.6
Ski landing gear	Chapter 6 and section 4.6
Flight activity endorsements extend the rating to more specialised privileges	
Aerobatics	Chapter 9
Aerobatics (1,500 ft)	Chapter 9
Aerobatics (1,000 ft)	Chapter 9
Aerobatics (500 ft)	Chapter 9
Aerobatics (unlimited)	Chapter 9
Formation flying (aeroplane)	Chapter 9
Formation aerobatics	Chapter 9
Spinning	Chapter 9

Operational ratings and endorsements (61.855, 61.910, 61.955, 61.1040 and 61.1090)

CASA specifies operational ratings that require you to complete additional training to that of your pilot licence. These ratings have several endorsements that define the extra knowledge and skills you need to conduct these specific operations safely.

The following are considered operational ratings:

- › instrument rating – see section 10.2 of this guide
- › private instrument rating – see section 10.3 of this guide
- › NVFR rating – see section 10.4 of this guide
- › pilot instructor rating – see chapter 11 of this guide
- › flight examiner rating – see chapter 12 of this guide
- › aerial application rating – see chapter 8 of this guide
- › low-level rating – see chapter 7 of this guide.

Operational ratings require you to undertake specific training to complete the required competencies. A rating may then have additional knowledge and skill components (endorsements).

For example, if you wish to operate below 500 ft above ground level (AGL), you must hold a low-level rating or an aerial application rating. If you then wanted to fly mustering operations, you would also need to add a mustering endorsement to your privileges.

To gain an operational rating, you must complete the training and successfully undertake the associated flight test. Your flight training must be done by either:

- › an authorised flight instructor
- › a person authorised by CASA.

You can then conduct the activity if you have also satisfied the requirements of the flight review or proficiency check.

Operational rating and endorsement flow charts

Figure 1: Instrument rating

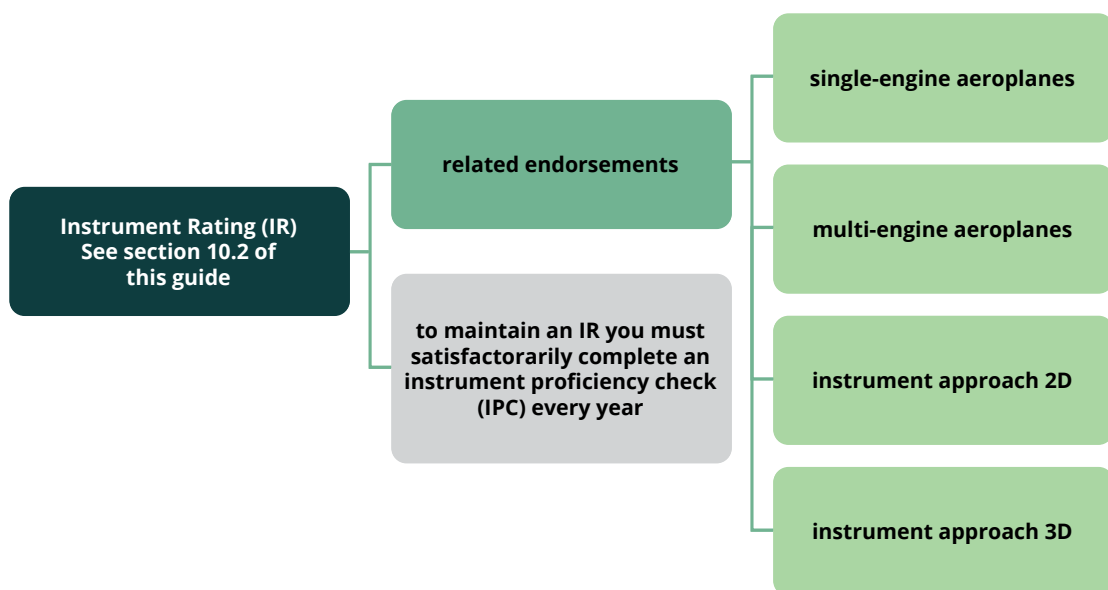


Figure 2: Private instrument rating

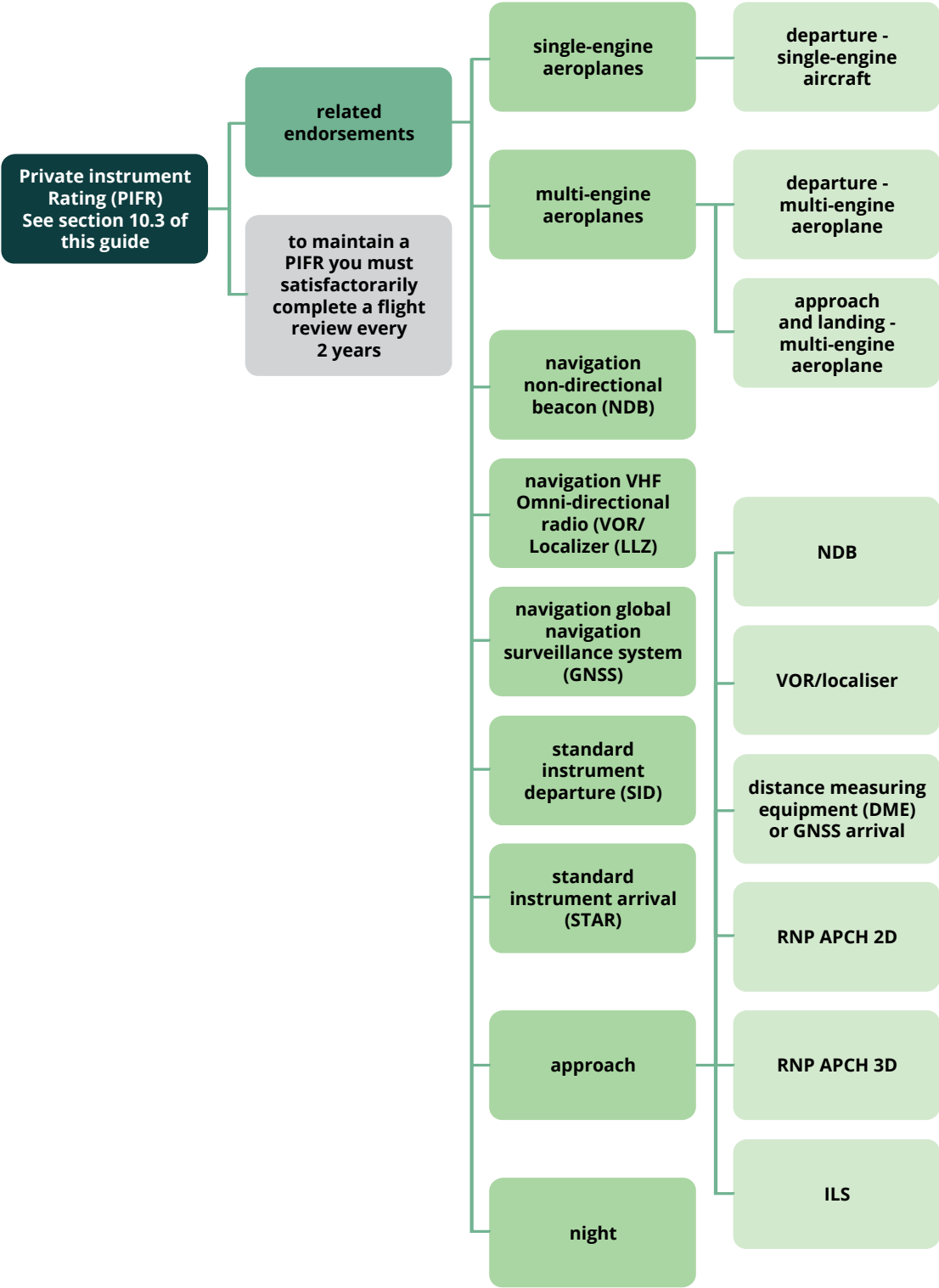


Figure 3: Night VFR rating

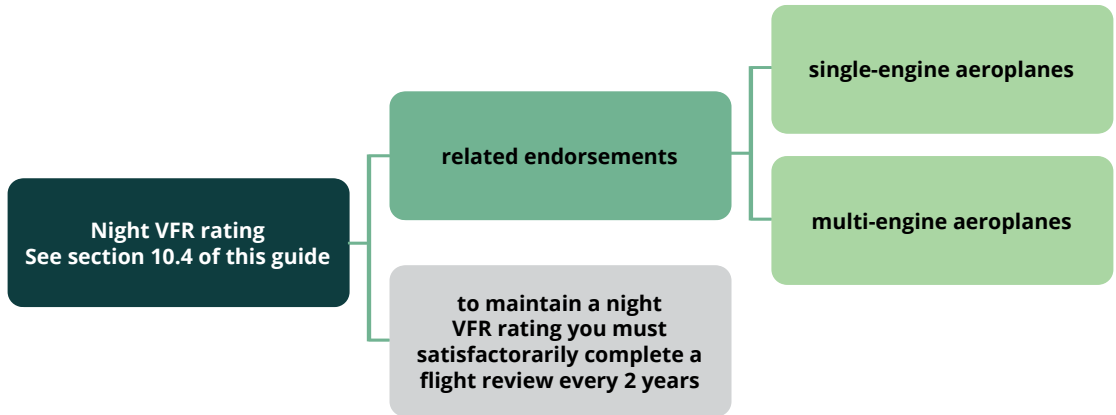


Figure 4: Aerial application rating

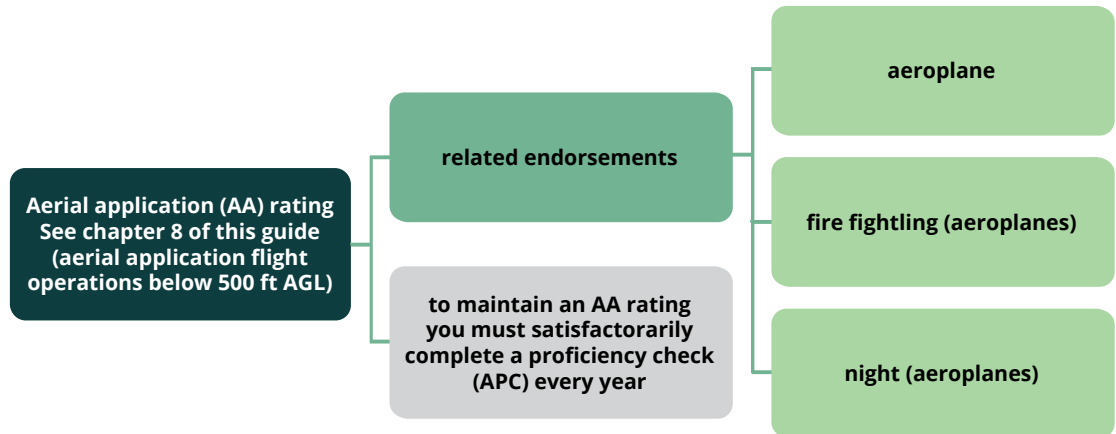
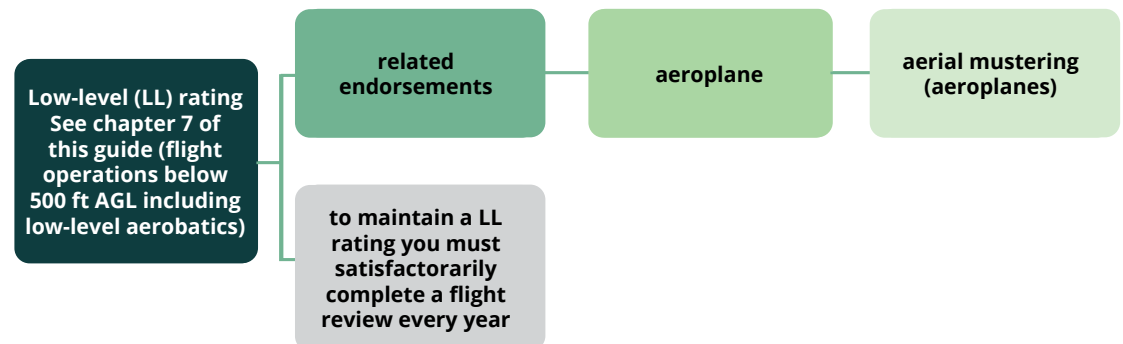


Figure 5: Low-level rating





Pilot instructor ratings and endorsements

To conduct flight training, you must hold a pilot instructor rating. There are two types of pilot instructor ratings:

- › flight instructor
- › simulator instructor.

Note: If you hold a simulator instructor rating and do not also hold a flight instructor rating, you are only permitted to conduct training in an approved flight simulation training device.

Note: All flight instructor endorsements apply to a simulator instructor rating.

To be granted a pilot instructor rating, you first must hold a PPL, CPL or ATPL.

If you hold a PPL, then you can only conduct training for the issue of:

- › a design feature endorsement
- › flight activity endorsement.

This training can be conducted independently i.e. not by a Part 141 or 142 operator.

Pilot instructor ratings and endorsement flow charts

Figure 6: Pilot instructor rating (PPL holder)

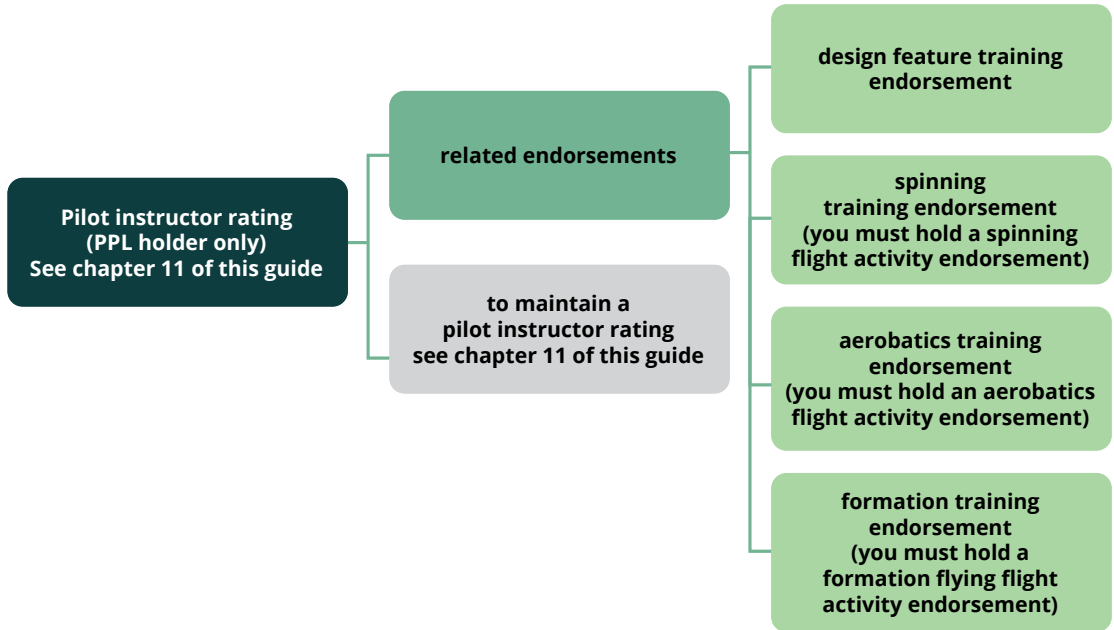
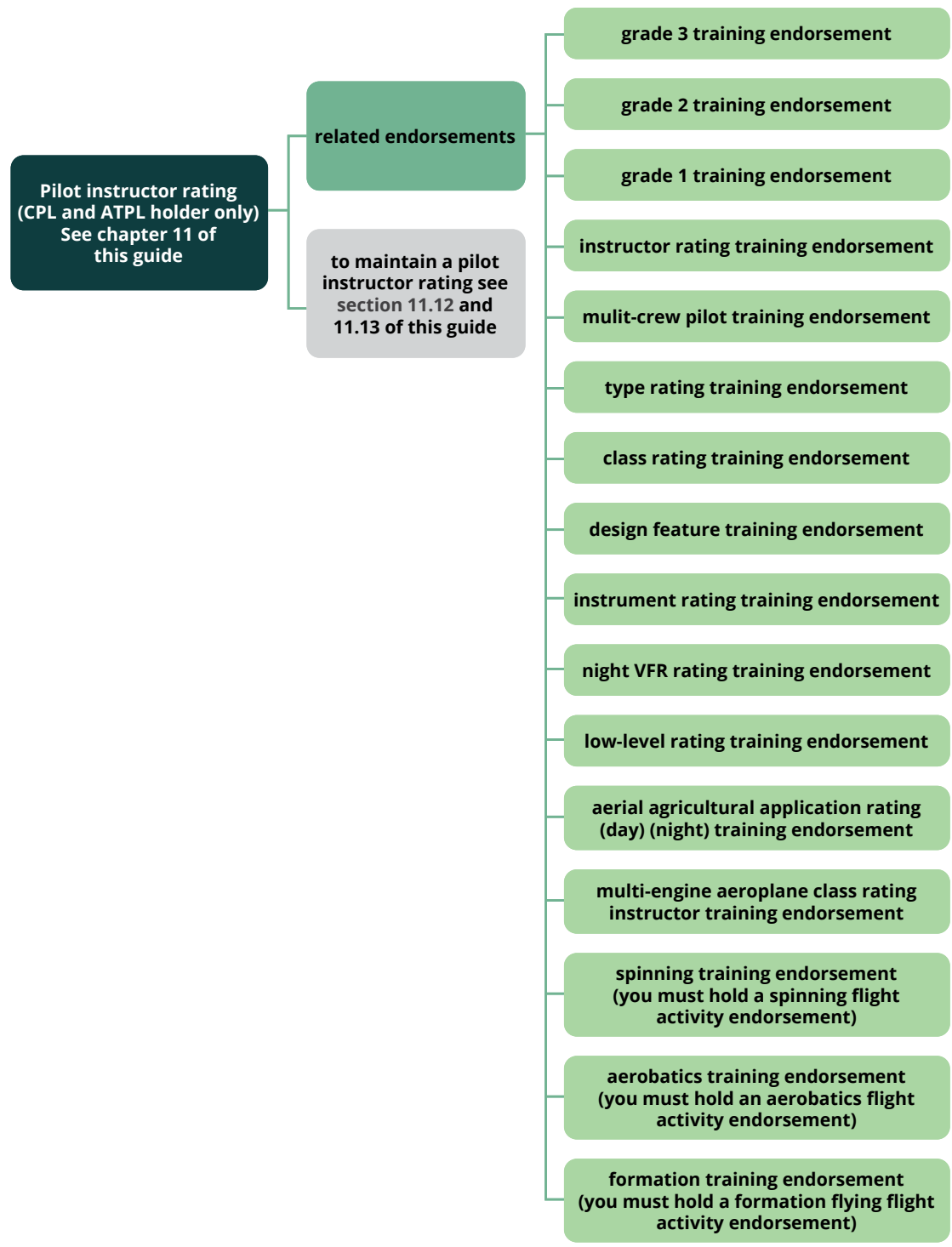


Figure 7: Pilot instructor rating (CPL and ATPL holders)



1.14 Aircraft category, class and types explained

An aircraft rating is a flight crew qualification that allows you to operate particular aircraft. The aircraft category you need must be of the same category of your pilot licence and you must hold the appropriate rating or type.

Aircraft category rating

When obtaining a pilot licence, you must choose the category of aircraft your training and qualifications will relate to.

Part 61 applies to the following aircraft categories:

- › aeroplane
- › helicopter
- › powered lift aircraft
- › gyroplane
- › airship.

This guide relates only to licensing in the aeroplane category.

You must hold the correct category rating on your licence to fly as the pilot in command (PIC) or copilot of an Australian (VH) registered aircraft. Once you have your initial licence and aircraft category rating, you may add other categories to your licence. See chapter 14 of this guide.

For example, you may hold a PPL in the aeroplane category and a CPL in the helicopter category. Each licence is linked to the category for which it is granted.

See section 5.2 of this guide (Aircraft category requirements).

Aircraft class ratings

Your aeroplane category rating will normally include at least one class rating.

By holding a class rating, you are authorised to operate an aircraft in the class that is not designated as a type-rated aircraft.

Note: There are certain aircraft that fall in the single engine class, for example, the C208 that require a separate flight review to exercise the privilege of the single engine class rating. These aircraft are listed in Part 61 Flight Crew Licensing (Prescribed aircraft and type ratings), Schedule 12.

Table 2: Aircraft categories and associated class ratings

Category	Class rating applicable
Aeroplane	single-engine aeroplane
	multi-engine aeroplane
Helicopter	single-engine helicopter
Powered lift aircraft	power-lift aircraft
Gyroplane	single-engine gyroplane
Airship	airship

See section 5.3 of this guide (Aircraft class rating requirements).

Aircraft type ratings

More complex aircraft require you to complete additional training and obtain a type rating before you fly them. These ratings may also be referred to as a pilot type rating.

CASA specifies aircraft type ratings for aircraft that:

- › are certified to be operated by more than one pilot
- › are certified in the transport category
- › are multi-engine turbojet powered
- › are fitted with more complex systems
- › have unique handling or performance characteristics.

Note: The above reference to transport category refers to a homogeneous grouping of aircraft types and models of generally similar characteristics. These are based on the proposed or intended use of the aircraft and their operating limitations and is not referring to air transport operations.

To keep your aircraft type rating current, you must have completed a proficiency check or a flight review relevant to the rating within the past 2 years.

To conduct a flight under the instrument flight rules (IFR) in a type-rated aircraft, you must have a valid instrument proficiency check relevant to the kind of aircraft.

See section 5.4 of this guide (Aircraft type rating requirements).



1.15 Prescription of aircraft classes, ratings and variants

Multi-engine aeroplanes included in the single-engine aeroplane class (61.050)

If you hold a single-engine aeroplane class rating you may be allowed to fly some multi-engine aeroplanes. For example, multi-engine centre-line thrust aeroplanes (C336 and C337). However, you will have to complete extra flight training and a flight review or endorsement before you're permitted to do so.

Type-rating and variants – multi-crew aircraft (61.055)

Type-rated aircraft are complex or distinct aircraft types. Aircraft that are certified to be flown by more than one pilot are examples of type-rated aircraft. Pilots flying these aircraft must have specialised training.

For certain type-rated aeroplanes with similar characteristics to others in their class, competency checks in the type-rated aircraft may count for the class rating flight review.

Aircraft that fall into this category are described in the instrument titled Part 61 Flight crew licensing (prescribed aircraft and type ratings).

You can train for some aircraft type ratings at a Part 141 school. These types are prescribed in instrument type ratings excluded from Part 142 flight training (edition 7) instrument 2023.

Type-rating – single-pilot aircraft (61.060)

Single-pilot aircraft types are those that one pilot may operate and require initial and ongoing type-specific training and competency checking. These aircraft are sufficiently complex, or their performance or handling characteristics are such that additional training of pilots is warranted to enable them to operate the aircraft safely.

Aircraft types can have variants within each type, and the characteristics of the variants can differ (for example, in areas such as operating systems, size or performance). In some cases, additional training of pilots is warranted to enable them to operate these variants of the original aircraft type.

Note: If you have passed a flight test as a multi-crew operation in an aeroplane that is certificated for single-pilot operations, you must not exercise the privileges of the rating in a single-pilot operation unless you have:

- › completed flight training to meet the required competencies for the operation of the aeroplane in a single-pilot operation
- › met one of the following:
 - » passed the flight test for the rating as a single-pilot operation
 - » successfully completed an instrument proficiency check conducted by a flight examiner as a single-pilot operation in an aeroplane of the type rating
 - » successfully complete an operator proficiency check conducted as a single-pilot operation in an aeroplane of the type rating.

Aircraft to which this regulation applies are described in the instrument titled Part 61 Flight crew licensing (prescribed aircraft and type ratings).

Type-rated aircraft – flight review requirements for class ratings (61.061)

Some aircraft are sufficiently complex or have performance or handling characteristics that warrant initial and ongoing type-specific training.

A relevant class rating flight review is acceptable because the aircraft type is sufficiently in common with aircraft in that class rating.

Aircraft this regulation applies to are described in instrument titled Part 61 Flight crew licensing (prescribed aircraft and type ratings) and instrument type ratings excluded from Part 142 flight training (edition 7) instrument 2023.

Types of aircraft for additional limitations on class ratings (61.062 and 202.268A)

CASA may require you to undertake specific training and a flight review for some aircraft types in order to exercise the privileges of a class rating.

If this is necessary, CASA will issue an instrument detailing the requirements. Aircraft included in the instrument are considered sufficiently complex or have performance or handling characteristics that warrant initial type-specific training and a flight review in the specific type.

However, these types are not so different that ongoing training and competency checking needs to be type specific. In these cases, you only need to complete initial type-specific training along with a flight review, rather than a flight test, as the means of assessing your competence in operating that type of aircraft. A flight review in any other aircraft in the same class satisfies the flight review requirements to fly that type of aircraft.

Aircraft this regulation applies to are described in the instrument titled Part 61 Flight crew licensing (prescribed aircraft and type ratings).

The requirements of this section do not apply if:

- › you are the holder of a continued authorisation that is equivalent to a class rating
- › you hold an aircraft endorsement for an aircraft covered by a class rating (in force prior to 1st September 2014)
- › the endorsement was for a type of aircraft prescribed in an instrument mentioned above in this section.



1.16 Conduct of unauthorised activities

(61.065)

You must only pilot an Australian registered aircraft, or act as an instructor or flight examiner, if you are authorised by the Part 61 regulations.

1.17 A summary of how to get your licence, endorsement or rating

(FCLM 2.2, 3.2 and 3.3)

CASA is the only body that can grant and issue flight crew licences in Australia. This is designed to maintain the validity and integrity of the licence in the international aviation sector.

To be granted a licence, endorsement or rating, you must be deemed competent. Competency means you have completed:

- › initial and recurrent medical assessments or a valid Class 5 medical self-declaration
- › applicable training
- › the accumulation of aeronautical experience
- › the theoretical knowledge examinations
- › the practical assessments (flight tests).

Once issued, your flight crew licence, ratings and endorsements are perpetually valid. However, you must undergo, as applicable, regular medical assessments, flight reviews and proficiency checks, to be legally able to exercise the privileges of your licence.

CASA delegates the granting and issuing of most ratings and endorsements to approved and qualified persons. CASA assesses these persons to make sure they are competent to do these approvals in their own right.

Flight examiner ratings and associated flight test endorsements, and the approval of persons under regulation 61.040 to conduct flight tests, grant ratings and endorsements, must be conducted by CASA.

1.18 Security requirements for pilots

If you wish to exercise the privileges of a Part 61 flight crew licence you must have an aviation security status check. You will also need an aviation security status check if you're applying for a flight crew licence.

In order to have a status check you will need to apply for either:

- › an Aviation Security Identification Card (ASIC)
- › an Aviation Identification (AVID).

Aviation Security Identification Card (ASIC)

You will need an ASIC if you are flight crew flying at a security controlled airport, or a pilot under the age of 18. It allows you to operate at any airport in Australia.

You can apply for an ASIC through any of the ASIC issuing bodies listed on the Department of Home Affairs website.



The time frame for receipt of your ASIC is usually 4 to 6 weeks.

Aviation Identification (AVID)

An Aviation Identification (AVID) is more restrictive. For example, you cannot use an AVID at security-controlled airports. To apply for an AVID, you must:

- › be 18 years or older
- › have a Part 61 Flight Crew Licence issued by CASA (or be applying for one)
- › have a current aviation medical.

Applications for an AVID will usually take between 4 and 6 weeks to process and cost \$126.

To apply for an AVID complete an Aviation identification application on the CASA website.

1.19 Applying for an aviation reference number (ARN)

You must have an individual aviation reference number (ARN) in order to:

- › access many CASA services
- › hold an Australian licence, permission or authorisation.

Applying through the myCASA portal

Your application for an ARN is undertaken through the myCASA portal. You will need to create an account or log in to your myCASA account to apply for an ARN.

To create a myCASA account you will need either your:

- › email address and a password
- › digital identity using your MyGovID digital identity.

Once logged in, you navigate via the 'Need an ARN?' and then the 'Apply for an ARN' icons.

You will then be required to enter your personal details which includes your:

- › full name (as it appears on your primary form of identification i.e. your passport, birth certificate or drivers licence)
- › address
- › date of birth
- › gender
- › phone numbers
- › nationality.

You will then be prompted to submit your identification. You only need one type of identification and most can be verified online. Suitable identification includes:

- › Australian or foreign passport
- › Australian birth certificate
- › Australian citizenship certificate
- › ImmiCard.

Note: An ImmiCard is issued to certain visa holders who don't have and can't obtain a passport recognised by the Australian government.



If your identification does not automatically verify, you can upload a certified copy of the document instead.

Once you have completed the required information, double check the information matches your identity documents and submit. You will receive an email with your ARN a few minutes after submission.

Applying via email or post

If you cannot apply online, you can apply for an individual ARN by emailing or posting the application form to CASA with certified copies of your identity documents.

To apply via email or the post you will need to:

- › download and enter your personal details onto the individual aviation reference number application form
- › print or save it on to your device
- › nominate your 100 points of identification
- › email or post your application.

Note: You can use different combinations of documents to make up your 100 points. All documents must be certified.

1.20 Licence styles

Previous licence styles

Plastic card style



Licences issued between April 1992 and March 2001 were in the form of a plastic card, similar to a credit card. This only shows the highest licence you hold for each aircraft category. This style of licence remains a valid licence for use in Australia but is not suitable for overseas use as it is not ICAO compliant. Records of flight crew qualifications (RFCQ) to accompany the plastic card licence are no longer available and are replaced by the new book style licence.

Paper docket style

A few licences, such as student pilot licences (SPL), were issued by industry delegates and flying schools as a paper docket. CASR Part 61 has removed the student pilot licence requirement.

'Old' book style

The 'old' book style licences issued before April 1992 can no longer be used to exercise your pilot privileges.

Current book style licences



Licences issued after April 2001 are in a new booklet style to comply with ICAO requirements and allow for easier recognition of flight crew qualifications overseas.

This format details all licences, qualifications and ratings you hold and removes the need for a separate record of flight crew qualifications (RFCQ) to accompany your licence.

Your licences can be reprinted each time a new licence, endorsement or rating is added or renewed and replaces the previous licence in full. However, this is not required in order to use the licence, as it is only a record of the qualifications held.

Medical certificates are placed in the back of the folder and are also replaced in full when a new medical certificate is received after each medical examination.

Licence prints can be requested at any time in writing to CASA.

Digital pilot licences (CASR 91.100)

You are permitted to carry any flight related documents electronically when flying in Australia.



An electronic form of your licence may be referred to as a digital licence.



If travelling overseas you will need a printed version of your licence and associated documentation as a digital licence is not accepted in all countries.



A digital licence may not be a substitute for your paper licence when flying internationally, or when obtaining a rating or endorsement. You will need to carry your paper licence in these circumstances.

You can carry your flight crew licence with you on your iPhone, iPod touch and Apple Watch using Apple Wallet. To download a digital copy you will need to activate a myCASA account (if you have not done so already).



CASA has available a fact sheet regarding how to download a digital view of your licence.

Android digital licences will not include a photo, so you will also need to carry separate photo identification, such as a driver's licence or ASIC, with you.

It may take up to 2 weeks for new privileges to appear on your digital licence, during which time you can only exercise those privileges that appear on your digital licence. If you want to use these new privileges, you will need to carry your paper licence.

1.21 Eligibility to apply for a pilot licence online

You can now apply and pay for your pilot licence in myCASA. To apply for the issue of your pilot licence online you must:

- ✓ have finished your training, exams and flight test
- ✓ ensure your examiner has lodged your successful flight test with CASA
- ✓ have completed the required English language proficiency (ELP)
- ✓ have an aviation security identification card (ASIC) (or AVID as applicable)
- ✓ have transitioned to Part 61 if you have held a previous flight crew licence (such as a CAR 5 licence).



You must have a suitable valid medical certificate at the time you undertake your flight test.

If you meet these criteria, you will need to log in or create a myCASA account and follow the prompts.



Before logging on to complete your application ensure you have your ARN and ID documents ready.

If you do not meet these requirements, you will need to apply for an Australian trained pilot licence and aeroplane category rating.

If you are a student, you will receive an email from CASA letting you know that your examiner has submitted your passed flight test and you can now apply online.

Once your application has been processed a copy of your licence will be posted to you and it will be available for you to download to your digital wallet.

1.22 Reprinting your licence

You will need to contact CASA if you need a paper reprint of your licence for operational reasons, such as international air operations. The fee for a licence reprint is \$25.

You can apply for a licence re-print by either:

- › going to myCASA and requesting a reprint via your licence view page
- › completing a licence reprint application and submit it to CASA.

1.23 Expired licences

(61.185 and FCLM 3.10)

If your flight crew licence has expired and you wish to start flying again, you will need to request the re-issue of a new flight crew licence from CASA. This will require a current relevant medical certificate (see section 2.7 of this guide) and a security check (see section 1.18 of this guide).

If CASA determines that your licence, rating or endorsement is canceled under Part 16 of CAR or Subpart 11.D (legacy licence) and you are the holder of a continuing licence that is not canceled, CASA will issue you a new licence document.

You may apply in writing and a flight crew licence reflecting the perpetual status of your current licence will be sent to you. Alternatively you may provide evidence acceptable to CASA that the old licence is stamped 'PERPETUAL' after which you will be issued a new flight crew licence.

You cannot exercise the privileges of your licence until your new licence has been issued and you have successfully completed any required flight review or proficiency check.

1.24 Obligations of holders of flight crew licences and certificates of validation

(61.190 and 61.345)

As the holder of a flight crew licence or certificate of validation (see section 16.3 of this guide), you may be subject to identity checks and asked to provide further documentation, such as a photograph.

You are also legally required to keep a logbook.

It is a condition of your flight crew licence, rating or endorsement that you comply with:

- › the limitations on the exercise of the privileges of the licence, rating or endorsement
- › the requirements of Part 61 that apply to you.

1.25 Identity checks

(61.335)

If you are the holder of a flight crew licence or certificate of validation (CoV) CASA may give written notice to you to prove your identity. You must provide the evidence requested.

Once you are issued with a new licence or CoV, as applicable, you will have fulfilled the identity requirement and are free to exercise the privileges of your licence or CoV again.

It is an offence to exercise the privileges of your licence or CoV if CASA hasn't given written confirmation (for example by way of a licence or certificate of validation) that your identity requirement has been met.

1.26 Provision of photograph

(61.336)

CASA needs to have a photograph of each licence holder which can be used for identification purposes.

As an applicant for a licence you must provide a recent photograph unless you have provided a photograph to CASA within the previous 10 years. See section 2.12 of this guide.

CASA may give you written notice to provide a recent photograph which:

- › shows your full face, head and shoulders
- › was taken no more than 6 months before the date of the notice.

If you have received a notice, you have 30 days to provide the photograph. It is an offence to use your licence if you have not complied with this requirement.



This circumstance may arise if the photo CASA has on record is not a sufficiently close likeness of you. In this situation CASA may give you written notice to produce a more recent photograph. See section 1.28 of this guide.

1.27 Production of licence documents, medical certificates and identification

(61.340)

Licence holders

CASA may direct you to produce any or all of the following documents for inspection:

- › your licence document
- › your medical certificate (unless you hold a medical exemption)
- › a document that includes a photograph showing your face, head and shoulders that is current and issued within the previous 10 years by a government authority or government that is:
 - » the Commonwealth or a state or territory
 - » a foreign country, or a state or province of a foreign country.

Certificate of validation holders

CASA may direct you, as the holder of a certificate of validation (see section 16.3 of this guide), to produce any, or all, of the following documents for inspection:

- › your certificate of validation
- › your overseas medical certificate
- › your overseas flight crew licence
- › a current document that includes a photograph showing your full face, head and shoulders issued within the previous 10 years by a government authority that is:
 - » the Commonwealth or a state or territory
 - » a foreign country, or a state or province of a foreign country.

It is an offence if you do not produce your documentation within the time specified by CASA.

1.28 Logbooks

Logbooks and recording of flight time (61.345)

As a condition of your licence or certificate of validation (see section 16.3 of this guide), you must keep a logbook. Your logbook must contain your full name and date of birth.

It can be a paper or an electronic logbook as long as it contains the details described below.

Logbooks are an official record of your experience and used for licensing purposes. For example, as a record that you meet minimum experience standards for a licence or recent experience requirements. Your logbook can also be required for investigation and compliance purposes.

Logbooks may vary in their set-up. However, after completing each flight, you must record at least the following information:

- › the date the flight began
- › the aircraft type
- › whether the aircraft was single-engine or multi-engine
- › the nationality and registration marks of the aircraft
- › the take-off and landing points for the flight and each segment of the flight
- › the flight time flown in each of the following capacities that applied to the flight:
 - » pilot in command (PIC)
 - » copilot
 - » pilot in command under supervision (PICUS)
 - » pilot receiving flight training
 - » if you are a flight instructor, any flight time spent exercising the privileges of your flight instructor rating
 - » if you are a flight examiner, any flight time spent exercising the privileges of your flight examiner rating
- › whether the flight was by day or night, or both
- › any instrument flight time
- › whether you conducted an instrument approach operation and, if so, the type of instrument approach procedure
- › if applicable, that the flight was a community service flight and record the details of the flight (see section 1.31 of this guide).



You must also log your time in an approved flight simulation training device (FSTD) in your logbook. Specifically you must include the following:

- › the date the simulated flight began
- › the type of aircraft represented by the device
- › the simulated flight time performed in each of the following capacities:
 - » pilot in command (PIC)
 - » copilot
 - » pilot in command under supervision (PICUS)
 - » pilot receiving flight training
 - » if you are a flight instructor or simulator instructor, any time spent exercising the privileges of your instructor rating
 - » if the flight was conducted in simulated day or night conditions or both
 - » a description of the simulated flight activity
- › if applicable, that the flight was a community service flight and record the details of the flight (see section 1.29 of this guide).



Although not required, it is standard practice for flight examiners to also record flight time in an approved simulator and the relevant details of the activity in their logbook.

Exemption – logbook recording for copilot (Instrument CASA EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024)

This exemption allows you to log copilot flight time even though the flight doesn't meet the definition of a multi-crew operation. Copilot flight time in the regulations requires the operation to be in a multi-crew certified aircraft or a single-pilot certified aircraft that is required by the regulations to be flown multi-crew. This may occur for example in a Part 121 air transport operation in a BE350 aeroplane. The aircraft must be fitted with appropriate instruments and the standard operating procedures being used must also support a multi-crew operation.

The exemption allows you to log that copilot flight time and use it for the purposes of meeting the flight time required for an ATPL or to comply with the flight time in relation to a type rating.

In this situation you are a permitted copilot on a single-pilot aircraft. You do not need to differentiate this time as permissible copilot time in your logbook. You must, however, record as soon as practicable the permissible copilot time as if it were copilot flight time.

Note: Permissible copilot time, in relation to you being a permitted copilot, means time during where you performed copilot duties in a multi-pilot capable aircraft following the multi-crew procedures specified in the operations manual or exposition (whichever is applicable) of the AOC holder operating the aircraft.

Retention of logbooks (61.355)

You must retain your logbook for 7 years from the last date of entry.

It is an offence to fail to keep a logbook.

False entries in logbooks (61.360)

All logbook entries must be correct and not misleading.

It is an offence to make a false or misleading entry in your logbook.

CASA may give you a written direction to correct an entry in your logbook, and you must do so within 14 days of receiving the notice.

Production of logbooks (61.365)

CASA may direct you to produce your logbook for inspection. You must provide your logbook within 7 days of the notification.

If you keep your logbook in electronic form, you must produce a printed copy of the logbook with each page certified by you as a true copy of your logbook.

1.29 Authorisation to test aircraft without holding type rating

(61.140)

As the holder of a flight crew licence you may apply to CASA, in writing, for authorisation to act as a flight crew member of an aircraft for which you do not hold a pilot type rating during a flight conducted for the purpose of:

- › testing the aircraft
- › conducting an experiment in relation to the aircraft.

When acting as a flight crew member, you must meet the requirements of the authorisation issued by CASA.



You may, for example, operate an aircraft to conduct aircraft tests without holding a type rating. This can occur when a new type of aircraft is being tested for certification purposes or a modification of an existing type. Test pilots undertake specialist training for conducting test flights and need to have an authorisation to fly these aircraft types because often there is no type rating available at that point in time.

1.30 Conduct of adventure flights

A range of ex-military, historic and replica aircraft are used to offer adventure-style flights to the general public for a fee.

Rather than being a traditional joy flight, providers market these flights as:

- › warbird
- › combat
- › military
- › top-gun
- › adventure.

The Australian Warbirds Association (AWAL) under Part 132 of CASR (Limited category aircraft), manage these flights.

Adventure flight pilots must hold:

- › either a CPL or ATPL
- › a current Class 1 medical certificate
- › the appropriate endorsements and ratings.



1.31 Conduct of community service flights

(Instrument number CASA 09/19 Civil Aviation (Community Service Flights – Conditions on Flight Crew Licences) Instrument 2019)

A charitable or community organisation may coordinate, arrange or facilitate a community service flight (CSF) for charitable or community service purposes. These organisations do not operate with an Air Operators Certificate (AOC).

The rules for pilots conducting CSFs are in the [CASA 09/19 – Civil Aviation \(Community Service Flights – Conditions on Flight Crew Licences\) Instrument 2019](#).

A CSF involves:

- › the transport of one or more patients so they can receive non-emergency medical treatment or services
- › the transport of a patient from a treatment destination to any other place.

CSFs provide support and assistance to patients and their families or carers without charge.

Note: Medical treatment is not provided on board the aircraft for the flight other than the administering of medication or in response to an unexpected medical emergency.

To conduct a CSF, you must hold a:

- › PPL, CPL or ATPL
- › a current Class 1 or 2 medical certificate or medical exemption.

In addition, you must meet the following aeronautical experience requirements (as applicable):

- › you must have completed one landing in the same aircraft class (or type, if the aircraft requires a pilot type rating) during the previous 30 days (this can be on the same day, before the flight)
- › if your CSF is under the visual flight rules (VFR), you must have at least 10 hours of flight time in an aircraft of the same type to be used for the CSF
- › if your CSF is under the instrument flight rules (IFR), you must have at least 20 hours of flight time in an aircraft of the same type to be used for the CSF
- › if your CSF is in a multi-engine aeroplane, you must have at least 25 hours of flight time as pilot in command of any multi-engine aeroplane
- › if you hold a CPL and are not also an ATPL holder, you need 150 hours as pilot in command of an aeroplane or helicopter
- › if you hold a PPL you must have at least:
 - » 400 hours of flight time in an aeroplane or a helicopter
 - » 250 hours of flight time as pilot in command in an aeroplane or a helicopter.

Note: You must not conduct a CSF flight under the night VFR.

You must also record information that the flight is a CSF in your logbook.

1.32 Conduct of parachute operations

Reference should be made to:

- › [CASR 105 Parachuting from Aircraft](#)
- › Part 105 (Parachuting from Aircraft) Manual of Standards
- › [CASA EX105/23 – Part 105 \(Parachute Operators and Pilots\) Instrument 2023](#).

1.33 Conduct of air displays, including aerobatics practice

(Instrument CASA EX07/24 Low-level Operations (Air Displays and Aerobatic Manoeuvres) Exemption 2024)

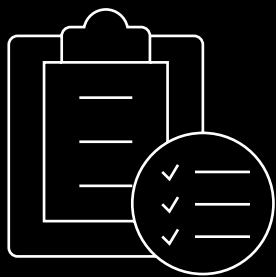
This section applies if you are the pilot in command of an aircraft and you:

- › do not hold a low-level rating or aerial application rating and you are conducting a low-level operation from time to time either:
 - » at an air display approved by CASA
 - » during practice for an air display approved by CASA at an aerodrome specified by CASA (this must be in an instrument under regulation 165 of CAR)
- › hold an aerobatics (unlimited) flight activity endorsement, and you are conducting a low-level operation from time to time to practice aerobatic manoeuvres at an aerodrome specified by CASA (this must be in an instrument under regulation 165 of CAR).

If this section applies to you, you are exempted from the following provisions:

- › CASR 91.267 (Minimum height rules – populous areas and public gatherings) and Part 91 MOS Chapter 12
- › subregulation 61.065 (1) (Conduct of authorised activities – holders of flight crew licences), prohibiting you from conducting low-level operations
- › subregulation 61.375 (7) (Limitations on exercise of privileges of pilot licences – rating).





CHAPTER 2

GENERAL REQUIREMENTS FOR GAINING A PILOT LICENCE, RATING OR ENDORSEMENT



2.1 Overview

To obtain a flight crew licence, rating or endorsement, you must be trained and examined to the applicable Part 61 and MOS requirements and meet the applicable experience requirements.

This chapter details the legislative requirements for obtaining a pilot licence (aeroplane) and associated ratings or endorsements and includes information on the following:

- › eligibility for a flight crew licence
- › flight training operators
- › English proficiency requirements
- › training activities without a licence, rating or endorsement
- › training in an approved flight simulator
- › medical certificate requirements
- › carriage of documents by licence holders
- › an overview of requirements for:
 - » aeronautical knowledge examinations
 - » flight training competency standards
 - » flight test requirements
 - » application requirements for a licence, rating or endorsement
 - » granting of a licence, rating or endorsement
 - » flight time and aeronautical experience
 - » flight reviews and proficiency checks
- › cancellation of a licence, rating or endorsement by CASA
- › other approved courses or professional development
- › pilot certificates issued by a sport aircraft body
- › recognition of hours for an aeroplane category flight crew licence.

2.2 Who is eligible to be granted an Australian flight crew licence

(FCLM 3.2.3)

Eligible applicants for Australian flight crew licences can be divided into three main groups:

- › Australian residents and overseas applicants with no licence (see chapter 4 of this guide)
- › Australian defence force qualified pilot applicants who graduated from a recognised Australian defence force course (see chapter 18 of this guide)
- › overseas qualified pilot applicants wishing to fly Australian-registered aircraft in Australia or overseas (see chapter 16 and 17 of this guide).

As an applicant for an Australian flight crew licence you must:

- › be competent in aviation English language to at least level 4 (see section 2.4 of this guide)
- › be qualified to hold the licence by having:
 - » passed all the theory and practical training requirements
 - » the required aeronautical experience
 - » passed a flight test for the licence and associated aircraft category rating
- › hold a current medical applicable to the level of licence sought (see section 2.7 of this guide)
- › be a fit and proper person
- › pass an aviation security status check (see section 1.18 of this guide)
- › submit all the required documentation including any required evidence documents
- › pay the application fee for the licence.

In order to make an application for a flight crew licence you must:

- › complete and submit the required documentation
- › submit the relevant application form(s) available from the CASA website
- › ensure the flight examiner completes and submits a flight test report indicating a pass along with the examination result advice, knowledge deficiency report (KDR) and any previous fail flight test reports to CASA.

Applications must be made on the relevant form to ensure all the required information is provided and to assist CASA to process the application. For RPL, PPL, CPL and ATPL licences, the flight test report is entered on the respective application form.

Applications for an RPL, PPL and CPL can be made through myCASA.

2.3 Flight training providers

Overview

Flight training is a critical component of the flight crew licensing system. The providers of flight training play a key role in achieving high training standards. Training providers are authorised by Part 141 and Part 142 of CASR. There are two exceptions which can be conducted by the holder of a flight instructor rating:

- › flight training for flight activity endorsements
- › flight training for design feature endorsements.

Operators conducting Part 141 or Part 142 flight activities are generally called a flight training operator (FTO). Providers often hold more than one authorisation, depending on the kind of training they are conducting.

There are two types of courses to obtain your licence:

- › integrated courses (only conducted by a Part 142 training organisation)
- › non-integrated courses.

A flight training operator can hold both a Part 141 and a Part 142 authorisation.

You may have previous flight training that can (in most circumstances) be recognised by the FTO as satisfying components of your training course. Your FTO will assess your training, current knowledge and skills to determine any further training required before you are recommended for a flight test. For example, aeronautical experience in a helicopter will contribute towards your aeroplane category licence provided you undertake training in a non-integrated course. It will not count towards aeronautical experience if you undertake an integrated course of training. See chapter 14 of this guide.



When seeking training you must ensure the training organisation is authorised to conduct the training you require.

Part 142 training

A Part 142 training organisation is approved to conduct flight training activities in an aircraft or an approved flight simulation training device. These activities include:

- › multi-crew cooperation training
- › contracted recurrent training
- › contracted checking
- › integrated training for a private pilot licence (PPL) or commercial pilot licence (CPL)
- › air transport pilot licence (ATPL) and multi-pilot crew licences (MPL) training
- › training for aircraft type ratings and differences training (other than for types that are listed as Part 141 training)
- › training in an approved flight simulation training device (FSTD).

An integrated training course is an intensive program that combines theory and practical flight training. The training is designed to be completed within a condensed time period.

Your theory training is undertaken in parallel to your practical training in a planned and logical sequence. This enables the theory to be applied to the practical components of your training.

The benefit of integrated training is that progress in the course can be achieved earlier and therefore the flying required, especially the practice time, can be reduced compared to non-integrated training. For example, the minimum hours of experience for getting your CPL from an integrated course of training is 150 hours. A non-integrated training course requires a minimum of 200 hours.



Some, but not all, Part 142 operators also function as Registered Training Organisations (RTOs) and may provide tertiary qualifications like degrees, diplomas, or certificates. It may also be possible to apply for a student loan for the CPL training component with some RTOs.



Part 141 training

Part 141 training activities include all Part 61 licences, ratings and endorsements other than the flight examiner rating and flight activity and design feature endorsement training. A Part 141 training organisation offers non-integrated courses relating to recreational, private and commercial flight training. A Part 141 organisation cannot provide integrated and multi-crew training.

The advantage of choosing a Part 141 provider is that you can accumulate relevant experience gradually, at your own pace. You can also combine your training activities in a more flexible way.



If you complete an integrated training course to obtain your PPL, you must have a minimum of 35 hours of aeronautical experience as a pilot whereas for a PPL conducted with a Part 141 operator you will need complete a minimum of 40 hours aeronautical experience. You may, however, include other aircraft category hours in the 40 hour total.

Single-person instructors

Single-person instructors can seek approval from CASA to provide non-complex flight training. The instructor can only provide training in line with their instructor privileges. This training is usually limited to design feature and flight activity endorsements (such as spinning, aerobatics and formation).

With approval, a single-person instructor can also provide flight reviews in certain circumstances. Some single-person instructors also hold a Part 141 authorisation.

2.4 English language proficiency requirements

(FCLM 3.6)

To hold an Australian licence, or endorsement, you must meet the MOS English language proficiency standards. Your ability to satisfy this requirement is usually assessed during your training.

English language proficiency (ELP) is critical for safety. ELP is required if you are:

- › taking a flight test for a flight crew licence
- › applying for a pilot licence
- › applying for a recreational pilot licence flight radio endorsement, controlled aerodrome endorsement or airspace endorsement
- › exercising the privileges of a flight crew licence
- › a student pilot flying solo and operating an aircraft radio.

Note: This requirement may not apply if you are the holder of a pilot licence that was granted on or before 4 March 2008 and the flight is within Australian territory.

There are two kinds of ELP – Aviation English Language Proficiency (AELP) and General English Language Proficiency (GELP).

This section details the requirements for AELP and GELP assessments and assessors.

Note: When applying for the grant of an aeronautical radio operator certificate you must provide evidence of your AELP or GELP (as is applicable).



There is a current exemption that simplifies the English language proficiency assessment process. The exemption permits you to undertake an AELP assessment with an approved person, whereas the current Part 61 legislation only permits, in the first instance, this assessment to be undertaken by CASA or an examiner.

Aviation English language proficiency (61.255, 61.260 and MOS Schedule 2)

An AELP assessment scores your verbal proficiency in English and aviation terminology. The details of the assessment are described in unit AEL in Schedule 2 of the MOS.



You must apply in writing to CASA or an examiner for an AELP assessment.

You must hold a current AELP for the issue of:

- › a recreational pilot licence (RPL) with a flight radio endorsement
- › a private pilot licence (PPL)
- › a commercial pilot licence (CPL)
- › an air transport pilot licence (ATPL).

The assessment includes pronunciation, structure, vocabulary, fluency, comprehension and interactions. The assessment system is based on the ICAO English Language proficiency standards.

You receive a score between 1 and 6 for each item. Your overall rating will be the lowest item score you receive.

If CASA or your examiner determines you do not meet the ICAO level 6 English language requirements you will be referred to an aviation English language proficiency assessor.

If this assessor determines you meet the ICAO Level 4, 5, or 6 aviation English proficiency standard you have passed the assessment. If you do not meet this standard you will need to undertake any training recommended before reattempting the assessment.

Your AELP assessment will be current as follows:

- › ICAO level 6: indefinitely
- › ICAO level 5: 6 years from the date of the assessment
- › ICAO level 4: 3 years from the date of the assessment.

You must undertake a new assessment before the end of the period specified to continue to exercise the privileges of your licence.

You can find detailed information on the AELP and assessment procedures on the CASA website at Aviation English Language Proficiency.

General English language proficiency (61.255, 61.265 and MOS Schedule 2)

The GELP assesses everyday use of English and does not test knowledge of aviation-specific terminology. The GELP can only be used to apply for specific licences and certificates.

The GELP applies to you if you are either just starting your flight training or want to be able to use aviation air-band radios. The required standards are described in unit GEL in Schedule 2 of the MOS.

You may use your GELP for the issue of the following:

- › recreational pilot licence holders (RPL) who do not have a flight radio endorsement
- › an aeronautical radio operator certificate (AROC).

For an RPL, the English proficiency requirements are slightly different to other licences. If you are applying for an RPL, you must:

- › have been assessed by CASA or an examiner as meeting the general English language proficiency requirements in the MOS Schedule 2
- › have satisfied your applicable Part 141 or Part 142 Head of Operations (HOO) or an instructor authorised by the HOO that you have successfully completed one of the general English language proficiency tests in the MOS.

You can find information on the GELP and assessment procedures on the CASA website at General English Language Proficiency.

Who may be an English language proficiency assessor (61.270)

You may apply to CASA for approval to be an English language proficiency assessor provided you have successfully completed an approved course in aviation English language proficiency training and assessment.

Once CASA is satisfied you have completed an approved course, CASA must, subject to regulation 11.055, issue you an approval.

Alternate GELP assessment

You are also a GELP holder if you provide evidence of having satisfied the assessor (approved person) that you:

- › meet the requirements of the GELP unit (specifically 5.1.2)
- › have sufficient general English language proficiency to:
 - » safely conduct a solo flight if you are a student pilot
 - » safely exercise the privileges of an RPL if you are an applicant for an RPL
 - » safely transmit on an aviation radio if you propose to do so.

2.5 Training activities without a licence, rating or endorsement

During your flight training, to gain your licence, rating or endorsement, you will be authorised to conduct certain activities under the supervision of your instructor or examiner. These are as follows:

- › operating an aircraft radio without a licence
- › flights without a rating or endorsement
- › flights without a proficiency check or flight review.



Operating an aircraft radio without a licence (61.120)

During your flight training, you will be required to make radio transmissions.

Regulation 91.625 of CASR states you must not transmit on an aviation safety radio frequency unless authorised or qualified to do so.

However, during flight training (to gain your licence, rating or endorsement), you are authorised and may transmit on an aviation safety radio frequency without the applicable flight crew licence or flight radio endorsement if the transmissions are:

- › made while you are receiving training for a flight crew licence or flight radio endorsement
- › approved by your instructor for either:
 - » safely conducting a flight your flight instructor approves
 - » receiving aircraft radio training.



As the holder of a flight crew licence or the holder of a recreational pilot licence and a flight radio endorsement you may operate an aircraft radio.

Flight activities without a rating or endorsement (61.125)

You may undertake activities for which you do not hold the relevant rating or endorsement provided:

- › you are a licensed pilot
- › the activity is approved and conducted under the supervision of your flight instructor
- › you either:
 - » meet the applicable aeronautical experience requirements for the rating or endorsement
 - » are receiving flight training or taking a flight test to gain the rating or endorsement.



A flight activity includes solo night circuit training where you are the pilot in command but you do not hold a rating that permits you to undertake the flight.

Flight activities without a proficiency check or flight review (61.126)

If you have not successfully completed the required proficiency check or flight review for a particular activity, you may only undertake that activity when undertaking the applicable:

- › proficiency check
- › flight review
- › related training.



This would apply, for example, after the expiry of your previous proficiency check or flight review for the activity.

A flight activity includes formation flying with an instructor or flight examiner who is assessing your competency.

2.6 Training in an approved simulator

Training in an approved simulator – when required (61.205)

In large and complex aircraft, training for some ratings and endorsements can involve high-risk activities and sequences.

As a result you must use an approved simulator and not an aircraft in the following circumstances:

- › training involving an aircraft class rating or type rating in an aircraft certified to carry more than 9 passengers when an approved flight simulator is available within Australia
- › training involving an aircraft class rating or type rating in an aircraft certified to carry more than 19 passengers and when an approved simulator is available outside Australia
- › training involving an aircraft class rating or type rating in an aircraft with a maximum certified take-off weight of more than 8,618 kg and when an approved simulator is available outside Australia.



Available for training means able to be used for the training.

FSTD standards for multi-crew cooperation training

(Legislative instrument F2015L01428)

Prescribed qualification standards for FSTD (MCC training – aeroplane) instrument 2105 (edition 1)

If you are conducting training in a flight simulation training device (FSTD) for multi-crew cooperation (MCC), you must refer to the legislative instrument F2015L01428. The instrument sets out the qualification standards required of an FSTD for use in MCC training.

2.7 Medical certificate requirements

General (61.405, 61.410 and 61.415)

To undertake a flight test and to exercise the privileges of your licence you must hold a valid medical certificate, exemption or self-declaration and:

- › comply with any limitations or conditions stated on the certificate or exemption
- › not exercise the privileges of your licence during any period of temporary medical unfitness that could render you unable to exercise those privileges safely.



Table 3: Medical certificate requirements

Licence type	Medical requirements	Certificate currency
Recreational pilot licence (RPL) holder	<p>hold one of the following:</p> <ul style="list-style-type: none"> › a current Class 1 or 2 medical › a current recreational aviation medical practitioner's certificate (RAMPC) that meets the modified Austroads medical standard detailed in regulation 67.262 (see below in this section) and you: <ul style="list-style-type: none"> » have provided a copy to CASA » have received written acknowledgement from CASA of the receipt of the copy » carry both above documents in the aircraft › a medical exemption › a Class 5 medical self-declaration 	<ul style="list-style-type: none"> › a Class 1 medical certificate is valid for 1 year › a Class 2 medical certificate is valid for: <ul style="list-style-type: none"> » 4 years if you are under 40 years on the day of your medical examination » 2 years if you are over 40 years › for an RAMPC, the shortest of the following periods, commencing on the day it was signed by the medical practitioner and ending: <ul style="list-style-type: none"> » 24 months after that day if you are less than 65 years » 12 months after that day if you are 65 years or older » at the stated time on the certificate › for a Class 5 medical self-declaration see section 2.7 of this guide for the currency specific to age range
Private pilot licence (PPL) holder	<p>hold one of the following:</p> <ul style="list-style-type: none"> › a current Class 1 or 2 medical › a medical exemption › a Class 5 medical self-declaration › if flying a recreational aircraft under the VFR (only), you may hold a current recreational aviation medical practitioner's certificate (RAMCP) that meets the modified Austroads medical standard detailed in regulation 67.262 (see below in this section) and you: <ul style="list-style-type: none"> » have provided a copy to CASA » have received written acknowledgement from CASA of the receipt of the copy » carry both above documents in the aircraft 	<ul style="list-style-type: none"> › a Class 1 medical certificate is valid for 1 year › a Class 2 medical certificate is valid for: <ul style="list-style-type: none"> » 4 years if you are under 40 years on the day of your medical examination » 2 years if you are over 40 years › for an RAMPC, the shortest of the following periods, commencing on the day it was signed by the medical practitioner and ending: <ul style="list-style-type: none"> » 24 months after that day if you are less than 65 years » 12 months after that day if you are 65 years or older » at the stated time on the certificate › for a Class 5 medical self-declaration see section 2.7 of this guide for the currency specific to age range
Relevant private pilot licence holder (see details below this table)	<p>hold an aviation medical certificate (basic Class 2)</p> <p><u>CASA EX49/24 — Medical Certification (Private Pilot Licence Holders with Basic Class 2 Medical Certificate) Exemption 2024 applies</u></p>	as stated on the certificate

Licence type	Medical requirements	Certificate currency
Commercial pilot licence (CPL) holder	<p>hold one of the following:</p> <ul style="list-style-type: none"> › a current Class 1 medical › a medical exemption <p>Note: As the holder of a CPL, you may exercise the privileges of a:</p> <ul style="list-style-type: none"> › PPL if you hold a current Class 2 medical certificate › RPL if you hold a current recreational aviation medical practitioners' certificate (RAMPC) and you: <ul style="list-style-type: none"> › have provided a copy to CASA › have received written acknowledgement from CASA of the receipt of the copy › carry both above documents in the aircraft 	<ul style="list-style-type: none"> › a Class 1 medical certificate is valid for 1 year › a Class 2 medical certificate is valid for: <ul style="list-style-type: none"> › 4 years if you are under 40 years on the day of your medical examination › 2 years if you are over 40 years › for an RAMPC, the shortest of the following periods, commencing on the day it was signed by the medical practitioner and ending: <ul style="list-style-type: none"> › 24 months after that day if you are less than 65 years › 12 months after that day if you are 65 years or older › at the stated time on the certificate › for a Class 5 medical self-declaration see section 2.7 of this guide for the currency specific to age range
Multi-crew pilot licence (MPL) holder	<p>hold one of the following:</p> <ul style="list-style-type: none"> › a current Class 1 medical › a medical exemption 	<ul style="list-style-type: none"> › a Class 1 medical certificate is valid for 1 year
Air transport pilot licence (ATPL) holder	<p>hold one of the following:</p> <ul style="list-style-type: none"> › a current Class 1 medical › a medical exemption <p>Note: As the holder of an ATPL, you may exercise the privileges of a:</p> <ul style="list-style-type: none"> › PPL if you hold a current Class 2 medical certificate › RPL if you hold a current recreational aviation medical practitioners' certificate (RAMPC) and you: <ul style="list-style-type: none"> › have provided a copy to CASA › have received written acknowledgement from CASA of the receipt of the copy › carry both above documents in the aircraft 	<ul style="list-style-type: none"> › a Class 1 medical certificate is valid for 1 year › a Class 2 medical certificate is valid for: <ul style="list-style-type: none"> › 4 years if you are under 40 years on the day of your medical examination › 2 years if you are over 40 years › for an RAMPC, the shortest of the following periods, commencing on the day it was signed by the medical practitioner and ending: <ul style="list-style-type: none"> › 24 months after that day if you are less than 65 years › 12 months after that day if you are 65 years or older › at the stated time on the certificate › for a Class 5 medical self-declaration see section 2.7 of this guide for the currency specific to age range

Note: The Class 5 medical self-declaration is only valid for the flight test for the RPL. A Class 5 medical self-declaration cannot also be used to exercise the privileges of all licences. For example, a Class 5 medical Self-declaration can be used by the holder to exercise the privileges of the RPL or PPL but not the CPL or ATPL.

Note: CASR 67.262 refers to the definition of ‘meets the modified Austroads medical standards’.

Note: You are a relevant private pilot licence holder if you:

- › hold a PPL
- › having applied to CASA and been issued an aviation medical certificate (basic Class 2)
- › have been certified as meeting the basic Class 2 medical standard by a medical examiner.

Note: You may only exercise the privileges of your relevant private pilot licence (this includes exercising the privileges of any related operational rating, instrument endorsement or flight activity endorsement) if there are no medical limits to you doing so and you are undertaking a single-pilot operation and:

- › the most recent fitness review date has not passed
- › the flight is a private operation, or you are undertaking a flight test, relevant check or review associated with your PPL or RPL
- › the flight is VFR by day, below 10,000 ft, within Australian territory and in a piston-engine aeroplane with a MTOW of less than 8,618 kg
- › if carrying passengers, you have informed each passenger (or their legal guardian) that you:
 - » do not hold a standard medical certificate but hold an aviation medical certificate (basic Class 2), that is assessed against the Ausroads commercial vehicle driver medical standards and permits you to use your PPL (with conditions)
 - » you are carrying your aviation medical certificate (basic Class 2) and a copy of those conditions.

Class 5 medical self-declaration
(Instrument number CASA EX01/24 Flight Crew Medical Status (Class 5 Medical Self-declaration) Exemption 2024)

The Class 5 medical self-declaration allows private and recreational pilots to self-assess and self-declare, without requiring a medical assessment. You must meet fitness and eligibility requirements, complete and pass an online test and operate in accordance with specified operational limitations.

You may apply for a Class 5 medical self-declaration if you are:

- › a student pilot
- › an applicant for an RPL
- › the holder of a PPL or an RPL conducting single-pilot operations only.

When you complete the medical fitness online portal self-assessment on the CASA website, you will automatically be provided with a Class 5 medical self-declaration. You must always keep a copy on you while you are exercising the privileges associated with your self-declaration and show that copy to any CASA inspector who wishes to see it.

Your Class 5 medical self-declaration must be renewed before the date specified on your self-declaration document or you cannot continue to exercise the privileges of your Class 5 medical self-declaration. Periods of validity are as shown in table 4 and will also appear on your self-declaration document.

Table 4: Period of validity for a Class 5 medical self-declaration

Your age at the time of completing the online assessment	You hold a conditional driver licence	Period of time at which another self-declaration will be required
Younger than 40 years	No	5 years
	Yes	2 years
Between 40 and 75 years	No	2 years
	Yes	2 years
Older than 75 years	Yes or No	1 year

There are certain circumstances that will stop you being eligible to hold a Class 5 medical self-declaration:

- › you will temporarily stop being an eligible person if you have a medically significant condition that lasts for more than 30 days and impairs you from undertaking:
 - » a solo flight in an aircraft, if you are a student pilot
 - » a flight test if you are applying for an RPL, or a rating
 - » single pilot operations as the holder of an RPL or PPL
- › you will stop being eligible if you:
 - » become a disqualified person
 - » have a medically significant condition that lasts for more than 60 days and impairs you from undertaking:
 - a solo flight in an aircraft if you are a student pilot
 - a flight test if you are applying for an RPL, a PPL or a rating
 - single pilot operations as the holder of an RPL or PPL.

As a student pilot, applicant for an RPL, or holder of an RPL or PPL in single-pilot operations:

- › you must notify CASA within 30 days if you know or believe you have a medically significant condition that has lasted for more than 30 days that impairs your ability to conduct a solo flight
- › you must notify CASA within 30 days and surrender your Class 5 medical self-declaration if:
 - » you become a disqualified person because you:
 - have a driver's licence refused or cancelled because you do not comply with the required medical standards or have failed to undergo a required medical examination
 - are diagnosed with a disqualifying medical condition
 - are regularly taking or using a disqualifying medication or substance
 - are experiencing problematic use of a substance

- » the date specified on your Class 5 medical self-declaration has passed
- » you know or have reasonable grounds to believe that you have a medically significant condition that has lasted for more than 60 days that impairs your ability to conduct a solo flight.

As the holder of a Class 5 medical self-declaration you must conduct all flights:

- › under the VFR by day
- › below an altitude of 10,000 ft
- › within Australian-administered airspace
- › in an aircraft with a maximum take-off weight (MTOW) less than 2,000 kg.

In addition, any flight test you undertake cannot carry passengers or conduct any flight activities (i.e. formation or aerobatic flying).

You must not commence a solo flight, a flight test or a flight as the pilot of a single-pilot operation if:

- › your self-declaration is no longer valid
- › you believe you have a medically significant condition that will impair your ability to fly
- › you are a disqualified person
- › you stopped being an eligible person and have not again successfully completed your Class 5 medical online assessment for medical fitness.

You must cease a solo flight, a flight test or a flight as the pilot of a single-pilot operation as soon as practicable (i.e., land early, divert or change altitude) if:

- › there are changes to your health (temporary or longer-term) that may impact your ability to fly solo or will have an impact on aviation safety
- › any issue arises that reduces your capacity to control the aircraft.

If you are required to wear correcting lenses you must:

- › have acceptable correcting lenses available for use during all flights
- › have within reach, while performing duties essential to the operation of the aircraft during flight a spare pair of spectacles for each pair of correcting lenses that you require.

Exempted activity – medical requirements

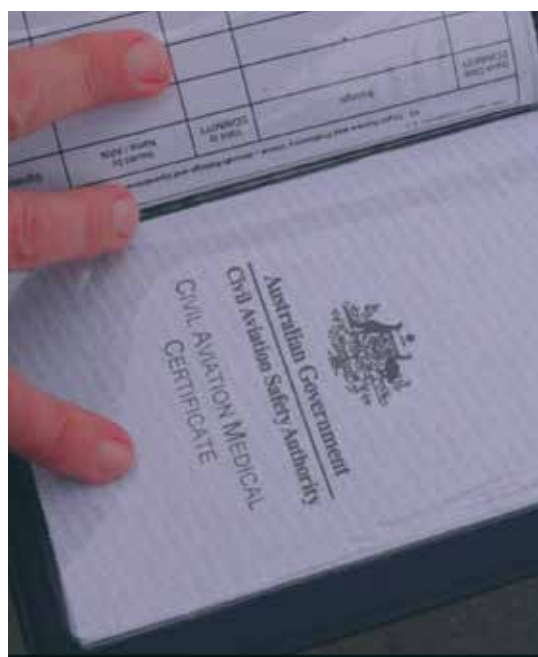
(Instrument number CASA EX28/23 Class 1 Medical Certificate (Certain Flights by Holders of a Commercial Pilot Licence or Air Transport Pilot Licence) Exemption 2023)

If you are the holder of a CPL or ATPL and wish to conduct an exempted activity, you may do so without a current Class 1 medical certificate provided you hold a current Class 2 medical certificate. An exempted activity is a flight that is:

- › not conducted (wholly or in part) in a foreign country
- › in an aircraft with a MTOW less than 8,618 kg
- › not carrying passengers.

You may conduct these operations as an experienced pilot who no longer meets the Class 1 medical standard (either by circumstance or choice). For example, you could conduct aerial photography, aerial survey or freight carriage (if the operations meet the exempted activity requirements above) holding a Class 2 medical.

Note: This exemption does not apply to you when operating a community service flight (see section 2.16 of this guide).



Foreign cadet pilots

(Instrument number CASA EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024)

If you are a foreign cadet pilot, you are not required to hold a current Class 1 medical certificate to undertake a CPL flight test if you:

- › hold a current Class 2 medical certificate
- › hold, or have held, a Class 1 medical assessment issued by the National Aviation Authority (NAA) of your country of residence.

Note: A foreign cadet pilot is someone who:

- › is not a citizen or a permanent resident of Australia
- › is a student registered to undergo flight training with a Part 141 or Part 142 operator
- › is undertaking training for a CPL under the sponsorship of a foreign aircraft operator
- › takes a flight test for a CPL.

2.8 Carriage of personal documents by licence holders

(61.420)

You must carry the following personal documents on any flight to exercise the privileges of your licence:

- › your licence document
- › your Class 1 or 2 medical certificate (as applicable)
- › a recreational aviation medical certificate and the acknowledgement from CASA of receipt of the medical certificate (if applicable)
- › your exemption to a medical certificate (if applicable)
- › your Class 5 medical self-declaration (if applicable)
- › a current document that includes a photo of your full face, head and shoulders that was issued in the last 10 years by a Commonwealth, state or territory government authority or a government authority of a foreign country, state or province.

2.9 Aeronautical knowledge examinations

(MOS Schedule 3)

The purpose of aeronautical knowledge examinations is to assess if you have obtained and can apply the knowledge required to safely exercise the authorisation you are training for. The knowledge standards are specified in Schedule 3 of the MOS.

A Part 141 or Part 142 operator may set aeronautical knowledge examinations for the RPL and a flight crew rating (other than an instrument rating and for flight crew endorsements). The policy and detailed requirements for an operator to develop their examinations are contained in paragraph [15.6 – CASA Examination Policy – CASR 141 and 142 Operators](#) of the Flight Crew Licensing Manual on the CASA website.

For theory examinations set by CASA or a Part 141 or Part 142 operator, the examination system generates a knowledge deficiency report (KDR). The KDR references the relevant knowledge standards where you have failed to demonstrate competency by answering a question incorrectly.

The pass grades and time limits for all theory examinations are prescribed in Schedule 4 of the MOS. For an examination with multiple parts, you must pass all parts within the required window (two years). After this time, if you have not passed all parts, you must undertake all parts of the examination again.

Where to find any specific licence, rating or endorsement aeronautical knowledge examination requirement (MOS Schedule 3)

Specific aeronautical knowledge examination requirements by licence and endorsement are found in the following sections:

- › RPL:
 - » MOS – Schedule 3, Appendix 1
 - » section 5 of the FCLM
 - » section 15 of the FCLM
- › PPL:
 - » MOS – Schedule 3, Appendix 1
 - » section 6 of the FCLM
 - » section 15 of the FCLM
- › CPL:
 - » MOS – Schedule 3, Appendix 1
 - » section 7 of the FCLM
 - » section 15 of the FCLM
- › ATPL:
 - » MOS – Schedule 3, Appendix 1
 - » section 8 of the FCLM
 - » section 15 of the FCLM.



Specific aeronautical knowledge examination requirements by rating are found in the following sections:

- › Schedule 1 section L of the MOS covers ratings and endorsements
- › section 4 of the FCLM.

Aeronautical knowledge examination requirements (61.215)

CASA may set aeronautical knowledge examinations for the grant of a flight crew licence, rating or endorsement in accordance with the aeronautical knowledge standards mentioned in the MOS.

A Part 141 or Part 142 operator, with a regulation 61.040 approval and in accordance with the MOS, may set aeronautical knowledge exams for:

- › recreational pilot licences
- › flight crew ratings other than instrument ratings
- › flight crew endorsements.

Third-party providers may be approved by CASA to facilitate exams. These exams are conducted at times and places decided by the relevant provider.

Note: For aeronautical knowledge examinations specific to the issue of your ATPL see section 4.14 of this guide.

Identification requirements for sitting a flight crew licence exam

Before sitting a flight crew licence exam, you must show a current photographic identification document (ID).

You need to show your ID to the exam supervisor, also known as the invigilator, before each exam. The invigilator will not accept photocopies of documents or identity documents that have expired. Acceptable forms of ID are:

- › Australian aviation security identity card (ASIC)
- › a driver's licence from any Australian state road transport licensing authority
- › a digital driver's licence (DDL) from an Australian road transport licensing authority
- › an Australian government (state or federal) public service or statutory body ID (you must be a current serving member and the ID must have the official Australian Commonwealth or Australian State emblem)
- › an Australian (state or federal) police or Australian military ID (if you are a current member)
- › a current international passport
- › a current Australian passport
- › 'Proof of Age' or 'Proof of Identity' ID issued by the Australian federal or state police or an Australian state government shop-front.

Note: New AVIDs are simple letters with no photograph. This type of AVID will not be accepted.

Pass standards for aeronautical knowledge exams (61.225 and 61 MOS Schedule 4, Section 1)

When you complete an aeronautical knowledge exam, you will be issued a pass if you meet the applicable requirements from the MOS (see table 5).

An exam may have separate parts, and you must pass all of those parts within 2 years to be taken to have a pass in that examination.

Table 5: Pass Standards Required (MOS 11 and MOS Schedule 4 Section 1 Appendices 1.0 and 1.4)

Examination code	Examination subject	Pass standard %
Recreational Pilot Licence (RPL)		
RPLA	RPL – Aeroplane	70
Private Pilot Licence (PPL)		
PPLA	PPL – Aeroplane	70
Commercial Pilot Licence (CPL) and Multi-Crew Pilot Licence (MPL)		
CNAV*	CPL – Navigation	70
CMET*	CPL – Meteorology	70
CHUF*	CPL – Human Factors	70
CLWA	CPL – Flight Rules and Air Law	80
CADA	CPL – Aerodynamics	70
CSYA	CPL – Aircraft General Knowledge	70
CFPA	CPL – Operation, Performance and Planning	70
Air Transport Pilot Licence (ATPL) and Multi-Crew Pilot Licence (MPL)		
AALW*	ATPL – Air Law	80
AHUF*	ATPL – Human Factors	70
AMET*	ATPL – Meteorology	70
ANAV*	ATPL – Navigation	70
AFPA	ATPL – Flight Planning	70
APLA	ATPL – Performance and Loading	70
AASA	ATPL – Aerodynamics and Aircraft Systems	70
IREX*	Instrument Rating	70

*Examinations are common to other aircraft category ratings e.g. helicopter.

Knowledge deficiency reports for aeronautical knowledge exams (61.230)

If your exam mark is less than 100% but greater than 51%, you will receive a knowledge deficiency report (KDR) from the examination provider. The report will detail the competency standards in which you are deficient.

If your training provider did not conduct the exam, a copy will also be given to your training provider.

Process should you fail an aeronautical knowledge exam (61.225)

If you fail an exam, or part of an exam, the following will apply:

- › first, second or third fail of a specific subject examination there is no minimum re-training period required and you may reattempt when ready
- › if you have had 3 failed attempts at an examination or part of an examination, you are not permitted to attempt the examination or part again for 3 months from the third failed attempt
- › if you have had 4 failed attempts at an examination or part of an examination, you cannot attempt the examination or part again until CASA is satisfied you have completed appropriate remedial training. You must provide CASA with proof of the theory retraining from the provider or the HOO of the organisation where the retraining was undertaken, including a detailed report of the retraining completed.

There are no specific requirements for retraining. Theory providers, flight schools and instructors should conduct retraining by going through each of the KDR items and the key elements in that particular subject, especially those that are safety related. It may not be necessary to repeat the whole course.

Extension of time due to COVID **(Instrument number CASA EX138/21** **Aeronautical Knowledge Examinations** **(Extension of Time Due to COVID-19)** **Exemption 2021)**

You are exempt from the requirement of completing all parts of either your commercial licence or air transport pilot licence within a two year time period if you have:

- › passed at least 1 part of the aeronautical knowledge exam for a commercial licence or air transport licence between the 16 March 2018 and 15 September 2021
- › requested in writing from CASA an extension of the timeframe to complete the remaining part(s) of the aeronautical knowledge exam
- › passed all parts of the exam within 3 years.

If requested by CASA, you must demonstrate to CASA that an Australian or foreign law (in response to the COVID-19 pandemic) made it impossible, impractical or unreasonable for you to pass all parts of the examination within a two-year time period. For example, your exam sitting was cancelled due to state government-imposed restrictions.

2.10 Where to find specific licence, rating or endorsement flight training competency requirements

Specific flight training competencies by licence and endorsement can be found in the following sections:

- › RPL:
 - » MOS – Schedule 1, Section G
 - » section 4 and 5 of the FCLM
- › PPL:
 - » MOS – Schedule 1, Section H
 - » section 4 and 6 of the FCLM
- › CPL:
 - » MOS – Schedule 1, Section I
 - » section 4 and 7 of the FCLM
- › ATPL:
 - » MOS – Schedule 1, Section K
 - » section 4 and 8 of the FCLM.

Specific flight training competencies by rating can be found in the following sections:

- › Schedule 1 Section L of the MOS covers ratings and endorsements
- › section 4 of the FCLM.

2.11 Flight test requirements

(61.235, 61.240, 61.245, 61.250 and MOS Schedule 5)

A flight test is an evaluation used to assess multiple units and elements to confirm your skills, knowledge and behaviours in an operational context.

The flight test evaluates your competency as assessed by the training provider. It emphasises the skills needed to exercise authorisation privileges safely. It should mirror real-world flying situations, requiring problem-solving to demonstrate your ability to apply learned skills, knowledge, and behaviours in operational scenarios.

The flight test standards to be applied are detailed in Schedule 5 of the MOS.

Licence flight test eligibility requirements (61.235)

You are eligible to take any flight test other than those associated with overseas flight authorisations if you:

- › meet the minimum age requirements for the applicable licence:
 - » 16 years of age for an RPL
 - » 17 years of age for a PPL
 - » 18 years of age for a CPL
 - » 21 years of age for an ATPL
- › have passed the applicable aeronautical knowledge examinations
- › meet the applicable flight training requirements
- › meet the applicable aeronautical experience requirements
- › have a current aviation English language proficiency assessment (or, for an RPL, meet the English language proficiency requirements in section 4.11 of this guide).

For other than an ATPL flight test:

- › you must have received written certification from an approved person (see below) you meet the age, knowledge, flight training, experience and English language requirements
- › your applicable flight examiner:
 - » has received, from your training provider, your knowledge deficiency reports if your score was less than 100%
 - » is satisfied, regarding any identified deficiencies and associated competency standards, you have sufficient knowledge to safely exercise your licence privileges.

For any flight tests in an aircraft, you must have one of the following (see section 2.7 of this guide):

- › the licence (i.e., Class 1 or 2 or a Class 5 medical self-declaration [for an RPL only])
- › a medical exemption
- › a recreational aviation medical practitioner's certificate for an RPL flight test (only).

Note: An approved person, as described above, refers to:

- › the head of operations (HOO) or a person nominated in the operations manual as responsible for flight training of a Part 141 operator, if this is your training provider
- › the HOO or a person nominated in the operations manual as responsible for flight training of a Part 142 operator, if this is your training provider
- › the person who holds the approval if your training provider is the holder of an approval under regulation 141.035 or Part 142.040.

Flight crew rating flight test eligibility requirements

(61.235, 61.245 and MOS Schedule 5)

You are eligible to take a flight test for a rating (other than those associated with overseas ratings) if you have received written certification from an approved person, you meet the knowledge, flight training and experience requirements for the issue of the rating and you:

- › for an operational rating, pass the applicable aeronautical knowledge examinations
- › meet the applicable flight training requirements
- › meet the applicable aeronautical experience requirements
- › have (for a flight test in an aircraft) one of the following (see section 2.7 of this guide):
 - » a current Class 1 or 2 medical certificate
 - » a Class 5 medical self-declaration (for RPL only)
 - » a medical exemption
 - » a recreational aviation medical practitioner's certificate.

Note: An approved person as described above refers to:

- › the HOO or a person nominated in the operations manual as responsible for flight training of a Part 141 operator, if this is your training provider
- › the HOO or a person nominated in the operations manual as responsible for flight training of a Part 142 operator, if this is your training provider
- › the person who holds the approval if your training provider is the holder of an approval under regulation 141.035 or Part 142.040.

Consequences of taking a flight test when ineligible (61.240)

If you complete a flight test without meeting all of the eligibility requirements, you will be considered not to have passed the test.

Where to find flight test requirements for licences, ratings or endorsements

Specific flight test requirements by licence and endorsement are found in the following sections of the MOS:

- › RPL:
 - » Schedule 1, Section 12
 - » Appendix of Schedule 5, G.1
- › PPL:
 - » Schedule 1, Section 12
 - » Appendix of Schedule 5, H.1
- › CPL:
 - » Schedule 1, Section 12
 - » Appendix of Schedule 5, I.1
 - » ATPL Schedule 1, Section 12.

Specific flight test requirements by rating are found in the following sections:

- › Schedule 1 section L of the MOS
- › Appendix 5, Schedule L and Q.

Pass standards for flight tests (61.250)

During your flight test your flight examiner will assess your performance against the MOS flight test competency standards. If you meet these standards, you will be given a pass in the flight test for the licence, rating or endorsement.

Aircraft or simulator flight test requirements (61.245)

Your flight test for a flight crew licence, rating or endorsement must be conducted in either:

- › a relevant aircraft or an approved flight simulator
- › an aircraft or approved flight simulator applicable to that category, class or type for a flight test for a rating or endorsement that is limited to a particular aircraft category, class or type.

Flight test requirements for aircraft with more than 9 seats (61.245)

If you are being tested for an aircraft class rating or type with a maximum certificated passenger seating capacity of more than 9, and there is an approved flight simulator available in Australia, your flight test must be conducted in the applicable simulator, not the aircraft.

Also refer to section 2.6 of this guide.

Flight test requirements for aircraft with more than 19 seats or 8,618 kg maximum take-off weight (61.245)

If you are being tested for an aircraft class rating or type with a maximum certificated passenger seating capacity of more than 19 or a maximum certificated take-off weight of more than 8,618 kg, and there is an approved flight simulator available outside Australia, your flight test must be conducted in the applicable simulator, not the aircraft.

Also refer to section 2.6 of this guide.

Flight examiner or 61.040 approval holder flight test requirements (61.245)

Your flight test must be conducted by a flight examiner or an applicable Part 61.040 approval holder (as nominated by your training provider).

CASA flight test notifications (61.245)

CASA may, before your flight test commences, and by written notice to your training provider, either:

- › nominate a different flight examiner or Part 61 approval holder to conduct your flight test
- › nominate themselves to conduct the flight test.

2.12 Application requirements for your licence, rating or endorsement

Overview

Once you have completed the Part 61 requirements, you may apply to CASA for your licence, rating or endorsement.

Who may grant your licence, rating or endorsement (61.150)

CASA may grant you a Part 61 flight crew licence, rating or endorsement.

A flight examiner may grant a rating on a pilot licence or endorsement provided the rating or endorsement is not:

- › an aircraft category rating
- › a flight examiner rating
- › a flight test endorsement.

For more information on flight examiner qualifications and privileges, see chapter 12 of this guide.

Pilot instructors may grant a pilot licence endorsement other than:

- › a flight examiner endorsement
- › a grade 1 or grade 2 training endorsement
- › an endorsement for which a Part 61 flight test is required.

For more information on pilot instructor qualifications and privileges, see chapter 11 of this guide.

Part 141.035 or Part 142.040 approval holders may grant a flight crew endorsement if authorised to conduct the flight training for the endorsement.

Part 61.040 approval holders may grant:

- › a flight crew rating other than a flight examiner rating
- › a flight crew endorsement other than a flight test endorsement.

Applying for your flight crew licence, rating or endorsement (61.155)

Once you have met the relevant Part 61 requirements for a licence, rating or endorsement, you may apply for the grant of that licence, rating or endorsement.

In many cases, the grant of a flight crew licence, rating or endorsement includes the underlying requirement to hold another licence, rating or endorsement. For example, before the issue of a low-level rating, you must hold a PPL, CPL or ATPL.

Both applications can be made at the same time. Any applicable underlying requirement is known as the 'first authorisation' while the granting of an additional licence, rating or endorsement is known as the 'second authorisation'.

You may either:

- › apply for the first and second authorisations at the same time
- › apply for the second authorisation any time after applying for the first authorisation even if you have yet to be granted the first.

Your application to CASA must be in writing and include a recent photograph showing your full face, head and shoulders. However, you do not have to include the photograph if, within the previous 10 years, you have already submitted a photo to CASA:

- › in another flight crew licence application
- › in response to a CASA identification request.

2.13 Granting of a licence, rating or endorsement

Overview

CASA may issue any licence, rating or endorsement, whereas flight examiners, instructors and approval holders are more limited and cannot, for example, issue licences.

How CASA grants licences (61.155, 61.160 and 61.175)

CASA must grant you a flight crew licence if you:

- › meet the applicable Part 61 requirements
- › have a current aviation English language proficiency assessment for a licence (other than an RPL) or meet the regulation 61.265 English language proficiency requirements for an RPL
- › meet the requirements of regulation 6.57 of the Aviation Transport Security Regulations 2005 (Flight crew licences etc – requirements in relation to issue).



Regulation 6.57 refers to providing suitable evidence of your identity which is a Category A document (for example, an Australian birth certificate or notice of Australian citizenship) and either:

- › a category B document that provides photographic proof of your identity (for example, an Australian driver's licence or passport [Australian or foreign])
- › two category C documents (for example, a Medicare card or private health membership card).

Your application must:

- › be in writing
- › include an application for an aircraft category rating if the application is for your pilot licence.

If you do not hold an existing licence, CASA will issue you a licence document indicating you are authorised to exercise the privileges of your new flight crew licence and any applicable ratings or endorsements.

If you already hold an existing licence, CASA will issue you a new licence document indicating you are authorised to exercise your existing licence privileges, your new licence privileges and any applicable ratings or endorsements.

Granting an operational rating (61.165, 61.175, 61.180 and FCLM 10.1)

Operational ratings significantly extend the privileges of your flight crew licence.

CASR 61 specifies the following for the issue of an operational rating:

- › the minimum licence level required for the issue of an operational rating
- › the minimum hours
- › whether an aeronautical knowledge examination pass is required prior to applying for a flight test for the issue of a rating.

For the issue of an operational rating a flight test is required. An operational rating must be issued with at least one endorsement on that rating. Subsequent to the issue of an operational rating, a suitably qualified and authorised flight examiner can issue additional endorsements on your operational rating.

Maintaining a valid operational rating is your responsibility and will require either a proficiency check or flight review depending on the rating. Table 6 details operational ratings available under Part 61.

To grant you an applicable rating, a flight examiner, instructor or approval holder must:

- › indicate on your licence document you are authorised to exercise the privileges of the applicable rating
- › give CASA written notice you meet all the applicable Part 61 rating requirements.

If you do not hold an existing licence, and the applicable rating submission is part of a new licence application, CASA will issue you a new licence document along with the applicable rating.

If you already hold an existing licence, CASA will endorse your licence document to indicate you are authorised to exercise the privileges of the rating or endorsement.

Granting your endorsement (61.170, 61.175 and 61.180)

CASA, or where applicable, a flight examiner, instructor or approval holder, will grant you an endorsement if you meet the Part 61 endorsement requirements.

To grant you an endorsement a flight examiner, instructor or approval holder must:

- › indicate on your licence you are authorised to exercise the privileges of the endorsement
- › give CASA written notice you meet all the applicable Part 61 endorsement requirements.

If you do not hold an existing licence, and the applicable endorsement submission is part of a new licence application, CASA must issue you a new licence document along with the applicable endorsement.

If you already hold an existing licence, CASA must endorse your licence document to indicate you are authorised to exercise the privileges of the endorsement.

Table 6: Operational ratings – validity and revalidation requirements

Operational rating	Validity	Revalidation required
Instrument rating	12 months	Proficiency check
Private instrument rating	24 months	Flight review
Night VFR rating	24 months	Flight review
Flight instructor rating	24 months (12 months on initial issue)	Proficiency check
Simulator instructor rating	24 months (12 months on initial issue)	Proficiency check
Low-level rating	24 months (exemption in place)	Flight review
Aerial application rating	12 months	Proficiency check
Flight examiner rating	24 months	Proficiency check

2.14 Flight training requirements

(61.195)

When applying for a flight crew licence, rating or endorsement, you must first have completed all applicable training. This means you must have:

- › received training in all the units of competency detailed in the MOS for the licence, rating or endorsement
- › received the training from either:
 - » an instructor for a Part 141 or 142 operator that is authorised to conduct flight training for the licence, rating or endorsement
 - » the holder of an approval under regulation 141.035 or 142.040 to conduct the training
- › been assessed as competent in each unit of competency by the instructor or approval holder
- › received a course completion certificate from your training provider to confirm you have completed the units of competency of the MOS and been assessed competent.

Note: This section does not apply to a design feature endorsement or flight activity endorsement. See chapter 6 and 9 of this guide for those requirements.

2.15 Flight time and aeronautical experience

(61.070, 61.075, 61.080, 61.085, 61.090, 61.095, 61.105 and 61.110)

In this guide, the term flight means in an aeroplane unless stated otherwise. For example, flight time in any category of aircraft or flight time in an aircraft would also include:

- › a helicopter
- › an airship
- › a glider
- › a gyroplane
- › a powered-lift aircraft.

When calculating your flight time or aeronautical experience, it is important to note if it is category specific, i.e. in an aeroplane only or for all aircraft that incorporates all categories of aircraft as listed above.

Your aeronautical experience as a pilot, when required to be determined, is both:

- › your flight time as a pilot
- › your simulated flight time.

Figure 8: Flight time as a pilot



Figure 9: Instrument flight time

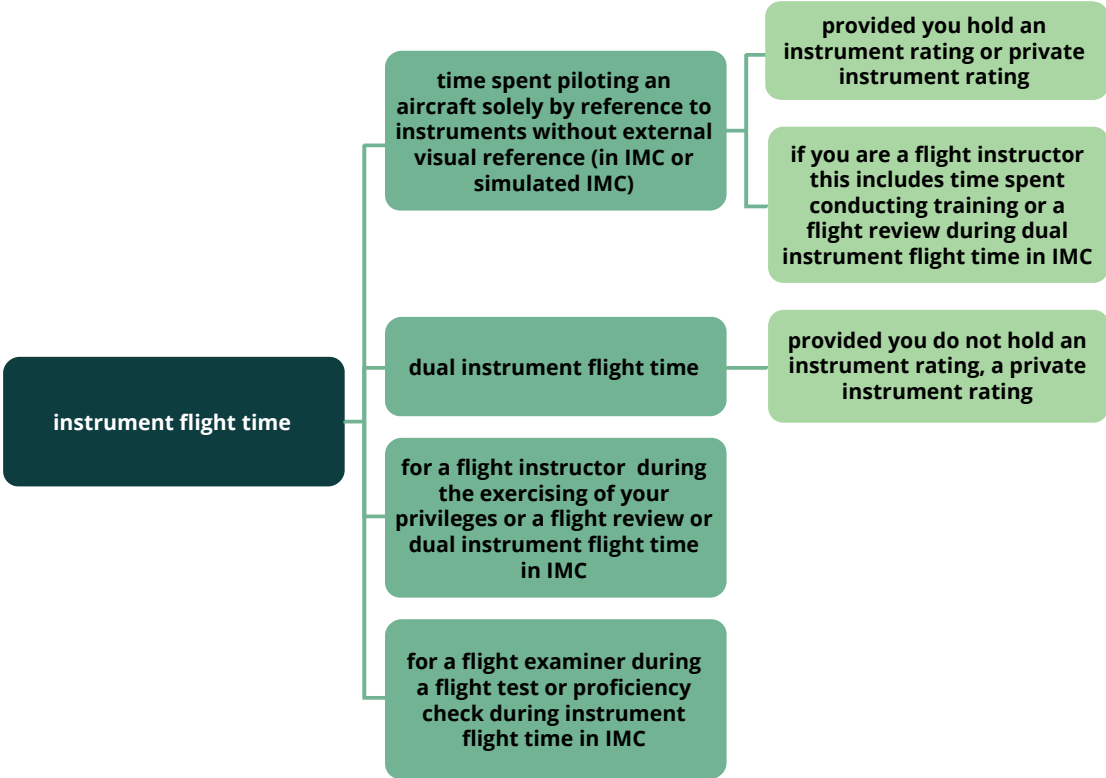
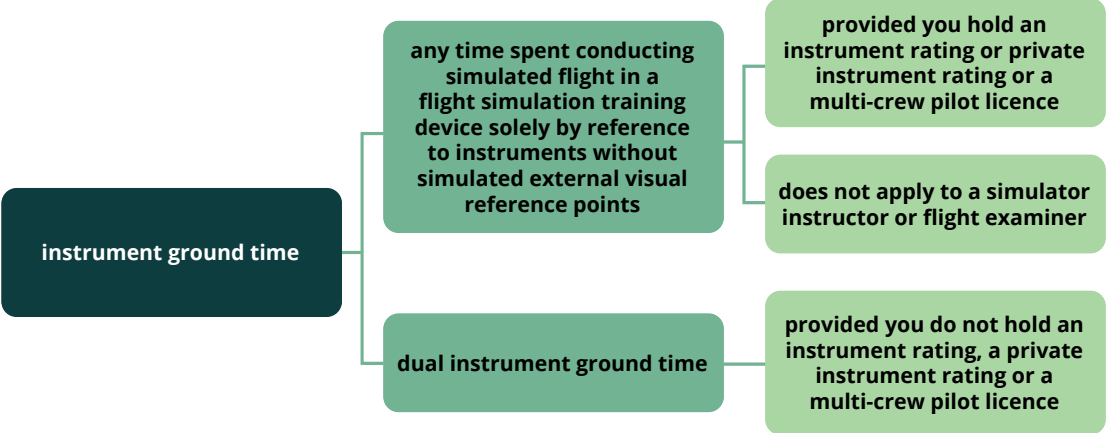


Figure 10: Instrument ground time



2.16 Flight reviews and proficiency checks

Overview

The purpose of a flight review and a proficiency check is to assess your flying skills and operational knowledge.

Like a flight review, a proficiency check assesses your competency to the standards specified by CASA. A flight examiner or a person authorised by CASA will assess you.

Completing a proficiency check for an operational rating in an aircraft can also satisfy the flight review requirement for the relevant aircraft rating.

For example, if you complete an aerial application rating proficiency check in a single-engine aeroplane, you satisfy the flight review requirement for the single-engine aeroplane class rating.

Flight reviews (61.400 and 61.745)

You must have completed a flight review if you hold an aircraft rating, operational rating or endorsement. For example:

- › aircraft class ratings
- › aircraft type ratings
- › low-level ratings
- › private instrument flight rules (IFR) ratings
- › night visual flight rules (VFR) ratings.

A flight review (in most cases) must be completed within the previous 2 years in order for you to exercise the privileges of your licence, rating or endorsement. A flight review allows you to receive refresher training to achieve the required competencies. A fail result is not recorded in this situation.

A flight review must have been completed within the last 2 years in:

- › an aircraft relevant to the rating
- › an approved flight simulator for the flight review.

Who does the flight review?

You must demonstrate competency according to each unit of competency mentioned in the MOS (Schedule 2) to either:

- › CASA
- › the holder of an approval under regulation 61.040
- › a pilot instructor who is authorised to conduct a flight review for the rating.

Flight review assessment

Your flight instructor will design a flight review that will allow them to assess your competency according to the Part 61 Manual of Standards (MOS).

Your flight review may include an assessment for more than one rating provided you conduct the flight review in an aircraft included under the relevant rating.

A flight review can also include training along with an assessment.

If necessary, your instructor may require you to complete additional refresher training. You can complete the flight review over multiple flights if needed. If the instructor determines you need refresher training, an authorised Part 141 or Part 142 flight instructor must then conduct the flight review.

When you pass the flight review, the flight instructor will notify CASA, who will update your pilot licence records. Your licence will show the codes for all ratings you have been issued and the details of your flight reviews.

Logging flight time

If you do not receive training during the flight review, log the flight time as pilot in command under supervision (PICUS).

If the flight review requires you to complete flight training, you should record the flight time in your logbook as dual flight time.

Validity period of a flight review

For example, to calculate the validity period, the intent is if you pass a flight review on 17 June 2024, then your flight review is valid from 17 June 2024 - 30 June 2026.

If you hold a flight review that is still valid (the previous flight review) you may complete a flight review for the rating within 3 months before the expiry of your previous flight review. For example, if your existing flight review expires on 31 July 2026, you may undertake a flight review in May, June or July of 2026 and your new validity will be 31 July 2028.

Note: As a holder of a low-level rating, the legislation requires your flight review to be undertaken every 12 months (regulation 61.1060). This requirement applies to all low-level rating holders. However, a legislative instrument ([CASA EX32/24 Flight Crew Licensing and Other Matters \(Miscellaneous Exemptions\) Instrument 2024](#)) has been issued that allows for a 24 month period between flight reviews for the holder of a low-level rating, other than a person with an aerial mustering endorsement. This brings the requirement into line with other ratings subject to a flight review. See section 7.6 of this guide for further details.

Alternatives to a flight review

Completing a proficiency check for an operational rating in an aircraft can also satisfy the flight review requirement for the relevant aircraft rating.

Additionally, various ratings permit alternative means of completing a flight review as detailed in table 7.

Table 7: Alternatives to a flight review

Applicable rating	Section within this guide
Aircraft class rating	section 5.3
Aircraft type rating	section 5.4
Low-level rating	section 7.6
Private instrument rating	section 10.3
Night VFR rating	section 10.4

Note: If you are employed by an operator, you will also need to complete operator proficiency checks (OPC) to determine your competency. Completing an OPC may satisfy the flight review.

Proficiency check

Like a flight review, a proficiency check assesses your flying skills and operational knowledge.

Unlike a flight review, a proficiency check is a pass or fail assessment and is not an opportunity to receive training to achieve competency. You may need to complete refresher training before attempting a proficiency check to avoid losing the privileges.

The following operational ratings require a proficiency check:

- › aerial application rating
- › instructor rating
- › flight examiner rating.

Conduct of the proficiency check

A flight examiner with the relevant flight test endorsement can do your proficiency check.

When an examiner occupies a control seat to conduct the check in an aircraft, they must be:

- › authorised to fly the type of aircraft
- › approved to conduct proficiency checks in an aircraft.

Proficiency check assessment

You must meet the proficiency check standards for your rating. These are similar to the standards specified for the flight test for the rating and are outlined in the relevant section of the MOS.

At the end of a successful check, the flight examiner will record the details in your licence and notify CASA who will update your records.

If you do not meet the proficiency check standards during the flight, the examiner will let you know. In this situation, you cannot use your rating until you have subsequently passed another proficiency check.

Before attempting the proficiency check again, you should consider refresher training from a Part 141 or Part 142 flight training operator.

Note: An operator proficiency check may sometimes substitute for another Part 61 proficiency check when conducted by a flight examiner. This guide includes this information as it applies to your authorisation.

Logging flight time

See section 2.11 of this guide.

Validity period of a proficiency check

A proficiency check is valid for 12 months from the end of the month after the month that it was completed.

Your proficiency check is valid until the end of the 12th month after the month in which you complete the flight review. If you pass a flight review on 17 June 2024, then your flight review is valid from 17 June 2024 – 31 July 2025.

If you hold a valid proficiency check (the previous proficiency check) you may complete a proficiency check for the rating within 3 months before the expiry of your previous proficiency check. For example, if your existing proficiency check expires on 31 July 2025, you may undertake a proficiency check in May, June or July of 2025 and your new validity will be 31 July 2025.

Alternatives to a proficiency check

Table 8: Alternatives to a proficiency check – guide sections

Applicable proficiency check	Section within this guide
ATPL instrument proficiency check	section 4.14
Multi-crew pilot licence	section 4.15
Aerial application rating	section 8.7
Instrument rating	section 10.2
Flight instructor rating	section 11.2
Simulator instructor rating	section 11.3
Flight examiner rating	section 12.12

Operator proficiency check (61.480)

An operator proficiency check is an assessment conducted by an operator. It ensures you are competent to conduct flights the operator has assigned to you.

Where your operator has received a 61.040 approval to have your operator proficiency check substitute for another Part 61 required check, you can do your operator proficiency check with:

- › a check pilot
- › the head of operations (HOO).

If the operator proficiency check includes instrument flight rules (IFR) operations, it may also satisfy:

- › instrument proficiency check requirements
- › flight review requirements for the class or type of aircraft used.



Part 121, Part 133 and Part 135 operators conducting air transport operations and Part 138 operators with complex aerial work operations require a training and checking system. This system may require the establishment of a proficiency check process. You must ensure you are compliant with the requirements of any operator with whom you conduct operations.



2.17 CASA cancellation of a legacy licence, rating or endorsement

(61.180 and 61.185)

If CASA determines a rating or endorsement has been issued in error, CASA will cancel the rating or endorsement.

2.18 Courses of training or professional development

(61.210)

Any training you undertake must be:

- › conducted in accordance with the published standards in the MOS
- › contained in an approved course syllabus
- › be assessed by an authorised person.

Within a Part 141 or Part 142 operation, the person approved to assess competency would be either the head of operations (HOO), a person authorised by the HOO, or the person specifically approved to conduct the training.

Note: This regulation does not apply to an instructor conducting training outside a Part 141 or Part 142 organisation for a flight crew endorsement.

Where the course is approved under regulation 61.040, the assessing person would be the person who conducts the course.

2.19 Pilot certificates (issued by a sport aircraft body)

Refer to chapter 15 of this guide – Recognition of pilot certificates granted by sport aviation bodies.

2.20 Recognition of hours in other than a registered and recognised aircraft

The aeronautical experience required for the issue of a licence, rating or endorsement, can, under certain circumstances include hours that are flown in a variety of aircraft including those registered with sport aircraft bodies e.g. Recreational Aviation Australia (RAAus).

Aeronautical experience for the issue of a licence requires a specific amount of flight time to be accumulated prior to the licence being issued.

This is expressed as flight time as a pilot. Flight time as a pilot includes:

- › the duration of the following flights:
 - » a solo flight
 - » a flight in which you receive flight training
 - » if you are a flight instructor, a flight during which you exercise the privileges of your flight instructor rating
 - » if you are a flight examiner, a flight during which you exercise the privileges of your flight examiner rating
- › your flight time as:
 - » pilot in command
 - » pilot in command under supervision
 - » a copilot.

When the aeronautical experience required is expressed as 'flight time as a pilot' this is not aircraft category specific i.e., does not need to be accumulated in an aeroplane. Therefore, hours accumulated on other aircraft categories (for example a helicopter) and other aircraft (such as if you fly RAAus aircraft with a pilot certificate) will count towards the total of hours required.

Aeronautical experience can also be described as flight time in the category of aircraft. In this case the hours that can be counted towards these specific totals must be in the specific category of aircraft required e.g. aeroplane.

Aeronautical experience may also require hours to be flown in a registered or recognised aircraft. This is more specific again. If the aeronautical experience required is described as hours in a recognised or registered aeroplane, then only those aircraft on the Australian register or that of a contracting state can be counted towards the required hours.

A recognised aeroplane means an aeroplane that is either:

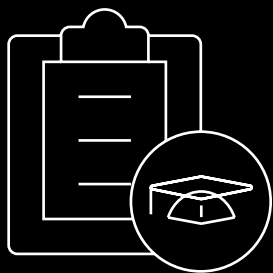
- › on the register of aircraft kept by a contracting State
- › a State aircraft.

A registered aircraft is one that has been entered on the Australian aircraft register and has been issued a 'VH' registration prefix.



The requirement for hours to be in a recognised or registered aeroplane apply to the aeronautical experience for the issue of a PPL or CPL conducted within an integrated program. See sections 4.13 and 4.14 of this guide. This is distinct from the hours required for a PPL or a CPL where the training was conducted outside of an integrated training program (i.e., non-integrated training). In this situation no such requirement regarding a registered or recognised aeroplane is stated. In the case of aeronautical experience for your PPL or CPL gained through non-integrated training you would therefore be able to count hours in RAAus registered aircraft, helicopters etc. See sections 4.13 and 4.14 of this guide.





CHAPTER 3

STUDENT PILOTS



3.1 Overview

This chapter describes administrative matters, medical requirements, recency and authorisations of a student pilot.

There are two situations where you will be referred to as a student pilot during your training:

- › if you do not hold a licence at all
- › if you hold a recreational pilot licence and wish to gain an additional licence, rating or endorsement.

As a student pilot you do not hold a licence. As a result, the general regulations governing privileges, limitations and requirements for licence holders do not apply to you.

However, under previous legislation, as a student pilot you did hold a licence (student pilot licence or SPL). This was removed with the introduction of Part 61 to align Australia with ICAO standards. ICAO standards do not recognise a student pilot licence.

See section 13.4 of this guide for details on how to transition your SPL to a recreational pilot licence (RPL). The RPL has replaced the student pilot licence and the general flying progress test (GFPT).

3.2 Identification requirements for student pilots

(61.117)

CASA may request that you provide evidence of your identity. You must comply with this request and also not fly an aircraft until CASA has given you written notice that you have complied with their request.

Note: Issue of a flight crew licence by CASA will constitute a notification in writing that you have complied. Details of what constitutes evidence of your identity are provided in paragraph 6.57 of the Aviation Transport Security Regulations and refers to a Category A document (for example, an Australian birth certificate or notice of Australian citizenship) and either:

- › a category B document that provides photographic proof of your identity (for example, an Australian driver's licence or passport [Australian or foreign])
- › two category C documents (for example, a Medicare card or private health membership card).

3.3 Production of medical certificates etc. and identification when requested

(61.118)

CASA may direct you to produce, for their inspection:

- › your medical certificate, recreational aviation medical practitioner's certificate, Class 5 medical self-declaration or medical exemption to conduct a solo flight (as applicable)
- › an identification document that:
 - » has not expired or been cancelled
 - » contains a photo with your full face, head and shoulders
 - » was issued within the previous 10 years:
 - by a Commonwealth, state or territory government
 - a foreign country, or a state or province of a foreign country.

You must produce these documents before the earlier of:

- › your next solo flight
- › 7 days of receiving the CASA direction.

3.4 When you can fly as a student pilot

(61.112)

As a student pilot, you do not need a licence to fly as you are always under the supervision of a flight instructor and flight training school while learning.

As a student pilot, you are only authorised to fly an aircraft if one of the following applies:

- › the flight is for you to receive flight training, and the pilot in command (PIC) is a flight instructor
- › the flight is a flight test for you to gain a pilot licence, rating or endorsement
- › the flight is approved, supervised by a Part 141 or Part 142 certified flight instructor and is conducted in accordance with the flight instructor's approval and conducted under the VFR.

A flight is conducted under the supervision of a flight instructor if the instructor:

- › provides guidance (a briefing) to you about your flight
- › is either:
 - » on board the aircraft
 - » at the aerodrome from where your flight began
 - » flying within 15 NM of the aerodrome from where your flight began
- › can be contacted during the flight by radio or other electronic means for the duration of any solo flight.



3.5 When you can fly as a student pilot with a recreational pilot licence (RPL)

(61.112)

If you hold an RPL, you may fly a recreational aircraft under the night VFR or non-recreational aircraft if the flight:

- › is for you to receive flight training and the PIC is a flight instructor
- › is a flight test for you to gain an additional pilot licence, rating or endorsement
- › the flight is approved, supervised by a Part 141 or Part 142 certified flight instructor and is conducted in accordance with the flight instructor's approval and conducted under the VFR.



A recreational aircraft is a single-engine aircraft that:

- › is certificated for single-pilot operation
- › has a maximum certificated take-off weight of less than 1,500 kg
- › is not rocket-powered or turbine powered.

A flight is conducted under the supervision of a flight instructor if the instructor:

- › provides guidance to you in relation to the flight
- › is either:
 - » on board the aircraft
 - » at the aerodrome from where your flight began
 - » flying within 15 NM of the aerodrome reference point for the aerodrome from where your flight began
- › can be contacted during the flight by radio or other electronic means.

3.6 Requirements for solo flight

(61.113)

As a student pilot, you may only fly solo if:

- › you have an ARN
- › you are at least 15 years old
- › no passengers are carried
- › the aircraft is registered.

Note: You may also fly solo if the flight is in another contracting state's airspace, provided you have permission of the contracting state.

3.7 Solo flight medical requirements

(61.114)

There are no medical requirements for a student to fly if receiving instruction from a qualified instructor. There are specific circumstances as a student pilot when you do require to hold a medical certificate or a medical exemptions and these are detailed in this section.



Non-recreational aircraft or recreational aircraft at night under the VFR

When flying solo in a non-recreational aircraft or a recreational aircraft at night under the VFR, you must hold and carry with you one of the following:

- › an applicable Class 1 or 2 medical certificate
- › an applicable medical exemption for the flight.



A recreational aircraft is a single-engine aircraft that:

- › is certificated for single-pilot operation
- › has a maximum certificated take-off weight of less than 1,500 kg
- › is not rocket-powered or turbine powered.

Note: If flying solo in a non-recreational aircraft you may do so if you hold, and carry with you, a Class 5 medical self-declaration provided the flight is a day operation only in aircraft with a MTOW less than 1,500 kg below 10,000 ft.

Recreational aircraft by day, without a recreational pilot licence

When flying solo in a recreational aircraft by day, without a recreational pilot licence, you must hold and carry with you either:

- › an applicable Class 1 or 2 medical certificate
- › an applicable medical exemption for the flight
- › a current recreational aviation medical practitioner's certificate (RAMPC)
- › a Class 5 medical self-declaration (in aircraft with a MTOW less than 2,000 kg below 10,000 ft).



A recreational aircraft is a single-engine aircraft that:

- › is certificated for single-pilot operation
- › has a maximum certificated take-off weight of less than 1,500 kg
- › is not rocket-powered or turbine powered.

For the recreational aviation medical practitioner's certificate (RAMPC), you must:

- › comply with its stated limitations or conditions
- › have given CASA a copy and carry with you acknowledgement from CASA of its receipt
- › meet the modified Austroads medical standards.



'Current' in the context of a recreational aviation medical practitioner's certificate (RAMPC) means the shortest of the following:

- › for anyone less than 65 years old at the time of the solo flight, the period beginning on the day the certificate is signed by the medical practitioner and ending 24 months after that day
- › for anyone at least 65 years old at the time of the solo flight, the period beginning on the day the certificate is signed by the medical practitioner and ending 12 months after that day
- › if the certificate states a specific applicability period, the period beginning on the day the certificate is signed by the medical practitioner and ending at the end of the stated period.

Note: If you are the holder of a Class 5 medical self-declaration you must not fly solo if:

- › your self-declaration is no longer valid
- › you believe you have a medically significant condition that will impair your ability to fly solo
- › you are a disqualified person
- › you stopped being an eligible person and have not again successfully completed your Class 5 medical online assessment for medical fitness

You must also cease flying solo as soon as practicable (i.e., land early, divert or change altitude) if:

- › there are changes to your health (temporary or longer-term) that may impact your ability to fly solo or will have an impact on aviation safety
- › any issue arises that reduces your capacity to control the aircraft.

3.8 Solo flight recent experience requirements

(61.115)

You may only fly solo if you have successfully completed a dual flight check within the previous 30 days in the same type of aircraft as your solo flight.

You must not fly solo for more than a total of 3 hours (consecutively and cumulatively) without a dual check unless one of the following applies:

- › you are enrolled in an integrated training course
- › you are undergoing training conducted by a Part 141 operator for the grant of a Part 61 pilot licence with a rating for the category of aircraft and either:
 - » you hold an RPL
 - » the operator has certified (in writing) that you are competent to fly solo in the same category of aircraft and you have met the competency standards for the grant of an RPL in that category of aircraft.

3.9 Aircraft taxi authorisation

(61.116)

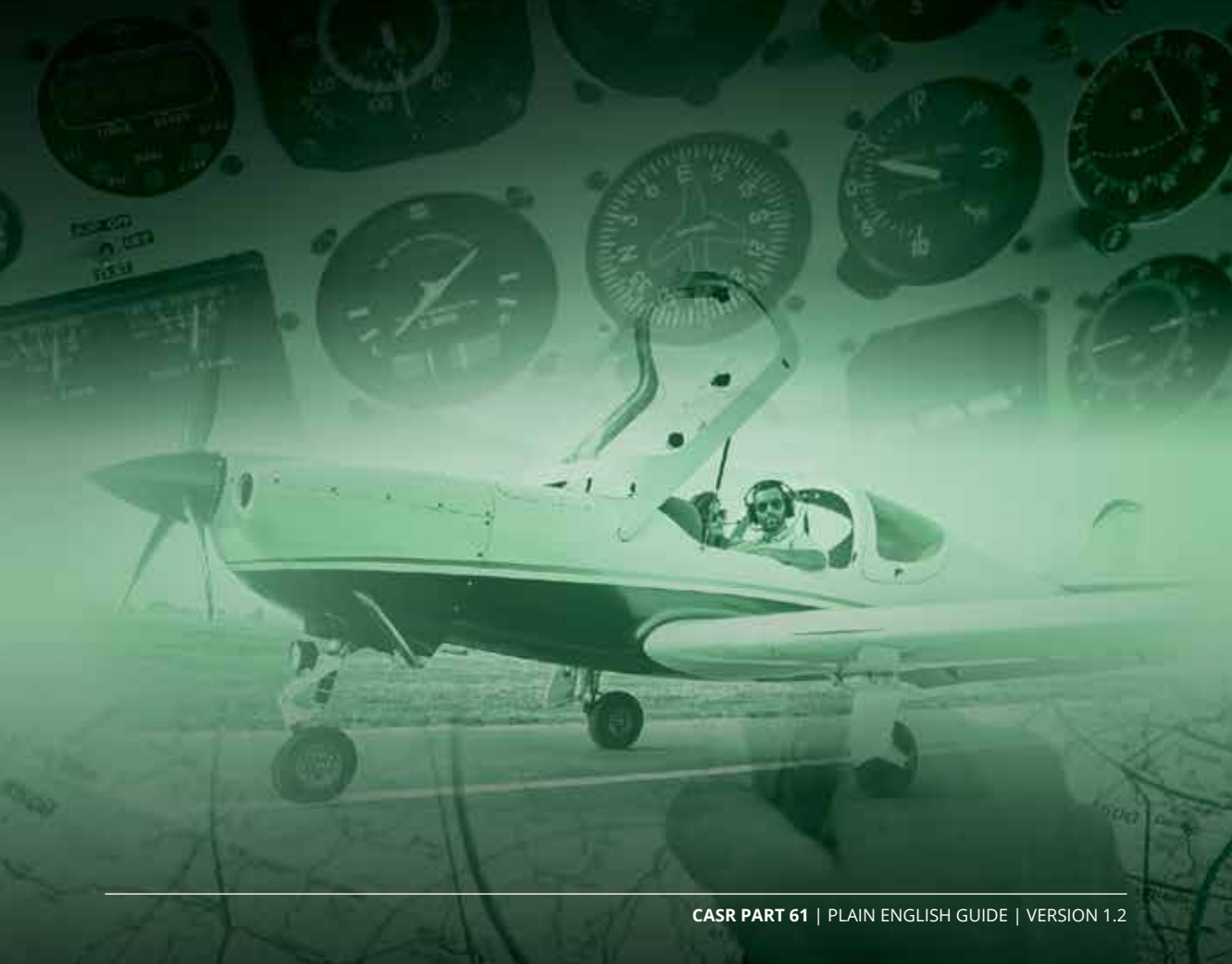
As a student pilot you are authorised to taxi an aircraft if you have the approval of a flight instructor.





CHAPTER 4

PILOT LICENCES AND REQUIRED RATINGS AND ENDORSEMENTS



4.1 Overview

This chapter describes the requirements for gaining your pilot licence and any required ratings and endorsements for the following licences:

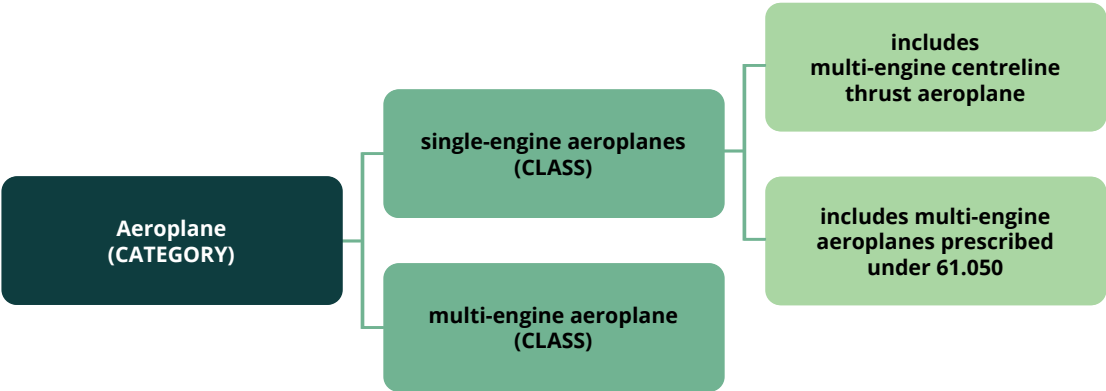
- › recreational pilot licence (RPL)
- › private pilot licence (PPL)
- › commercial pilot licence (CPL)
- › air transport pilot licence (ATPL)
- › multi-crew pilot licence (MPL).

When applying for your initial licence, you must also include the applicable aircraft category for the licence and the aircraft class rating. Your licence will not be issued without these authorisations. See chapter 5 of this guide.

This guide relates only to licensing in the aeroplane category.

You must hold the correct category rating on your licence to fly as the pilot in command (PIC) or copilot of an Australian (VH) registered aircraft. Once you have your licence and first aircraft category rating, you may add other categories to your licence.

Figure 11: Aeroplane category



Gaining your licence, operational rating, or an endorsement can be described in 4 stages:



Aeronautical knowledge

MOS, Schedule 3, has the aeronautical knowledge standards required for each authorisation. You may undertake self-study (if not training with a Part 142 organisation) or a structured theory course. An examination and an assessment complete the requirements. Some examinations are prepared and conducted by CASA, and some are prepared and conducted by the training organisation. See section 2.8 of this guide.



Practical flight training

MOS, Schedule 2, contains the flight training standards required to achieve practical competency. Flight training courses are usually delivered by a Part 141 or Part 142 certificate holder. Flight training must address the competency standards prescribed for the authorisation. Your training must be delivered by an instructor, or a person approved for the purpose. They must hold the appropriate training endorsement and be authorised, competent and current.



Assessment of competency

Authorised flight examiners or approved persons conduct flight tests for the grant of flight crew licences and operational ratings. They must hold the appropriate testing endorsement and be authorised to conduct the flight test. Flight examiners must assess the competency of applicants against the standards described in the MOS and follow the procedures laid down in the Flight Examiner Handbook.



Associated requirements

Before your authorisation can be granted, you must also satisfy related requirements associated with aeronautical experience, English language proficiency, medical status, age and security.

The MOS flight standards clearly define what must be trained and assessed. The MOS also details the functions (elements) to be undertaken during your training. The competency standards are used by your examiner to assess whether you can perform the tasks required to exercise the privileges of an authorisation.



Further reading on competency-based training can be found in [AC 61-09 Competency-based training and assessment for flight crew](#).

4.2 Limitations on pilot licences – general

(61.190, 61.385 and 61.390)

It is a condition of your flight crew licence, rating or endorsement that you comply with:

- › the limitations on the exercise of the privileges of the licence, rating or endorsement
- › the requirements of Part 61 that apply to you.

Before exercising the privileges of your pilot licence, you must be competent in operating the aircraft to the standards of the MOS for the class or type, including:

- › 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.

You may not conduct any activity in the exercise of the privileges of your licence in an aircraft if:

- › engaging in the activity is a prescribed purpose for subsection 27(9) of the Act
- › the operator of the aircraft does not hold an AOC that authorises the conduct of the activity.

You must not conduct any activity that would be an offence against the Act or another provision of the CASA regulations.

Additionally, to exercise the privileges of your licence under a rating or endorsement, you must be competent in operating the aeroplane in the activity to the standards of the MOS (Schedule 2) for the class or type of aeroplane and the activity.

Airborne collision avoidance system

You may only exercise the privileges of your licence in an aeroplane with an operative airborne collision avoidance system if you are competent in its use to the standards of the MOS (Schedule 2).



4.3 Aircraft category requirements

(61.015 and 61.375)

When obtaining a pilot licence, you must choose the category of aircraft your training and qualifications will relate to.

Each of the following is a category of aircraft:

- › aeroplane
- › helicopter
- › powered-lift aircraft
- › gyroplane
- › airship.

You must hold the correct category rating on your licence to fly as the PIC or copilot of an Australian (VH) registered aircraft of the category you wish to fly. Once you have your initial licence and aircraft category rating, you may add other categories to your licence.

See section 5.2 of this guide for the requirements of an aircraft category rating.

4.4 Aircraft class rating requirements

(61.020 and 61.375)

Each of the following is a class of aircraft:

- › single-engine aeroplane
- › multi-engine aeroplane
- › single-engine helicopter
- › powered-lift aircraft
- › single-engine gyroplane
- › airship.

In this guide, a class of aircraft refers to single-engine or multi-engine aeroplanes.

Note: Either a single-engine or multi-engine class rating is an appropriate class rating for you to exercise the privileges of a single-engine class rating.



A multi-engine centreline thrust aeroplane or a multi-engine aeroplane that holds a legislative instrument under regulation 61.060 is considered a single-engine aircraft.

See section 5.3 of this guide for the requirements of a class rating.

4.5 Aircraft type rating requirements

(61.375)

More complex aircraft require you to also complete additional training and obtain a type rating. These ratings are also referred to as a pilot type rating.

CASA specifies aircraft type ratings for aircraft that:

- › are certified to be operated by more than one pilot (multi-crew)
- › are certified in the transport category
- › are multi-engine turbojet powered
- › are fitted with more complex systems
- › have unique handling or performance characteristics.

Note: The above reference to transport category refers to a homogeneous grouping of aircraft types and models of similar characteristics. These are based on the proposed or intended use of the aircraft and their operating limitations and not to air transport operations.



You are not required to hold a pilot type rating for the aircraft if you are acting as a cruise relief copilot and you hold a cruise relief copilot type rating for the aircraft type.

To exercise the privileges of your licence in either a multi-crew aeroplane or an aeroplane certified for single pilot operations (for which a single pilot type rating is required under regulation 61.060), you must hold the appropriate type rating for the aeroplane type.

See section 5.4 of this guide for the requirements of a (pilot) type rating.

4.6 Aircraft ratings, endorsements and design feature requirements

(61.375, 61.380, 61.755, 61.1145, 61.1165, 61.1190 and 61.1255)

You are permitted to conduct the activities detailed in table 9 if you hold the applicable ratings, endorsements and design feature endorsements as part of your licence.

Table 9: Requirements for ratings, endorsements and design feature endorsements

Activity you wish to undertake	Rating/endorsement required	Other conditions or requirements
Ratings		
private operation (only) under the IFR	either: › an instrument rating › a private instrument rating	nil
operation under the IFR (other than a private operation)	instrument rating	exception: you do not require an instrument rating in multi-crew operations if you hold an MPL (aeroplane) or ATPL
operations at night under the VFR	either: › a night VFR rating › an instrument rating	exception: you do not need an instrument rating in multi-crew operations if you hold an MPL (aeroplane) or ATPL
low-level operation	either: › a low-level rating › an aerial application rating	nil
aerial application operation below 500 ft AGL	aerial application rating	nil
Flight activity endorsements		
intentional upright spinning manoeuvres above 3,000 ft AGL	spinning flight activity endorsement	› aeroplane category rating
aerobatic manoeuvres in an aeroplane above 3,000 ft AGL	aerobatics flight activity endorsement (aeroplane)	› aeroplane category rating › spinning flight activity endorsement
aerobatic manoeuvres in an aeroplane above 1,500 ft AGL	aerobatics (1,500 ft) flight activity endorsement	› aeroplane category rating › aerobatics flight activity endorsement
aerobatic manoeuvres in an aeroplane above 1,000 ft AGL	aerobatics (1,000 ft) flight activity endorsement	› aeroplane category rating › aerobatics flight activity (1,500 ft) endorsement
aerobatic manoeuvres in an aeroplane above 500 ft AGL	aerobatics (500 ft) flight activity endorsement	› aeroplane category rating › aerobatics flight activity (1,000 ft) endorsement
aerobatic manoeuvres in an aeroplane at any height	aerobatics (unlimited) flight activity endorsement	› aeroplane category rating › aerobatics (500 ft) flight activity endorsement
formation flying	formation flying (aeroplane) flight activity endorsement	› aeroplane category rating
aerobatic manoeuvres whilst flying in formation	formation aerobatic flight activity endorsement	› aeroplane category rating › aerobatic flight activity endorsement › formation flying (aeroplane) flight activity endorsement
Design feature endorsements		
to fly an aeroplane with a tailwheel undercarriage	tailwheel undercarriage design feature endorsement	you must have either the appropriate: › aeroplane class rating › the appropriate aeroplane class/type rating
to fly an aeroplane with a retractable undercarriage	retractable undercarriage design feature endorsement	
to fly a piston engine aeroplane with a manual pitch control	manual propeller pitch control (piston engine) design feature endorsement	
to fly an aeroplane with a gas turbine engine(s)	gas turbine engine design feature endorsement	
to fly a multi-engine aeroplane that has centre-line thrust	multi-engine centre-line thrust design feature endorsement	

Activity you wish to undertake	Rating/endorsement required	Other conditions or requirements
to fly a pressurised aeroplane	pressurisation system design feature endorsement	
to fly a floatplane	floatplane design feature endorsement	
to fly an aeroplane with a floating hull	floating hull design feature endorsement	
to fly an aeroplane with a ski landing gear	ski landing gear design feature endorsement	
Flight instruction		
conduct flight training for pilot licences, ratings and endorsements (in an aeroplane or flight simulator)	flight instructor rating or simulator instructor rating	does not include a flight examiner rating or endorsement
conduct training in multi-crew operations (in an aeroplane or flight simulator)	flight instructor rating or simulator instructor rating	
conduct differences training for variants of type ratings (in an aeroplane or flight simulator)	flight instructor rating or simulator instructor rating	
conduct training for ratings and endorsements listed in this table above (in an aeroplane or flight simulator)	flight instructor rating or simulator instructor rating	
conduct flight reviews (in an aeroplane or flight simulator)	flight instructor rating or simulator instructor rating	other than for a flight examiner rating
approve a person to fly solo	flight instructor rating (only a grade 1 or grade 2 instructor can authorise first solo flights)	
conduct dual flight checks on a student pilot	flight instructor rating	
approve a person to receive flight training without a rating or endorsements	flight instructor rating	
grant endorsements in an aeroplane	flight instructor rating	other than for a flight examiner endorsement
grant endorsements in a flight simulator	simulator instructor rating	other than for a flight examiner rating, RPL endorsements, endorsements for which a flight test is required and training endorsements
approve a person to transmit on an aviation radio frequency	flight instructor rating or simulator instructor rating	
assess a person's knowledge based on a knowledge deficiency report	flight instructor rating or simulator instructor rating (grade 1 or 2 training endorsement holders)	
Flight examiner		
conduct a flight test for pilot licences, ratings and endorsements	flight examiner rating	does not include for a flight examiner rating or endorsement and flight test endorsements
conduct: <ul style="list-style-type: none"> › instrument proficiency checks › aerial application proficiency checks › operator proficiency checks 	flight examiner rating	
conduct English language proficiency checks	flight examiner rating	

4.7 Carriage of passengers

(61.395)

Recent experience requirements

By day

You may pilot an aeroplane carrying passengers by day, during take-off and landing, if within the previous 90 days, you have been in control of an aeroplane or approved flight simulator by day or night and conducted at least 3 take-offs and landings.

Each take-off must be followed by a climb to at least 500 ft AGL.

You have met the requirements of this section if either of the following apply:

- › within the previous 90 days, in an aeroplane or approved simulator, you have either:
 - » successfully completed a relevant check or review
 - » passed a flight test for a pilot licence or rating on a pilot licence that included at least one take-off and landing
- › both:
 - » you are successfully participating in an operator's training and checking system for an aeroplane operation
 - » the operator holds an approval under regulation 61.040 for the system in the aeroplane category of operation.

Note: A relevant check or review means any of the following:

- › an instrument proficiency check
- › an instructor proficiency check
- › an operator proficiency check
- › a flight review.

At night

You may pilot an aeroplane carrying passengers by night, during take-off and landing, if within the previous 90 days, you have been in control of an aeroplane or approved flight simulator by night and conducted at least 3 take-offs and landings.

Each take-off must be followed by a climb to at least 500 ft AGL.

You have met the requirements of this section if either of the following apply:

- › within the previous 90 days, in an aeroplane or approved simulator, you have either:
 - » successfully completed a relevant check or review that included at least one take-off and landing at night
 - » passed a flight test for a pilot licence or rating on a pilot licence that included at least one take-off and landing at night
- › both:
 - » you are successfully participating in an operator's training and checking system for an aeroplane operation at night
 - » the operator holds an approval under regulation 61.040 for the system in the aeroplane category of operation.

Note: A relevant check or review means any of the following:

- › an instrument proficiency check
- › an instructor proficiency check
- › an operator proficiency check
- › a flight review.



Holders of Class 5 medical self-declarations

As the holder of a Class 5 medical self-declaration you may only carry one passenger.

You must inform the passenger that:

- › you do not hold a standard medical certificate required for a PPL or an RPL (as applicable) but instead hold a Class 5 medical self-declaration, which was provided by CASA after you successfully completed an online self-assessment of medical fitness process that conformed with the aviation medical guidelines
- › your Class 5 medical self-declaration permits you to exercise the privileges of your licence, subject to conditions and only if the date specified on it has not passed
- › you are not prevented from exercising the privileges of your licence by any medical condition
- › you have not stopped being an eligible person since you received your Class 5 medical self-declaration
- › you are carrying your Class 5 medical self-declaration on the aircraft.

If your passenger has a legal guardian, the information detailed above must also be provided to the passenger's legal guardian.

4.8 Medical requirements

(61.405, 61.410 and 61.415)

See section 2.7 of this guide.

4.9 Aviation English language proficiency requirements

(61.422)

You may only exercise the privileges of your licence if have a current aviation English language proficiency (AELP) assessment.

Note: This does not apply if you are the holder of an RPL.

However, this requirement does not apply if you are the holder of a pilot licence that was granted on or before 4 March 2008 and the flight is within Australian territory.

See section 2.3 of this guide for further details on the requirements for AELP assessments.

4.10 Removal of pilot licence airspace conditions

(61.427)

You may hold a pilot licence that was granted on the basis of regulations 202.272 (Grant of equivalent new authorisations for certain holders of old authorisations) and 202.274 (Non-finalised applications for old authorisations) where it is subject to the following limited operations:

- › flight within 25 NM of the departure aerodrome
- › flight within a flight training area
- › flight direct between the departure aerodrome and a flight training area.

CASA must remove the above conditions if you apply to CASA for its removal and you meet the requirements for the grant of a PPL or CPL as applicable.

You may hold a pilot licence that was granted on the basis of regulations 202.272 (Grant of equivalent new authorisations for certain holders of old authorisations) and 202.274 (Non-finalised applications for old authorisations) where it is subject to the following limited operations:

- › uncontrolled airspace
- › any other class of airspace endorsed in your logbook by an instructor before 1 September 2014.

CASA must remove these conditions if you apply to CASA for their removal and you meet the requirements for the grant of any of the following:

- › a controlled airspace endorsement
- › a private pilot licence (PPL)
- › a commercial pilot licence (CPL).

4.11 Recreational pilot licence (RPL)

(61.G.1)

Overview

A recreational pilot licence (RPL) lets you fly a light, single-engine aircraft as the PIC, without supervision.

This section details the requirements for obtaining a recreational pilot licence (RPL) for the aeroplane category and any associated ratings or endorsements. These requirements are in addition to the general requirements detailed in chapter 2 of this guide (General requirements for getting your pilot licence, rating or endorsement).

To receive an RPL and any associated rating or endorsement, you must be trained and examined in accordance with the applicable Part 61 and the MOS requirements and meet the applicable experience requirements detailed in this section.



An RPL is issued under Part 61 and is not the same or a replacement for a Recreational Certificate as issued by RAAus. However, a pilot certificate issued by a sports aviation body (including RAAus) can be recognised by CASA and as a result an RPL(A) issued. See chapter 15 of this guide (Recognition of pilot certificates granted by sports aviation bodies).

Requirements for granting an RPL (61.265, 61.475, 6.495 and FCLM 3.6)

You meet the requirements for an RPL if you hold a PPL, CPL or ATPL.

To be granted an RPL, you must be 16 years of age or older, hold a medical certificate or other equivalent documents as detailed in section 2.7 of this guide.

For an aeroplane category of aircraft you must have:

- › passed the RPL aeronautical knowledge exam
- › completed the RPL flight training
- › completed 25 hours of flight time, including a minimum of:
 - » 20 hours dual
 - » 5 hours solo
- › passed the RPL flight test in an aeroplane.

For an RPL, the English proficiency requirements are slightly different to other licences. If you are applying for an RPL you must either:

- › have been assessed by CASA or an examiner as meeting the general English language proficiency (GELP) (see section 2.4 of this guide) requirements in the MOS Schedule 2
- › have satisfied your applicable Part 141 or Part 142 Head of Operations (HOO) or an instructor authorised by the HOO that you have successfully completed one of the general English language proficiency tests in the MOS.

Once you have met these requirements your flight instructor will complete and submit your application for a recreational pilot licence (RPL) endorsement.

Note: If you are issued an RPL with a flight radio endorsement you need to have a minimum AELP of 4.

Grant of an RPL with a current pilot certificate (61.480)

You have passed the requirements of the aeronautical knowledge examination and flight test for an RPL if:

- › you have an aeroplane category pilot certificate permitting you to act as PIC
- › the relevant administering sports aviation body issued you the certificate.

You are also taken to have met the requirements for the following if you have been issued with a pilot certificate as PIC for:

- › an aircraft category rating
- › a design feature endorsement for each design feature
- › an aircraft class rating and successfully completed a flight review.

Kinds of endorsements (61.475, 61.485, 61.495 and 61.500)

The following are RPL endorsements:

- › a controlled aerodrome endorsement authorises you to act as the PIC of an aircraft at a controlled aerodrome
- › a controlled airspace endorsement authorises you to act as the PIC of an aircraft at in controlled airspace
- › a flight radio endorsement authorises you to operate an aircraft radio on the ground or in flight to transmit on an aviation safety radio frequency
- › a recreational navigation endorsement authorises you to act as the PIC of an aircraft on a cross-country flight.

Table 10: Requirements for RPL endorsements

What I want to do	Endorsement	Requirements
act as PIC in an aeroplane at a controlled aerodrome	controlled aerodrome endorsement	<ul style="list-style-type: none"> › pass the aeronautical knowledge exam for the endorsement › complete the endorsement flight training <p>Note: the endorsement can be granted if you hold either:</p> <ul style="list-style-type: none"> › another flight crew licence that already authorises the endorsement › specific approval from a sports aviation body to pilot an aircraft at a controlled aerodrome
act as PIC in an aeroplane in controlled airspace	controlled airspace endorsement	<ul style="list-style-type: none"> › pass the aeronautical knowledge exam for the endorsement › complete the endorsement flight training <p>Note: the endorsement can be granted if you hold either:</p> <ul style="list-style-type: none"> › another flight crew licence that already authorises the endorsement › specific approval from a sports aviation body to pilot an aircraft in controlled airspace
operate an aircraft radio and transmit on an aviation safety radio frequency (on the ground or in flight)	flight radio endorsement	<ul style="list-style-type: none"> › pass the aeronautical knowledge exam for the endorsement › complete the endorsement flight training › hold a current aviation English language proficiency assessment <p>Note: the endorsement can be granted if you hold:</p> <ul style="list-style-type: none"> › either: <ul style="list-style-type: none"> » another flight crew licence that authorises the endorsement » specific approval from a sports aviation body to operate an aircraft radio › a current aviation English language proficiency assessment
act as PIC of an aeroplane on a cross-country flight	recreational navigation endorsement	<ul style="list-style-type: none"> › pass the aeronautical knowledge exam for the endorsement › complete the endorsement flight training › log 25 hours flight time as pilot of an aeroplane, including: <ul style="list-style-type: none"> » 20 hours dual » 5 hours solo » 5 hours solo cross country, including one flight of at least 100 NM with a full-stop landing at 2 landing areas other than the point of departure <p>Note: the endorsement can be granted if you hold one of the below:</p> <ul style="list-style-type: none"> › another flight crew licence that authorises the endorsement › a cross country navigation approval from a sports aviation body and completed the 5 hours solo cross-country flight time listed in this table

Privileges (61.430, 61.435 and 61.460)

As the holder of an RPL, you may fly a certified single-pilot aeroplane as PIC or copilot if:

- › the aircraft is certified for single pilot operations
- › the aircraft MTOW is not more than 1,500 kg
- › the aircraft is not rocket or turbine powered
- › the flight is conducted by day under the VFR
- › it is a private operation, or you are receiving flight training.

As the holder of an RPL, you may also:

- › transmit on an aviation safety radio frequency providing you also hold a flight radio endorsement
- › taxi an aeroplane if you hold both:
 - » a rating for that category of aircraft (i.e. aeroplane)
 - » a class or type rating for that aeroplane.

When you can fly as a student pilot with a recreational pilot licence (RPL) (61.112)

If you hold an RPL, you may fly a recreational aircraft under the night VFR or non-recreational aircraft to gain an additional licence, rating or endorsement when the flight:

- › is for you to receive flight training, and the PIC is a flight instructor
- › is a flight test for you to gain an additional pilot licence, rating or endorsement
- › is approved and conducted under the supervision of a Part 141 or Part 142 certified flight instructor and is conducted:
 - » under the VFR
 - » in accordance with the flight instructor's approval.



A recreational aircraft is a single-engine aircraft that:

- › is certificated for single-pilot operation
- › has a maximum certificated take-off weight of less than 1,500 kg
- › is not rocket-powered or turbine powered.

A flight is conducted under the supervision of a flight instructor if the instructor:

- › provides guidance (a briefing) to you in relation to the flight
- › during the flight is either:
 - » on board the aircraft
 - » at the aerodrome from where your flight began
 - » flying within 15 NM of the aerodrome reference point for the aerodrome from where your flight began
- › can be contacted during the flight by radio or other electronic means.



Limitations (61.465 and 61.470)

If you hold an RPL, then you must operate in accordance with the authorisations and limitations shown in table 11.

Table 11: Authorisations and limitations of an RPL

Authorisations	Condition
pilot an aircraft carrying more than one passenger	either: <ul style="list-style-type: none"> › you hold a current Class 1 or 2 medical certificate › you are accompanied by another pilot who is authorised to pilot the aircraft, and they: <ul style="list-style-type: none"> » hold a current Class 1 or 2 medical certificate » occupy a control seat.
pilot an aircraft above 10,000 ft MSL	either: <ul style="list-style-type: none"> › you hold a current Class 1 or 2 medical certificate › you are accompanied by another pilot who is authorised to pilot the aircraft, and they: <ul style="list-style-type: none"> » hold a current Class 1 or 2 medical certificate » occupy a control seat.
pilot an aircraft outside: <ul style="list-style-type: none"> › 25 NM of the departure aerodrome › a flight training area › direct route between the departure aerodrome and the flight training area 	you must hold a navigation endorsement see section 4.13 of this guide
pilot an aircraft in controlled airspace	you must hold a controlled airspace endorsement see section 4.13 of this guide
pilot an aircraft at a controlled aerodrome	you must hold a controlled aerodrome endorsement see section 4.13 of this guide
pilot an aircraft in a contracting state's airspace	you must have permission from the contracting state see section 4.13 of this guide

If you are the holder of a Class 5 medical self-declaration, you may only fly in single pilot operations that are:

- › private operations
- › flights conducted for the purposes of a flight test or eligible check

In addition, you are limited to carrying a maximum of one passengers and not permitted to fly the aircraft in formation.

Note: Unless you are accompanied by another authorised pilot as detailed above:

- › you must not exercise the privileges of an operational rating (other than an instrument rating or private instrument rating) or a flight activity endorsement
- › your flight must be conducted:
 - » under the VFR by day
 - » below an altitude of 10,000 ft
 - » within Australian-administered airspace
 - » in an aircraft with a maximum take-off weight less than 1,500 kg.

Recency and flight review requirements (61.395 and 61.400)

For you to carry passengers you must meet the requirements detailed in section 4.8 of this guide.

As the holder of an RPL, you may only exercise the privileges of your RPL if you meet the flight review requirements of section 2.12 of this guide.

Carrying passengers with an RPL

To carry more than one passenger you must hold an RPL and either:

- › hold a Class 1 or Class 2 medical certificate
- › fly with another pilot who:
 - » holds a Class 1 or Class 2 medical certificate
 - » occupies a flight control seat in the aircraft
 - » is authorised to fly that aircraft.



This means if, for example, you hold a recreational aviation medical practitioner's certificate or a Class 5 medical self-declaration, you cannot carry more than one passenger.

4.12 Private pilot licence (PPL)

(61.H.1)

Overview

This section details the requirements for obtaining a PPL for the aeroplane category and any associated ratings or endorsements. These requirements are in addition to the general requirements detailed in chapter 2 of this guide (General requirements for getting your pilot licence, rating or endorsement).

To receive a PPL and any associated rating or endorsement, you must be trained and examined in accordance with the applicable Part 61 and MOS requirements and meet the applicable experience requirements detailed in this section.

Requirements for granting a PPL (61.515)

The requirements for a PPL are met if you hold a CPL or an ATPL.

To be granted a PPL, you must be 17 years or older, hold a medical certificate or other equivalent documents as detailed in section 2.7 of this guide and, for an aeroplane category of aircraft, have:

- › passed the PPL aeronautical knowledge exam
- › completed the PPL flight training
- › passed the PPL flight test in an aeroplane
- › met the aeronautical requirements listed below in this section.

You must also have been assessed by CASA or an examiner as meeting the aviation English language proficiency (AELP) to a minimum of level 4. See section 2.4 of this guide.



Aeronautical experience requirements

Integrated training courses (61.525 and FCLM 6.4)

If you complete an integrated training course to obtain your PPL, you must have a minimum of 35 hours of aeronautical experience as a pilot, including the hours shown in table 12.

Table 12: Requirements for PPL integrated training course

Requirement	Condition
35 hours aeronautical experience	
30 hours of flight time as a pilot	including at least 20 hours in an aeroplane (see below in this table)
20 hours of flight time in a registered or recognised aeroplane	nil
10 hours of solo flight time in a registered or recognised aeroplane	nil
5 hours of solo cross-country flight time in a registered or recognised aeroplane	including one flight of at least 150 NM with a full-stop landing at 2 aerodromes outside the training area for the aerodrome from where the flight began
2 hours of dual instrument flight time	including one hour in a registered or recognised aeroplane

Other than integrated training courses (61.545)

If you have not completed an integrated training course to obtain your PPL, you must have a minimum of 40 hours aeronautical experience as a pilot including the hours shown in table 13.

Table 13: Requirements for a PPL non-integrated course

Requirement	Condition
40 hours aeronautical experience	
35 hours flight time as a pilot	including at least 20 hours in an aeroplane (see below in this table)
20 hours flight time in an aeroplane	nil
10 hours of solo flight time in an aeroplane	nil
5 hours solo cross-country flight time in an aeroplane	including one flight of at least 150 NM with a full-stop landing at 2 aerodromes outside the training area for the aerodrome from where the flight began
2 hours of dual instrument flight time	including one hour in an aeroplane

Privileges (61.430, 61.435, 61.505 and 61.510)

As the holder of a PPL you may act as the PIC or copilot of an aircraft:

- › engaged in private operations
- › if you are receiving flight training.

As the holder of a PPL you may also:

- › transmit on an aviation safety radio frequency
- › taxi an aeroplane if you hold both:
 - » a rating for that category of aircraft (i.e. aeroplane)
 - » a class or type rating for that aeroplane.

Multi-crew operations

As the holder of a PPL, you may conduct multi-crew operations if you have completed an approved course of multi-crew cooperation.

Note: If your PPL was granted on the basis of regulation 202.272 (Grant of equivalent new authorisations for certain holders of old authorisations), you may conduct multi-crew operations if, before 1 September 2015, you conducted multi-crew operations.

Limitations (61.410 and 61.422)

You may only exercise the privileges of your licence if you hold:

- › a current AELP assessment. See section 2.3 of this guide for further details on the requirements for AELP assessments.
- › either:
 - » a current Class 1 or 2 medical certificate
 - » a Class 5 medical self-declaration
 - » a medical exemption for the exercise of the privileges of the licence.

If you are the holder of a Class 5 medical self-declaration, you may only fly in single pilot operations that are:

- › private operations
- › flights conducted for the purposes of a flight test or eligible check.

In addition, you are limited to carrying a maximum of one passengers and not permitted to fly the aircraft in formation.

Note: Unless you are accompanied by another authorised pilot as detailed above:

- › you must not exercise the privileges of an operational rating (other than an instrument rating or private instrument rating) or a flight activity endorsement
- › your flight must be conducted:
 - » under the VFR by day
 - » below an altitude of 10,000 ft
 - » within Australian-administered airspace
 - » in an aircraft with a maximum take-off weight less than 2,000 kg.

You may, however, exercise the privileges or your licence in a recreational aircraft if you also hold a current recreational aviation medical practitioner's certificate or Class 5 medical self-declaration and the flight is conducted by day under the VFR. You must carry both the medical practitioner's certificate and written acknowledgement from CASA that they have received a copy of the certificate with you in the aircraft.



A recreational aircraft is a single-engine aircraft that:

- › is certificated for single-pilot operation
- › has a maximum certificated take-off weight of less than 1,500 kg
- › is not rocket-powered or turbine powered.

If you hold a PPL, then you must also operate in accordance with the authorisations and limitations shown in table 14.

Table 14: Authorisations and limitations of a PPL

Authorisations	Condition
pilot an aircraft carrying more than one passenger	either: <ul style="list-style-type: none">› you hold a current Class 1 or 2 medical certificate› you are accompanied by another pilot who is authorised to pilot the aircraft, and they:<ul style="list-style-type: none">» hold a current Class 1 or 2 medical certificate» occupy a control seat
pilot an aircraft above 10,000 ft MSL	either: <ul style="list-style-type: none">› you hold a current Class 1 or 2 medical certificate› you are accompanied by another pilot who is authorised to pilot the aircraft, and they:<ul style="list-style-type: none">» hold a current Class 1 or 2 medical certificate» occupy a control seat
pilot an aircraft in a contracting state's airspace	you must have permission from the contracting state

Recency and flight review requirements (61.395 and 61.400)

For you to carry passengers, you must meet the requirements detailed in section 4.8 of this guide.

You may only exercise the privileges of your PPL if you meet the flight review requirements of section 2.12 of this guide.



4.13 Commercial pilot licence (CPL)

(61.1.1)

Overview

This section details the requirements for obtaining a CPL for the aeroplane category and any associated ratings or endorsements. These requirements are in addition to the general requirements detailed in chapter 2 of this guide (General requirements for getting your pilot licence, rating or endorsement).

To be granted a CPL and any associated rating or endorsement, you must be trained and examined in accordance with the applicable Part 61 and the MOS requirements and meet the applicable experience requirements detailed in this section.



Requirements for granting of a CPL (61.580)

The requirements for a CPL are met if you hold an ATPL.

To be granted a CPL, you must be 18 years of age or older, hold a medical certificate or other equivalent documents as detailed in section 2.7 of this guide and for an aeroplane category of aircraft have:

- › passed the CPL aeronautical knowledge exams
- › completed the CPL flight training
- › passed the CPL flight test in an aeroplane
- › met the aeronautical requirements listed below in this section.

You must also have been assessed by CASA or an examiner as meeting the aviation English language proficiency (AELP) to a minimum of level 4. See section 2.4 of this guide.

Aeronautical experience requirements

Integrated training courses (61.590 and FCLM 7.3)

If you complete an integrated training course to obtain your CPL and for the associated aircraft category rating, you must have a minimum 150 hours of aeronautical experience as a pilot, including the hours shown in table 15.

Other than integrated training courses (61.610)

If you have not completed an integrated training course to obtain your CPL and for the associated aircraft category rating, you must have a minimum of 200 hours of aeronautical experience as a pilot, including the hours shown in table 16.

Table 15: Requirements for a CPL – integrated course

Requirement	Condition
150 hours aeronautical experience	
140 hours of flight time in a registered or recognised aeroplane as a pilot	if you have not met this flight time requirement as a pilot, then it must be completed in an approved flight simulator training device
70 hours of flight time as PIC in a registered or recognised aeroplane	if you have not met this flight time requirement as a pilot, then it must be completed in an approved flight simulator training device
20 hours of cross-country flight time as PIC in a registered or recognised aeroplane	including one flight of at least 300 NM with a full-stop landing at 2 aerodromes outside the training area for the aerodrome from where the flight began
10 hours of instrument flight time	including at least: <ul style="list-style-type: none">› 5 hours in a registered or recognised aeroplane› 5 hours of dual instrument flight time

Table 16: Requirements for a CPL – non-integrated course

Requirement	Condition
200 hours aeronautical experience	
190 hours flight time as a pilot	if you have not met this flight time requirement as a pilot, then it must be completed in an approved flight simulator training device
100 hours flight time as PIC in an aeroplane	<p>this requirement may be reduced to 80 hours if you hold a helicopter PPL or 60 hours if you hold a helicopter CPL or ATPL</p> <p>if you have not met this flight time requirement as a pilot, then it must be completed in an approved flight simulator training device</p> <p>Note: See chapter 14 Converting a helicopter category licence to an aeroplane category licence, in the guide.</p>
20 hours cross-country flight time as PIC in an aeroplane	including one flight of at least 300 NM with a full-stop landing at aerodromes outside the training area for the aerodrome from where the flight began
10 hours of instrument flight time	5 hours must be in a registered or recognised aeroplane

Privileges (61.415, 61.430, 61.435, 61.570 and 61.575)

As the holder of a CPL, you may:

- › act as copilot in any operation
- › act as PIC in any operation other than:
 - » a multi-crew aeroplane in an air transport operation
 - » an aeroplane certified for single pilot operations with a MTOW greater than 5,700 kg if you have less than 750 hours of flight time as a pilot of an aeroplane
- › conduct multi-crew operations if you have completed an approved course of multi-crew cooperation.

As the holder of a CPL, you may also:

- › transmit on an aviation safety radio frequency
- › taxi an aeroplane if you hold both:
 - » a rating for that category of aircraft (i.e. aeroplane)
 - » a class or type rating for that aeroplane.

Note: If your CPL was granted on the basis of regulation 202.272 (Grant of equivalent new authorisations for certain holders of old authorisations), you may conduct multi-crew operations if, before 1 September 2015, you conducted multi-crew operations.

Note: An exemption currently applies (EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024). If you are the holder of a CPL, you are exempt from the requirement to complete an approved MCC training provided you meet the requirements of this instrument.

As the holder of a CPL, you may exercise the privileges of:

- › a PPL in an activity that the PPL would authorise if you hold a current Class 2 medical certificate
- › an RPL in an activity that an RPL would authorise if you hold a current recreational aviation medical practitioner's certificate and you:
 - » have provided a copy to CASA
 - » have received written acknowledgement from CASA of the receipt of the copy
 - » carry both above documents in the aircraft.



4.14 Air transport pilot licence (ATPL)

(61.665 and 61.700)

Overview

This section details the requirements for obtaining an ATPL for the aeroplane category and any associated ratings or endorsements. These requirements are in addition to the general requirements detailed in chapter 2 of this guide (General requirements for getting your pilot licence, rating or endorsement).

To receive an ATPL and any associated rating or endorsement, you must be trained and examined in accordance with the applicable Part 61 and the MOS requirements and meet the applicable experience requirements detailed in this section.

Limitations (61.415 and 61.422)

You may only exercise the privileges of your licence if you hold:

- › a current AELP assessment. See section 2.3 of this guide for further details on the requirements for AELP assessments.
- › either:
 - » a current Class 1 medical certificate
 - » a medical exemption for the exercise of the privileges of the licence.

Note: You must hold a current AELP assessment unless you are using your licence in Australian territory, and you hold an old authorisation as per regulation 202.272 (Grant of equivalent new authorisations for certain holders of old authorisations) granted on or before 4 March 2008.

Recency and flight review requirements (61.395 and 61.400)

For you to carry passengers, you must meet the requirements detailed in section 4.8 of this guide.

As the holder of a CPL, you may only exercise the privileges of your CPL if you meet the flight review requirements of section 2.12 of this guide.

Requirements for granting an ATPL (61.220 and 61.700)

To be granted an ATPL you must be 21 years of age or older, hold a CPL or MPL with the same category rating (aeroplane) and have:

- › passed the ATPL aeronautical knowledge exams
- › completed the ATPL flight training
- › passed the ATPL flight test, conducted under the IFR in either:
 - » a multi-engine turbine powered aeroplane, with a copilot
 - » an approved flight simulator
- › met the aeronautical experience requirements listed in section 4.15 of this guide
- › completed an approved course in multi-crew cooperation.

Note: To undertake the ATPL aeronautical knowledge exam, you must either:

- › hold a CPL
- › have passed the CPL aeronautical knowledge exams
- › be given CASA approval as per CASR 61.040.

You must also have been assessed by CASA or an examiner as meeting the aviation English language proficiency (AELP) to a minimum of level 4. See section 2.4 of this guide.

Note: An exemption currently applies (EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024). If you are the holder of a CPL or an MPL and apply for an ATPL, you are exempt having to complete approved MCC training.

Note: An exemption currently applies ([CASA EX11/24 — ATPL\(A\) Flight Test Standards \(Satellite-based Navigation\) Exemption 2024](#)) to a flight test for the grant of an ATPL(A) if one of the following FSTDs are used:

- › Beechcraft King Air 200
- › Embraer 120 Brasilia
- › Fairchild Metro III.

Applicants and flight examiners testing in accordance with Appendix K.1 of Schedule 5 of the MOS should refer to this exemption in full.

Aeronautical experience requirements (61.705)

To obtain your ATPL, you must have a minimum of 1,500 hours of aeronautical experience as a pilot in an aeroplane, including the hours shown in table 17.

Table 17: Requirements for an ATPL

Requirement	Condition
1,500 hours aeronautical experience	
1,400 hours of flight time as a pilot	if you have not met this flight time requirement as a pilot, then it must be completed in an approved flight simulation training device providing no more than 25 hours is undertaken in a flight simulator training device that is not a flight simulator
750 hours of flight time as a pilot in a registered or recognised aeroplane	if you have not met this flight time requirement as a pilot, then it must be completed in an approved flight simulation training device providing no more than 25 hours is undertaken in a flight simulator training device that is not a flight simulator
either: 500 hours of flight time as PICUS 250 hours of flight time as PIC or PICUS with at least 70 hours as pilot in command	must be in a registered or recognised aeroplane
200 hours of cross-country flight time in a registered or recognised aeroplane	nil
100 hours of cross-country flight time as PIC or PICUS in a registered or recognised aeroplane	nil
100 hours of flight time at night in a registered or recognised aeroplane	cannot be dual
75 hours of instrument flight time	45 hours must be in a registered or recognised aeroplane

Exemption – flight time for ATPL
(Instrument CASA EX32/24 Flight Crew
Licensing and Other Matters (Miscellaneous
Exemptions) Instrument 2024)

If you have logged permissible copilot time on a single-pilot certified aeroplane, you may include these hours as aeronautical experience as if the flight time was copilot time in an aeroplane.

Note: Permissible copilot time, in relation to you being a permitted copilot, means time during where you performed copilot duties in a multi-pilot capable aircraft in accordance with multi-crew procedures specified in the operations manual or exposition (as applicable) of the AOC holder operating the aircraft.

Privileges (61.415, 61.430, 61.435, 61.665, 61.775 and 61.695)

As the holder of an air transport pilot licence (ATPL) you may act as PIC or copilot in any operation.

As the holder of an ATPL you may also:

- › transmit on an aviation safety radio frequency
- › taxi an aeroplane if you hold both:
 - » a rating for that category of aircraft (i.e. aeroplane)
 - » a class or type rating for that aeroplane.

You may also pilot an aeroplane in single pilot operations under the IFR if you have either:

- › passed the flight test for an instrument rating in a single pilot aircraft
- › completed an instrument proficiency check in a single pilot aircraft.



You are authorised to use your ATPL under the IFR, providing you hold a valid instrument proficiency check (IPC) and:

- › for a single-engine aircraft, you have passed the instrument rating flight test in a single-engine aircraft or completed an IPC in a single-engine aircraft
- › for a multi-engine aeroplane, you must hold a valid IPC for a multi-engine aeroplane.

As the holder of an ATPL you may exercise the privileges of:

- › a PPL in an activity that the PPL would authorise if you hold a current Class 2 medical certificate
- › an RPL in an activity that an RPL would authorise if you hold a current recreational aviation medical practitioner's certificate and you:
 - » have provided a copy to CASA
 - » have received written acknowledgement from CASA of the receipt of the copy
 - » carry both above documents in the aircraft.

Limitations (61.415, 61.422 and 61.680)

You may only exercise the privileges of your licence if you hold:

- › a current AELP assessment.
See section 2.3 of this guide for further details on the requirements for AELP assessments.
- › either:
 - » a current Class 1 medical certificate
 - » a medical exemption for the exercise of the privileges of the licence.

Note: You must hold a current AELP assessment unless you are using your licence in Australian territory and you hold an old authorisation as per regulation 202.272 (Grant of equivalent new authorisations for certain holders of old authorisations) granted on or before 4 March 2008.

As the holder of an ATPL you may only pilot an aircraft in a single-pilot operation under the IFR if you have:

- › passed the flight test for an instrument rating in a single pilot aircraft
- › completed an instrument proficiency check in a single pilot aircraft.

As the holder of an ATPL, you are authorised to conduct the IFR activities in table 18 if you meet the stated requirements.



Table 18: Authorised IFR activities

Activity	Requirement	Other
instrument approach of a particular kind	<ul style="list-style-type: none"> › the aircraft must be equipped for that approach › you must have completed training in that instrument approach and demonstrated it to either: <ul style="list-style-type: none"> » CASA » a flight examiner who is authorised under Part 61 to conduct the same instrument approach » a person approved under regulation 61.040 to assess your competence 	nil
circling approach	you must have conducted a circling approach under the IFR either: <ul style="list-style-type: none"> › during a successful ATPL flight test (conducted in the last 12 months) › in a recent instrument proficiency check › while successfully participating in an operator's approved regulation 61.040 training and checking system that includes circling approaches 	an operator proficiency check covering IFR operations if conducted by a flight examiner holding an IFR test endorsement, suffices for the instrument proficiency check
3D instrument approach	you must have conducted a 3D instrument approach operation during one of the following: <ul style="list-style-type: none"> › a successful ATPL flight test (conducted in the last 12 months) › either: <ul style="list-style-type: none"> » your most recent instrument proficiency check » in any other case, in the last 15 months <p>Note: In either case directly above, you must demonstrate this to a CASA examiner, a flight examiner who is authorised to conduct 3D approaches or a person approved under regulation 61.040 to assess your competence.</p> <ul style="list-style-type: none"> › you are successfully participating in an operator's approved regulation 61.040 training and checking system that includes 3D approaches 	an operator proficiency check covering IFR operations if conducted by a flight examiner holding an IFR test endorsement, suffices for the instrument proficiency check

Recency and instrument proficiency check requirements

(61.395, 61.400, 61.685, 61.690 and 61.695)

For you to carry passengers, you must meet the requirements detailed in section 4.8 of this guide.

As the holder of an ATPL you may only exercise the privileges of your ATPL if you meet the flight review requirements of section 2.12 of this guide.

To exercise the privileges of your ATPL under the IFR you must either:

- › have completed an operator proficiency check (OPC) covering IFR operations in the last 3 months
- › be successfully participating in an operator's approved training and checking system for an IFR operation
- › comply with the requirements in table 19.

Table 19: Requirements for IFR ATPL operations

Requirement	Other
conduct at least 3 instrument approaches in the last 90 days	must be conducted in an aircraft or an approved flight simulation training device
conduct at least one instrument approach in the last 90 days in an aeroplane	must be conducted in the same category of aircraft (aeroplane) or an approved flight simulation training device
you are authorised to conduct the following approaches if you have conducted the approach in the last 90 days: <ul style="list-style-type: none"> › 2D › 3D › azimuth guidance › course deviation indication 	the approach must be conducted in an aircraft or an approved flight simulation training device

In addition to meeting the requirements above, you must meet IPC requirements in table 20.

Note: To exercise the privileges of your ATPL in a multi-engine aeroplane, you must hold a valid instrument proficiency check for a multi-engine aeroplane.

Table 20: Instrument proficiency check (IPC) requirements

Instrument proficiency check requirements are met by completing any of the following	Validity period of IPC	Conditions (if applicable)
pass an ATPL flight test	from when you pass the flight test to the end of the 12th month after the month that you pass the flight test	
pass an OPC that covers IFR operations	from when you pass the OPC to the end of the 12th month after the month that you pass the check	conducted by a flight examiner who holds an instrument rating flight test endorsement

Instrument proficiency check requirements are met by completing any of the following	Validity period of IPC	Conditions (if applicable)
pass an IPC	from when you pass the IPC to the end of the 12th month after the month that you pass the flight test	<p>the check must be done in the relevant aeroplane or an approved flight simulation training device.</p> <p>if conducted by CASA or a flight examiner, they must:</p> <ul style="list-style-type: none"> › assess you as meeting the IFR Part 61 competency standards for an IPC › endorse your licence with the date and the completion of the IFR proficiency check and <ul style="list-style-type: none"> » for single-engine aircraft: a single-engine or multi-engine endorsement is acceptable » for multi-engine aircraft: a multi-engine endorsement <p>if a person approved under regulation 61.040 conducts the check they must:</p> <ul style="list-style-type: none"> › assess you as meeting the IFR Part 61 competency standards for an IPC › endorse your licence with the date and the completion of the IFR proficiency check and <ul style="list-style-type: none"> » for single-engine aircraft: a single-engine or multi-engine endorsement is acceptable » for multi-engine aircraft: a multi-engine endorsement › conduct an oral assessment of your IFR knowledge of Part 61 operations procedures
participation in an operator's regulation 61.040 approved training and checking system for an IFR operation	for the period you are participating in an operator's Part 61 training and checking system for an IFR operation	the check is only valid for that operator

Note: To calculate the validity period, the intent is if you passed a flight test or successfully completed a proficiency check on 17 June 2024, then your IPC is valid from 17 June 2024 – 30 June 2025.

If you hold a valid IPC (resulting from any of the above), this is an existing check and you may, within 3 months of its expiry complete a new IPC without impacting your renewal date. For example, if your IPC was valid to the 31st July 2025 you may complete a new check 3 months before, e.g. from March 2025 and your new validity is until 31 July 2026.

Note: At any time you fail a check in an aeroplane category, multi-engine aeroplane or that type of aeroplane, your IPC is no longer valid for that aeroplane category or multi-engine aeroplanes.

4.15 Multi-crew pilot licence (MPL)

(61.635 and 61.665)

Overview

This section details the requirements for obtaining an MPL for the aeroplane category and any associated ratings or endorsements. These requirements are in addition to the general requirements detailed in chapter 2 of this guide (General requirements for getting your pilot licence, rating or endorsement).

To receive an MPL and any associated rating or endorsement, you must be trained and examined in accordance with the applicable Part 61 and the MOS requirements and meet the applicable experience requirements detailed in this section.

Requirements for granting of an MPL (61.655)

To be granted an MPL, you must be 18 years of age or older and, for an aeroplane category of aircraft have:

- › passed the MPL aeronautical knowledge exam
- › completed the MPL training course
- › passed the MPL flight test conducted under the IFR in either:
 - » a multi-engine turbine-powered aeroplane that requires a type rating
 - » an approved flight simulator
- › hold a pilot type rating for a multi-crew aeroplane
- › met the aeronautical requirements listed in this section of the guide.

Aeronautical experience requirements (61.660)

To obtain your MPL, you require a minimum of 240 hours of aeronautical experience as a pilot, including the hours shown in table 21.

CASA may grant you approval to reduce the number of take-offs and landings providing:

- › it does not negatively impact on your skill level
- › the Part 142 operator conducting the MPL training course can ensure that further training can be undertaken if the need for further training is identified.

Privileges (61.415, 61.430, 61.435 and 61.635)

As the holder of an MPL, you may pilot an aircraft as copilot for an operator who has a Part 119 or Part 138 training and checking system.

As the holder of an MPL you may also:

- › transmit on an aviation safety radio frequency
- › taxi an aeroplane if you hold both:
 - » a rating for that category of aircraft (i.e. aeroplane)
 - » a class or type rating for that aeroplane.

As the holder of an MPL, you may exercise the privileges of:

- › a PPL in an activity that the PPL would authorise if you hold a current Class 2 medical certificate
- › an RPL in an activity that an RPL would authorise if you hold a current recreational aviation medical practitioner's certificate you:
 - » have provided a copy to CASA
 - » have received written acknowledgement from CASA of the receipt of the copy
 - » carry both above documents in the aircraft.

You may also pilot an aeroplane in single pilot operations under the IFR if you have either:

- › passed the flight test for an instrument rating in a single pilot aircraft
- › completed an instrument proficiency check in a single pilot aircraft.

Table 21: Requirements for an MPL

Requirement	Condition
240 hours of aeronautical experience	
40 hours of flight time in a registered or recognised aeroplane	if you have not met this requirement as a pilot, then it must be completed in an approved flight simulator training device
10 hours of solo flight time in a registered or recognised aeroplane	if you have not met this requirement as a pilot, then it must be completed in a flight simulator training device
5 hours of cross-country flight time as PIC in a registered or recognised aeroplane	including one flight of at least 150 NM with a full-stop landing at 2 aerodromes outside the training area for the aerodrome from where the flight began
a minimum of 12 take-offs and 12 landings	must be in the same type of aeroplane as you use for the flight test. This can be reduced to no fewer than 6 take-offs and 6 landings if you have CASA approval (see below)

Limitations (61.415, 61.640, 61.422 and 61.640)

You may only exercise the privileges of your licence if you hold:

- › a current AELP assessment. See section 2.3 of this guide for further details on the requirements for AELP assessments.
- › either:
 - » a current Class 1 medical certificate
 - » a medical exemption for the exercise of the privileges of the licence.

Note: You must hold a current AELP assessment unless you are using your licence in Australian territory and you hold an old authorisation as per regulation 202.272 (Grant of equivalent new authorisations for certain holders of old authorisations) granted on or before 4 March 2008.

If you hold an MPL, you are authorised to conduct the IFR activities if you comply with the requirements in table 22.



Table 22: Authorised IFR activities

Activity	Requirement	Other
circling approach	<p>you must have conducted a circling approach under the IFR either:</p> <ul style="list-style-type: none"> › during a successful MPL flight test (conducted in the last 12 months) › in a recent instrument proficiency check › while successfully participating in an operator's approved regulation 61.040 training and checking system that includes circling approaches 	an IPC includes an operator proficiency check covering IFR operations if conducted by a flight examiner holding a IFR test endorsement, suffices for the IPC
3D instrument approach	<p>you must have conducted a 3D instrument approach operation during one of the following:</p> <ul style="list-style-type: none"> › a successful MPL flight test (conducted in the last 12 months) › either: <ul style="list-style-type: none"> » your most recent instrument proficiency check » in the last 15 months <p>Note: In either case directly above, you must demonstrate this to a CASA examiner, a flight examiner who is authorised to conduct 3D approaches or person approved under regulation 61.040 to assess your competence.</p> <ul style="list-style-type: none"> › you are successfully participating in an operator's approved regulation 61.040 training and checking system that includes 3D approaches 	an IPC includes an operator proficiency check covering IFR operations if conducted by a flight examiner holding a IFR test endorsement, suffices for the IPC
a particular kind of instrument approach	<ul style="list-style-type: none"> › the aircraft must be equipped with that approach › you must have completed training in that instrument approach and demonstrated it to either: <ul style="list-style-type: none"> » CASA » a flight examiner who is authorised under Part 61 to conduct the same instrument approach » a person approved under regulation 61.040 to assess your competence 	nil

Recency and instrument proficiency check requirements (61.395, 61.400, 61.645 and 61.650)

For you to carry passengers, you must meet the requirements detailed in section 4.8 of this guide.

As the holder of an MPL, you may only exercise the privileges of your MPL if you meet the flight review requirements of section 2.12 of this guide.

In addition to the above, for you to be recent for MPL IFR operations, you must comply with the requirements in table 23.

Table 23: Requirements for IFR MPL operations

Requirement	Other
conduct at least 3 instrument approaches in the last 90 days	must be conducted in an aircraft or an approved flight simulation training device
for that category of aircraft, you must conduct at least one instrument approach in the last 90 days	must be conducted in the same category of aircraft (aeroplane) or an approved flight simulation training device
you are authorised to conduct the following approaches if you have conducted the approach in the last 90 days: <ul style="list-style-type: none"> › 2D › 3D › azimuth guidance › course deviation indication 	the approach must be conducted in the same category of aircraft (aeroplane) or an approved flight simulation training device
<p>Note: To exercise the privileges of your MPL in a multi-engine aeroplane, you must hold a valid IPC for a multi-engine aeroplane.</p> <p>You are authorised to use your MPL under the IFR, providing you hold a valid IPC as follows:</p>	<ul style="list-style-type: none"> › a valid IPC in either a single or multi-engine aeroplane for a single-engine aeroplane › a valid IPC for a multi-engine aeroplane. <p>In addition to the above, for your IPC to be valid, you must have met the requirements in table 24.</p>

Table 24: Instrument proficiency check (IPC) requirements

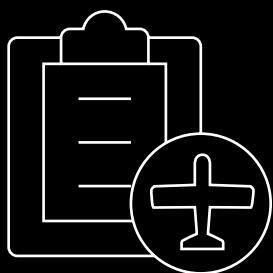
Instrument proficiency check requirements are met by completing any of the following	Validity period of IPC	Conditions (if applicable)
pass an MPL flight test	from when you pass the flight test to the end of the 12th month after the month that you pass the flight test	
pass an OPC that covers IFR operations	from when you pass the OPC to the end of the 12th month after the month that you pass the flight test	conducted by a flight examiner who holds an instrument rating flight test endorsement

Instrument proficiency check requirements are met by completing any of the following	Validity period of IPC	Conditions (if applicable)
pass an IPC	from when you pass the IPC to the end of the 12th month after the month that you pass the flight test	<p>the check must be done in the relevant aeroplane or an approved flight simulation training device</p> <p>if conducted by CASA or a flight examiner they must:</p> <ul style="list-style-type: none">› assess you as meeting the IFR Part 61 competency standards for an IPC› endorse your licence with the date and the completion of the IFR proficiency check and<ul style="list-style-type: none">» for single-engine aircraft: a single-engine or multi-engine endorsement is acceptable» for multi-engine aircraft: a multi-engine endorsement <p>if a person approved under regulation 61.040 conducts the check they must:</p> <ul style="list-style-type: none">› assess you as meeting the IFR Part 61 competency standards for an IPC› endorse your licence with the date and the completion of the IFR proficiency check and<ul style="list-style-type: none">» for single-engine aircraft: a single-engine or multi-engine endorsement is acceptable» for multi-engine aircraft: a multi-engine endorsement› conduct an oral assessment of your IFR knowledge of Part 61 operations procedures
participation in an operator's regulation 61.040 approved training and checking system for an IFR operation	for the period you are participating in an operator's Part 61 training and checking system for an IFR operation	the check is only valid for that operator

Note: To calculate the validity period, the intent is if you passed a flight test or successfully completed a proficiency check on 17 June 2024, then your IPC is valid from 17 June 2024 – 30 June 2025.

Note: At any time you fail a check in an aeroplane category, multi-engine aeroplane or that type of aeroplane, your IPC is no longer valid for that aeroplane category or multi-engine aeroplanes.

If you hold a valid instrument proficiency check (resulting from any of the above), this is an existing check and you may, within 3 months of its expiry complete a new instrument proficiency check without impacting your renewal date. For example, if your IPC was valid to 31 July 2025 you may complete a new check 3 months before, e.g. from March 2025 and your new validity is until 31 July 2026.



CHAPTER 5

AIRCRAFT CATEGORY, CLASS AND TYPE RATINGS

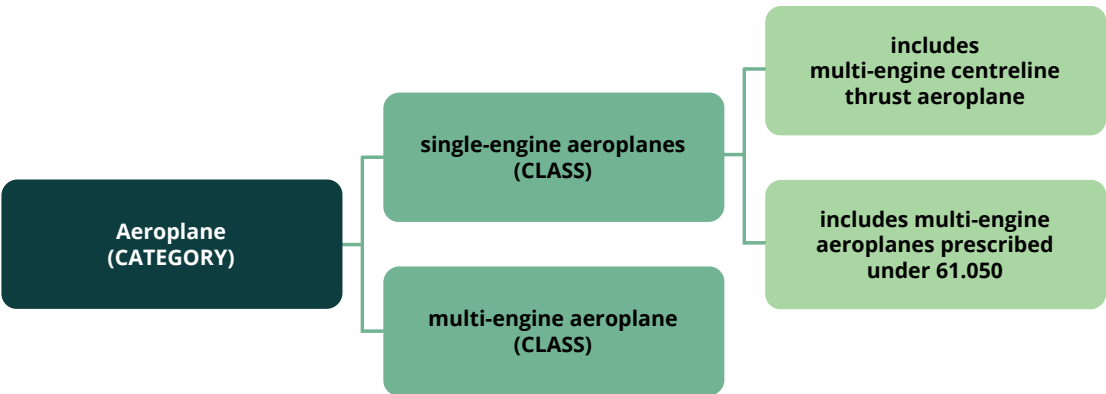


5.1 Overview

To be issued a licence, as detailed in this guide, you must also be issued an aircraft category rating. In the case of this guide, this is an aeroplane category and a class rating. You will also require a type rating depending on the aeroplane(s) you wish to operate.

An aircraft rating is a flight crew qualification that allows you to operate a particular aircraft. The rating(s) you need depends on the type of pilot licence you hold and the aircraft you want to fly. See chapter 4 of this guide for the different pilot licence details.

Figure 12: Aeroplane category



5.2 Aircraft category requirements

Overview (61.015, 61.425, 61.720 and 61.725)

When obtaining a pilot licence, you must choose the category of aircraft your training and qualifications will relate to.

You must hold the correct category rating on your licence to fly as the pilot in command (PIC) or copilot of an Australian (VH) registered aircraft. Once you have your initial licence and aircraft category rating you may add other categories to your licence.

Part 61 applies to all the following aircraft categories:

- › aeroplane
- › helicopter
- › powered lift aircraft
- › gyroplane
- › airship.

A category of aircraft in this guide refers to an aeroplane.

Requirements for granting an aircraft category rating (61.730)

To be granted an aircraft category rating you need to be applying for or holding any one of the below:

- › a pilot licence whereby meeting the requirements of a pilot licence you also meet the requirements for the grant of the applicable aircraft category rating
- › a pilot licence where your application for an aircraft category rating meets the requirements for the issue of that licence and the aircraft category rating
- › a certificate of validation of an overseas flight crew licence equivalent to a pilot licence.

Privileges (61.375 and 61.725)

For you to be authorised to fly an aeroplane, you must hold an aeroplane category on your pilot licence.

You may only exercise the privileges of your licence in the specific category (e.g. aeroplane) for which the licence is issued. If you hold multiple licences, each licence will have an applicable aircraft category. You can hold different licences with different associated categories.

For example, you may hold a PPL in the aeroplane category and a CPL in the helicopter category. Each licence is linked to the category for which it is granted.

Note: Your pilot licence authorises you to only fly an Australian registered aircraft.

5.3 Aircraft class rating requirements

Overview (61.020 and 61.735)

In this guide, a class of aircraft refers to single-engine or multi-engine aeroplanes.

Note: Either a single-engine or multi-engine class rating is an appropriate class rating for you to exercise the privileges of a single-engine class rating.

Note: A multi-engine centreline thrust aeroplane or a multi-engine aeroplane that holds a legislative instrument under regulation 61.060 is considered a single-engine aircraft.

If you hold a class rating, you are authorised to operate any aircraft in the class provided the aircraft is not certified for multi-crew operations or designated as a type of aircraft that requires a single-pilot type rating.

Requirements for granting an aircraft class rating (61.750)

To be granted an aircraft class rating, your flight instructor must be satisfied you meet the competency standards mentioned in Schedule 2 of the MOS and you must:

- › hold a pilot licence and an aircraft category rating that is the same as the aircraft class you are requesting
- › hold a PPL, CPL, MPL or ATPL to hold a multi-engine class rating
- › complete the flight training for the rating
- › pass the flight test detailed in Schedule 2 of the MOS in an aircraft of the class covered by the rating.

Note: You meet the requirements above if you hold a certificate of validation (CoV) of an overseas class rating that is equivalent to the required class rating.

If you hold an aircraft class rating under either of the following circumstances, you have also met the requirements of the applicable aircraft type rating:

- › the aircraft class rating was granted under CASR 202.272 (Grant of equivalent new authorisations for certain holders of old authorisations) and you held an aircraft endorsement that was in force for the type of aircraft before September 2014
- › the aircraft type was prescribed in an instrument under regulation 61.062 (Prescription of types of aircraft for additional limitations on class ratings) and you conducted one or more operations in aircraft of that type as pilot in command.

Exemption

(Instrument number CASA EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024)

If you have been assessed by a person authorised by the national aviation authority (NAA) of a recognised foreign state you may exercise the privileges of your aircraft class rating provided:

- › you completed equivalent flight training in the aircraft class
- › you have provided CASA with documentation that shows you have:
 - » completed the equivalent flight training
 - » been assessed by a person authorised by the NAA of the recognised foreign state as competent to fly the aircraft.

If you meet these conditions, you do not need to undertake training for the issue of your class rating or a flight review as required by Australian legislation for the grant of the class rating.

Flight review requirements (61.745 and 61.747)

You must hold a valid flight review to exercise the privilege of your aircraft class rating. Your flight review must be conducted in either:

- › an aircraft of the class covered by your rating
- › a flight simulator approved for the review.

You have successfully completed a flight review for the rating if you have completed any of the following:

- › a flight test for the rating
- › a flight test for an operational rating in an aircraft of the class covered by the aircraft rating
- › a flight training for a design feature endorsement in an aircraft of the class covered by the aircraft class rating
- › a flight review for a pilot type rating in an aircraft of a type prescribed in regulation 61.061 (Prescription of type-rated aircraft – flight review requirements for class ratings) for the class rating
- › a proficiency check that covers operations in the class
- › a proficiency check in an aircraft of the class or an approved flight simulation device, that is either:
 - » an instrument proficiency check
 - » an aerial application proficiency check
 - » an instructor proficiency check
 - » an examiner proficiency check.
- › a flight review or equivalent for a relevant pilot type rating (for a single-engine class, this can be conducted in a single engine aeroplane or multi-engined aeroplane).

Note: If you hold an RPL granted because of holding a pilot certificate issued by a sports aviation body, you do not need to undertake this flight test if the aircraft class rating is permitted by your current pilot certificate.

The training must be conducted by one of the following:

- › a flight instructor for a Part 141 MOS (recreational, private or commercial pilot flight training, other than specific integrated training courses)
- › a Part 142 MOS (integrated and multi-crew pilot flight training, contracted training and contracted checking) operator who is authorised to conduct the training for the aircraft type
- › the holder of an approval to conduct the training under Part 141.035 MOS (Approvals by CASA for Part 141) or Part 142.040 MOS (Definitions for Part 142).

Your flight review is also valid if you are successfully participating in an operator's regulation 61.040 approved training and checking system for an operation in an aircraft covered by that class.

Note: You are successfully participating in an operator's training and checking system for an operation if:

- › you are employed by the operator
- › the operator's training and checking system covers the operation
- › you have met the requirements under the system for entry into the system
- › you are permitted under the system to be assigned by the operator for duty for the operation.

If, at any time, you attempt but fail an instrument proficiency check, you no longer hold a valid instrument proficiency check for the aircraft category or multi-engine aircraft (as applicable) until you successfully complete the instrument proficiency check.

Your flight review is valid until the end of the 24th month after the month in which you complete the flight review. For example, to calculate the validity period, the intent is if you pass a flight review on 17 June 2024, then your flight review is valid from 17 June 2024 – 30 June 2026.

If you hold a flight review that is still valid (the previous flight review), you may complete a flight review for the rating within 3 months before the expiry of your previous flight review. In this case, your next expiry will be at the end of the 24th month, when your previous flight review expired. For example, if your existing flight review expires on the 31 July 2026, you may undertake a flight review in May, June or July of 2026 and your new validity will be the 31 July 2028.

5.4 Aircraft type rating requirements (pilot ratings)

Overview (61.375, 61.720 and 61.770)

More complex aircraft require you to also complete additional training and obtain a type rating. These ratings are also referred to as a pilot type rating.

CASA specifies aircraft type ratings for aircraft that:

- › are certified to be operated by more than one pilot (multi-crew)
- › are certified in the transport category
- › are multi-engine turbojet powered
- › are fitted with more complex systems
- › have unique handling or performance characteristics.

Note: the above reference to transport category refers to a homogeneous grouping of aircraft types and models of similar characteristics. These are based on the proposed or intended use of the aircraft and their operating limitations and not to air transport operations.



You are not required to hold a pilot type rating for the aircraft if you are acting as a cruise relief copilot and you hold a cruise relief copilot type rating for the aircraft type.

Requirements for the granting of an aircraft type rating (61.810, 61.815 and 61.822)

To be granted an aircraft type rating, your flight instructor must be satisfied you meet the competency standards mentioned in Schedule 2 of the MOS and you must:

- › hold a pilot licence and an aircraft category rating of the same type covered by the rating (or a certificate of validation of an equivalent overseas flight crew licence)
- › complete the applicable theory and technical training
- › pass an exam conducted by the training provider testing your aeronautical knowledge of the rating standards detailed in Schedule 4 of the MOS
- › complete the flight training in accordance with the approved course, consisting of either:
 - » dual flight in an aircraft of the same type covered by the rating
 - » dual simulated flight in an approved flight simulator for the training
- › passed the flight test as detailed in Schedule 5 of the MOS in an aircraft of the class covered by the rating.

Note: The above does not apply if you meet the requirements of a multi-crew pilot licence or a new type rating mentioned in section 4.15 of this guide.

The training must be conducted by one of the following:

- › a flight instructor for a Part 141 operator
- › a Part 142 MOS operator who is authorised to conduct the training for the aircraft type
- › the holder of an approval to conduct the training under Part 141.035 MOS (Approvals by CASA for Part 141) or Part 142.040 MOS (Definitions for Part 142).



If your type rating was granted on the basis of regulation CASR 202.272 (Grant of equivalent new authorisations for certain holders of old authorisations) or 202.274 (Non-finalised applications for old authorisations), and is subject to the condition that you must not act as PIC, CASA must remove the condition if:

- › you apply to CASA to remove the condition
- › you meet the requirements for the granting of a type rating
- › You meet the requirements of a second variant for the type rating if:
 - » you have passed the flight test for a type rating in an aircraft model covered by the type rating or an approved flight simulator for the first variant
 - » for the second variant, differences training was required and you have completed the differences training.

Note: Instrument number [CASA EX42/22 Flight training and test \(low-fidelity simulators\) exemption 2022](#) affects the type rating of the following aircraft:

- › Swearingen SA226/227
- › Embraer EMB120.

If you are an applicant for an affect type rating, you are exempt from the requirements of paragraph 61.195(2)(d) and regulation 61.205. Before undertaking the type rating you must make yourself aware of the content of this legislative instrument.

Privileges (61.775, 61.780, 61.785, 61.790, 61.815 and 61.820)

To exercise the privileges of your licence in either a multi-crew aeroplane or an aeroplane certified for single pilot operations (for which a single pilot type rating is required under regulation 61.060), you must hold the appropriate type rating for the aeroplane type.

If a **single-pilot type** rating was not previously required and is now required for that type of aircraft, you meet the requirements for that single-pilot type rating if:

- › you hold a class rating for that type
- › you have flown an aircraft of that type
- › the person who granted you the new rating is satisfied you are competent to fly an aircraft of that type.

If, on or after 1 September 2015, you are the holder of a single-pilot type rating you may conduct multi-crew operations if you either:

- › also hold a multi-crew type rating
- › have completed an approved course of training in multi-crew cooperation.

Note: An exemption currently applies ((CASA EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024) if you are the holder of a single-pilot type rating and wish to exercise your privileges in a multi-crew operation. You are exempt from the requirement from having to complete an approved MCC training course provided you meet the requirements and conditions in CASA EX32/24.

If you are the holder of a multi-crew type rating you are only authorised to operate an aircraft of that type in multi-crew operations.

If you hold an old type rating, you meet the requirements of a new type rating if your old type rating:

- › covered 2 or more aircraft models that were variants of each other (under the old legislation)
- › the models are no longer variants of each other as they are included in a new type rating
- › either:
 - › you have already passed the flight test for the old type rating in the aircraft or approved flight simulator for an aircraft covered by the new type rating
 - › differences training was not required for the old type rating
 - › differences training was required and you have completed the differences training for the old type rating.

If you hold a pilot type rating you are authorised to fly under the IFR if either:

- › your flight test was conducted under the IFR
- › you hold a valid instrument proficiency check in an aircraft covered by the rating.

To act as PIC on a multi-engine turbine-powered aircraft (that requires a type rating), and you have passed the flight test for the type rating in a simulator, you must have at least 25 hours of flight time as a pilot with the same rating.

Note: You are not required to have the 25 hours of flight time mentioned above if:

- › for a turbojet powered aeroplane type rating you have at least one of the following:
 - › 1,000 hours of flight time as a pilot of a turbojet powered aircraft
 - › 2,000 hours of flight time including 500 hours as pilot of a turbojet powered aeroplane
- › for a turboprop powered aeroplane type rating you have at least one of the following:
 - › 1,000 hours of flight time as a pilot of a turboprop powered aeroplane
 - › 2,000 hours of flight time, including at least 500 hours of flight time as a pilot of a turboprop powered aeroplane.

Exemption – logging of permissible copilot time

(Instrument CASA EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024)

If you have been a permitted copilot time you are not required to have at least 25 hours of flight time as PIC as detailed above provided:

- › you hold a pilot type rating for a type-rated aircraft that is a multi-engined turbine-powered aircraft
- › you comply with the requirements of logging the permissible copilot time as copilot flight time.

Note: Permissible copilot time, in relation to you being a permitted copilot, means time during where you performed copilot duties in a multi-pilot capable aircraft in accordance with multi-crew procedures specified in the operations manual or exposition (whichever is applicable) of the AOC holder operating the aircraft.

If you hold a multi-crew type rating, you can only exercise the privileges of the rating in a multi-crew operation and you must:

- › hold a multi-crew pilot licence
- › have passed the flight test for the multi-crew pilot licence in a multi-crew aircraft or an approved flight simulator.

Flight review and instrument proficiency check requirements (61.795, 61.800 and 61.805)

To exercise the privileges of your type rating you must hold a valid flight review. A flight review for the rating is valid if you comply with any one of the following:

- › you have passed a flight test for the rating
- › in an aircraft of the same type covered by the rating, you have either:
 - » passed a flight test for an operational rating
 - » completed flight training for a design feature endorsement of the class covered by the rating
- › successfully completed an operator proficiency check that covers operations in the type
- › passed a proficiency check in an aircraft of the type or an approved flight simulation device that is one of the following:
 - » an instrument proficiency check
 - » aerial application proficiency check
 - » an instructor proficiency check
 - » an examiner proficiency check
- › a flight review or equivalent for a relevant class rating (for a single-engine class this can be conducted in a single engine aeroplane or multi-engined aeroplane).

You also have a valid flight review if you are successfully participating in an operator's Part 61.040 approved training and check system for an operation in an aircraft of the type covered by the rating.

Note: You are successfully participating in an operator's training and checking system for an operation if:

- › you are employed by the operator
- › the operator's training and checking system covers the operation
- › you have met the requirements under the system for entry into the system
- › you are permitted under the system to be assigned by the operator for duty for the operation.

For example, your flight review is valid until the end of the 24th month after the month in which you complete the flight review. To calculate the validity period, the intent is if you pass a flight review on 17 June 2024, then your flight review is valid from 17 June 2024 - 30 June 2026.

If you hold a flight review that is still valid, (the previous flight review) you may complete a flight review for the rating within 3 months before the expiry of your previous flight review. In this case, your next expiry will be at the end of the 24th month, when your previous flight review expired. For example, if your existing flight review expires on 31 July 2026, you may undertake a flight review in May, June or July of 2026 and your new validity will be the 31 July 2028.

To be authorised to fly an aircraft covered by the model of your type rating you must either:

- › within the previous 24 months have:
 - » flown the aircraft model
 - » completed the flight test or flight review for that aircraft model
 - » completed differences training
- › be successfully participating in an operator's regulation 61.040 approved check and training system that operates the same model.



To exercise the privileges of your pilot type rating under the IFR you must hold a valid instrument proficiency check (IPC) for the relevant aircraft type. Table 25 shows the period during which your will hold a valid IPC.

Table 25: Valid instrument proficiency check – other than single-pilot turbojet aeroplane

Requirement	Conditions (if applicable)	Validity period
for your Instrument proficiency check to be valid, you must have passed a flight test for one of the following (in an aircraft type covered by the rating): <ul style="list-style-type: none">› an instrument rating› private IFR rating› multi-crew pilot licence or ATPL› the pilot type rating in an aircraft under the IFR› an instrument endorsement and the flight test is conducted more than 6 months after you pass the flight test for the rating	nil	your instrument proficiency check is valid until the end of the 24th month after the month in which you complete the flight review. For example, to calculate the validity period, the intent is if you pass an instrument proficiency check on 17 June 2024, then your instrument proficiency check is valid from 17 June 2024 – 30 June 2026
you successfully complete an operator proficiency check that covers IFR operations in an aircraft of that type	must be conducted by a flight examiner who holds an instrument rating flight test endorsement	your instrument proficiency check is valid until the end of the 24th month after the month in which you complete the flight review e.g. if you pass an instrument proficiency check on 17 June 2024 then your instrument proficiency check is valid from 17 June 2024 until 30 June 2026

Requirement	Conditions (if applicable)	Validity period
you are successfully participating in an operator's regulation 61.040 approved training and check system for an IFR operation in an aircraft of that type	the check is only valid for that operator	for the period you are successfully participating in the operators approved Part 61 training and checking system
you successfully complete an instrument proficiency check for the aircraft type	<p>the IPC must be undertaken in the relevant aeroplane or an approved flight simulation training device.</p> <p>if conducted by CASA or a flight examiner they must:</p> <ul style="list-style-type: none"> › assess you as meeting the IFR Part 61 competency standards for an IPC › endorse your licence with the date and the completion of the IFR proficiency check and <ul style="list-style-type: none"> » for single-engine aircraft: a single-engine or multi-engine endorsement is acceptable » for multi-engine aircraft: a multi-engine endorsement <p>if a person approved under regulation 61.040 conducts the check they must:</p> <ul style="list-style-type: none"> › assess you as meeting the IFR Part 61 competency standards for an IPC › endorse your licence with the date and the completion of the IFR proficiency check and <ul style="list-style-type: none"> » for single-engine aircraft: a single-engine or multi-engine endorsement is acceptable » for multi-engine aircraft: a multi-engine endorsement › conduct an oral assessment of your IFR knowledge of Part 61 operations procedures 	<p>your instrument proficiency check is valid until the end of the 24th month after the month in which you complete the flight review e.g. if you pass an instrument proficiency check on 17 June 2024 then your instrument proficiency check is valid from 17 June 2024 until 30 June 2026</p>

Note: Instrument number CASA EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024
Parts 14 to 18 have been included in the above table.

If at any time you fail an instrument proficiency check (IPC) in any of the following, your IPC is no longer valid for the type of aircraft in which you attempted the check:

- › an aeroplane category
- › multi-engine aeroplane
- › that type of aircraft.

Table 26: Valid instrument proficiency check – single-pilot turbojet aeroplane

Requirement	Conditions (if applicable)	Validity period
for your Instrument proficiency check to be valid, you must have passed a flight test that is conducted as a single-pilot operation for one of the following (in an aircraft type covered by the rating): <ul style="list-style-type: none"> › an instrument rating › private IFR rating › an instrument endorsement and the flight test is conducted more than 6 months after you pass the flight test for the rating 	nil	your instrument proficiency check is valid until the end of the 24th month after the month in which you complete the flight review. For example, to calculate the validity period, the intent is if you pass an instrument proficiency check on 17 June 2024, then your instrument proficiency check is valid from 17 June 2024 – 30 June 2026
you successfully complete an operator proficiency check that covers IFR operations in an aircraft of that type	must be conducted by a flight examiner who holds an instrument rating flight test endorsement	
you are successfully participating in an operator's regulation 61.040 approved training and check system for an IFR operation in an aircraft of that type	the check is only valid for that operator	for the period you are successfully participating in the operators approved Part 61 training and checking system
you successfully complete an instrument proficiency check for the aircraft type	<p>the IPC must be done in the relevant aircraft or the approved flight simulation training device, and:</p> <p>the IPC must be done in the relevant aeroplane or an approved flight simulation training device.</p> <p>if conducted by CASA or a flight examiner they must:</p> <ul style="list-style-type: none"> › assess you as meeting the IFR Part 61 competency standards for an IPC › endorse your licence with the date and the completion of the IFR proficiency check and <p>if a person approved under regulation 61.040 conducts the check they must:</p> <ul style="list-style-type: none"> › assess you as meeting the IFR Part 61 competency standards for an IPC › endorse your licence with the date and the completion of the IFR proficiency check and › conduct an oral assessment of your IFR knowledge of Part 61 operations procedures 	your instrument proficiency check is valid until the end of the 24th month after the month in which you complete the flight review e.g. if you pass an instrument proficiency check on 17 June 2024 then your instrument proficiency check is valid from 17 June 2024 until 30 June 2026

Note: Instrument number CASA EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024 Part 12 and 13 have been applied to the above table.

5.5 Differences training requirements

(61.200 and MOS 61 Schedule 2)

To operate some variants or models covered by a type rating, pilots who hold the type rating may also need to complete differences training.

Differences training must be conducted by a Part 141 or Part 142 operator (an approved training organisation) who is authorised to conduct the training and delivered by an instructor or an approval holder authorised by the operator.

To have completed differences training for a variant of the aircraft as the holder of a type rating you must:

- › be trained and assessed in all the applicable units of competency in the MOS to ensure that you are as competent as if you had undertaken the training for the type rating in the variant in the first instance
- › receive a course completion certificate from the applicable operator or approval holder indicating you have been trained and assessed as competent in the applicable Part 61 requirements.

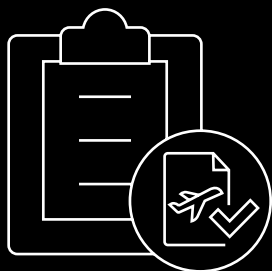
Exemption

(Instrument number [CASA EX32/24](#)
[Flight Crew Licensing and Other Matters](#)
(Miscellaneous Exemptions) Instrument 2024)

You may undertake differences training with a person authorised by the national aviation authority (NAA) of a recognised foreign state and exercise the privileges in an aircraft of the second variant provided you have:

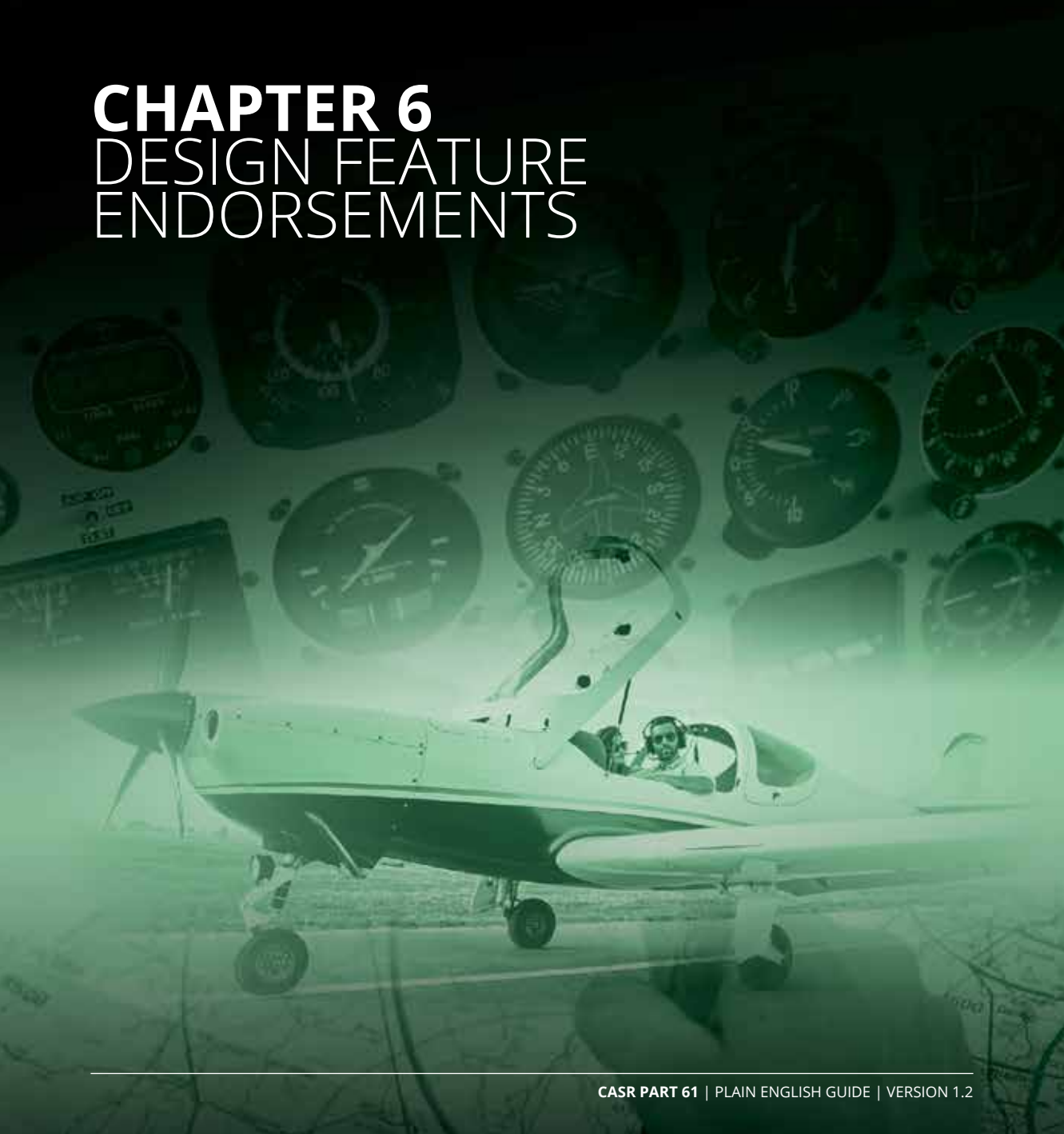
- › either:
 - » passed a flight test for the first variant in an aircraft or approved flight simulator
 - » completed a course of training for the first variant
- › completed an equivalent training course for another aircraft model covered by the rating (second variant)
- › provided CASA with documentation from an overseas training provider that shows you have:
 - » completed the equivalent flight training
 - » been assessed by a person authorised by the NAA of the recognised foreign state as competent to fly the aircraft.





CHAPTER 6

DESIGN FEATURE ENDORSEMENTS



6.1 Overview

(61.380)

As the holder of a pilot licence you may only exercise your licence privileges in an aeroplane with a design feature if you hold the applicable design feature endorsement.

6.2 Granting of a design feature endorsement

(61.195)

Before being granted a design feature endorsement you must be trained and assessed as competent for each applicable MOS competency unit and standard by either:

- › an authorised instructor
- › an applicable regulation 61.040 approval holder.

The instructor or approved person may deliver your training independently of a Part 141 or Part 142 operator.

Whilst the instructor may deliver the training independently, you must still be trained in all the units specified for the authorisation in the MOS and assessed as competent. The instructor must have a training course, keep detailed training records and provide all documents as if they were operating under a flight training operator.

Upon successful completion of your training your training provider must issue you a course completion certificate. The certificate must state that you have received training in all required

units of competency and that you have been assessed as competent in those units.

To apply for a design feature endorsement you must:

- › hold an aircraft class rating that covers the aircraft with the design feature
- › either:
 - » have passed the flight test for the class rating in an aircraft with the design feature
 - » have completed flight training for the endorsement.

Note: You meet these requirements if you hold a certificate of validation (CoV) of an overseas class design feature endorsement that is equivalent to the required design feature endorsement.

6.3 Design feature endorsement requirements

61.755 and 61.760

As the holder of a design feature endorsement you may exercise the privileges of your licence in an aircraft that has that design feature and is either:

- › a class for which you hold a class rating
- › a type for which you hold a type rating.

Upon successful completion of your training your training provider must issue you a course completion certificate. The certificate must state that you have received training in all required units of competency and that you have been assessed as competent in those units.

Table 27: Design feature endorsements

Design feature you wish to operate	Endorsement required
an aeroplane with a tailwheel undercarriage	tailwheel undercarriage design feature endorsement
an aeroplane with a retractable undercarriage	retractable undercarriage design feature endorsement
a piston engine aeroplane with a manual pitch control	manual propellor pitch control (piston engine) design feature endorsement
an aeroplane with a gas turbine engine(s)	gas turbine engine design feature endorsement
a multi-engine aeroplane that has centreline thrust	multi-engine centre-line thrust design feature endorsement
a pressurised aeroplane	pressurisation system design feature endorsement
a floatplane	floatplane design feature endorsement
an aeroplane with a floating hull	floating hull design feature endorsement
an aeroplane with a ski landing gear	ski landing gear design feature endorsement



CHAPTER 7

LOW-LEVEL RATING AND ASSOCIATED ENDORSEMENTS



7.1 Overview

This chapter details the specific requirements for:

- › obtaining a low-level rating
- › obtaining a mustering endorsement (including an alternative pathway)
- › limitations
- › recency requirements
- › flight reviews
- › conduct of air displays including aerobatics practice
- › miscellaneous dropping operations.

A low-level rating is required for low-level flight operations (below 500 ft AGL, including low-level aerobatics and mustering).

If you hold an aerial application rating, you can apply for and be granted a low-level rating based on your aerial application rating.

Also see section 1.19 of this guide for diagrams depicting the low-level rating and associated endorsements.

For the aerial mustering endorsement, an alternative pathway is available where you can train, be assessed and undertake on-the-job training and supervision through a Part 138 operator. A legislative instrument CASA 05/23 – Flight training and flight tests for grant of aerial mustering endorsements approval 2023 has been made and contains the approvals and requirements for the operator, trainer and assessor who wish to conduct the training. See section 7.7 of this guide.

7.2 Requirements for the grant of a low-level rating

(61.1070)

To obtain a low-level rating, you must:

- › hold a PPL, CPL or ATPL (including a CoV that is equivalent to a PPL, CPL or ATPL)
- › meet the requirements for the grant of at least one endorsement (see section 7.3 of this guide)
- › have passed the flight test mentioned in Schedule 5 of the MOS for the low-level rating.

If you are the holder of an aerial application rating you meet the requirements for the granting of and application for a low-level rating.

If you are the holder of a low-level rating and an aerial application endorsement (aeroplanes), you are taken to meet the requirements for the granting of an aeroplane low-level endorsement.

7.3 Low-level and mustering endorsement requirements


(61.1075)

As the holder of a low-level rating, you may conduct activities detailed in table 28 if you hold the required endorsement(s).

Table 28: Minimum requirements

Activity	Endorsement	Requirements
low-level operations (other than aerial mustering)	aeroplane low-level endorsement	<ul style="list-style-type: none">› hold an aeroplane category rating› hold a valid low-level rating› have at least 5 hours of dual flight in an aeroplane while receiving training in low-level operations› completed flight training for the endorsement› passed the flight test for the endorsement detailed in Schedule 5 of the MOS
aerial mustering operations	aerial mustering – aeroplane endorsement	<ul style="list-style-type: none">› hold an aeroplane category rating› hold a valid low-level rating› hold an aeroplane low-level endorsement› have at least 5 hours of dual flight while receiving training in aerial mustering in an aeroplane› completed flight training for the endorsement› passed the flight test for the endorsement detailed in Schedule 5 of the MOS

Note: You cannot count the 5 hours of dual flight experience for the issue of an aeroplane low-level endorsement towards the aeronautical experience for the issue of an aerial mustering endorsement.



An alternative pathway is available to complete an aerial mustering endorsement – see section 7.7 of this guide.



7.4 Limitations of a low-level rating

(61.1045 and 61.1050)

Before undertaking any low-level operation, you must:

- › conduct a risk assessment of the area
- › hold the appropriate endorsement (detailed in section 7.3 of this guide).

7.5 Recency requirements

(61.1055)

You may only exercise the privileges of your low-level rating or aerial mustering endorsement if you meet the recency requirements in table 29.

Table 29: Recency requirements

Rating or endorsement	Time period	Recency requirements
low-level rating	within the previous 6 months	<p>either:</p> <ul style="list-style-type: none">› at least 2 hours of low-level operations› an assessment by a flight instructor qualified to conduct low-level operations <p>Note: The above requirement are met, if in the previous 6 months you have successfully completed one of the following:</p> <ul style="list-style-type: none">› a proficiency check in low-level operations› a flight review for the low-level rating.
aerial mustering endorsement	within the previous 12 months	<ul style="list-style-type: none">› completed 20 hours of aerial mustering operations› been assessed as competent to conduct aerial mustering operations by a flight instructor who holds a low-level training endorsement› successfully completed an operator proficiency check in low-level operations covering aerial mustering operations› successfully completed a low-level flight review covering aerial mustering operations.

7.6 Flight review requirements

(61.1060)

As a holder of a low-level rating, you must have a current flight review.

Also see section 2.12 of this guide.

Exemption

(Instrument number CASA EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024) has been included in this section as is applicable.

Flight review requirements with an aerial mustering endorsement

To exercise the privileges of the low-level rating, you must have completed a low-level flight review in the past 12 months or successfully completed one of the following:

- › the flight test for the rating within the previous 12 months
- › the flight test for the low-level endorsement within the previous 12 months, but more than 6 months after passing the flight test for the rating
- › an aerial application proficiency check within the previous 12 months
- › an operator proficiency check within the previous 12 months that covers either:
 - » operations under the low-level rating
 - » operations under the aerial application rating
- › participating in an operator's training and checking system for the low-level rating and the operator has an approval under regulation 61.040.

Flight review requirements without holding an aerial mustering endorsement

To exercise the privileges of the low-level rating, you must have completed a low-level flight review in the past 24 months or successfully complete one of the following:

- › the flight test for the rating within the previous 24 months
- › the flight test for the low-level endorsement within the previous 24 months, but more than 6 months after passing the flight test for the rating
- › an aerial application proficiency check within the previous 24 months
- › an operator proficiency check within the previous 24 months that covers either:
 - » operations under the low-level rating
 - » operations under the aerial application rating
- › participating in an operator's training and checking system for the low-level rating and the operator has an approval under regulation 61.040.



7.7 Aerial mustering – alternative pathway

(CASA 56/24 — Flight Training and Flight Tests (Miscellaneous) Approvals 2024)

This pathway allows a person who has a high level of practical experience to conduct the training. It provides the opportunity for more operational-focused training with direct supervision in mustering operations after completing the training.

An operator with an aerial work certificate for aeroplane mustering is approved under regulations 141.035 and 141.050 to provide flight training for an aerial mustering endorsement (aeroplanes) provided:

- › the head of operations manages the flight training
- › the person conducting the flight training must:
 - » hold an aerial mustering endorsement
 - » be approved to conduct flight training for the grant of an aerial mustering endorsement
 - » be competent to conduct flight training
- › flight training activities are detailed in the operator's operations manual and meet the following requirements:
 - » aeronautical knowledge and practical flight training and the flight test must comply with the MOS
 - » your practical flight training must include 20 hours of dual flying in the same type of aeroplane used for the aerial mustering once the training is complete
 - » your theoretical and practical training must be conducted in suitable ground and airspace environments
 - » the aeroplane used must be airworthy and suitable for training.

You may undertake the above training provided you:

- › have a minimum of 100 hours in an aeroplane
- › hold a low-level endorsement.

Upon successfully completing your flight training, you will receive a course completion certificate issued by the operator that must include:

- › your name
- › the name of the operator
- › the name of the approved person who conducted your training
- › a comment to the effect that:
 - » the operator has provided you with a course of training that meets the requirements of the MOS
 - » the person who conducted your course of training was approved under regulation 141.035 to do so
 - » you have been assessed as competent in each unit of competency by the approved person.

The approved person conducting the flight training, on behalf of the operator, must make a record of the following as soon as practicable after you complete your flight training:

- › your (the applicant's) name and ARN
- › the dates of commencement and completion of flight training
- › for each flight training activity:
 - » the location
 - » the date
 - » the aircraft type and registration mark
 - » the flight time, and whether the flight was a dual flight, solo or as pilot in command under supervision
 - » the results of your performance measured against the relevant MOS competency requirements (Schedule 2)
- › a copy of your course completion certificate.

The operator must not permit a person to conduct flight training or to conduct a flight test (and a person must not do either) unless they meet the following criteria:

- › hold a CPL or ATPL
- › are employed by an approved operator (employment may be by contract or other arrangement)
- › hold a mustering endorsement (aeroplane)
- › have a minimum of:
 - » 3 years of aerial mustering operational experience (in any aircraft category)
 - » 2,000 hours of PIC conducting aerial mustering in an aeroplane
- › is qualified in principles and methods of instruction by:
 - » completing an approved course conducted by a Part 141 operator
 - » holding a Certificate IV in Training and Assessment
 - » holding a tertiary teaching qualification
- › have completed a course of instructor training delivered by a Part 141 operator that:
 - » includes a minimum of 5 hours of dual flight training in the non-command seat
 - » is delivered by a grade 1 flight instructor who holds a low-level training endorsement
 - » includes an assessment of competency to conduct aerial mustering training
- › has successfully completed the e-learning modules for the flight examiner rating course prepared by CASA.

As the approved person for the operator, you must also ensure you complete a recurrent check every 2 years in conducting flight training with a grade 1 flight instructor who holds a low-level rating.

Before commencing a flight test, the approved person must:

- › ensure they meet all recency requirements of their applicable rating
- › be the nominated person of the operator for the flight test
- › conduct the flight test as per the requirements of the MOS
- › notify CASA at least 24 hours before the flight test of the intent to conduct the flight test
- › upon completing the test inform you of the result and, if the result is a fail, the reason(s) for the fail
- › within 14 days of the flight test give a copy of the result, on the approved form, to the operator and CASA.

7.8 Approval to conduct mustering training

(CASA 56/24 — Flight Training and Flight Tests (Miscellaneous) Approvals 2024)

This section applies to an eligible person. To be an eligible person you must:

- › before 31 August 2014 have been approved under CAO 29.10 to act as an approved pilot in an aeroplane
- › hold a valid proficiency check that includes a competency test in the low-level training endorsement (aeroplane).

If you meet the conditions of an eligible person you are able to conduct flight training for the grant of:

- › a low-level rating
- › a low-level endorsement (aeroplane)
- › an aerial mustering endorsement (aeroplane).

7.9 Conduct of air displays including aerobatics practice

(Instrument CASA EX07/24 Low-level Operations (Air Displays and Aerobatic Manoeuvres) Exemption 2024)

See section 2.17 of this guide for an exemption in holding a low-level rating or an aerial application rating when conducting an air display or aerobatic practice for an air display.

7.10 Dropping operations (miscellaneous)

(Instrument CASA EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024)

A miscellaneous dropping operation is an operation or training for an operation that drops the following articles from an aeroplane (in flight) below 500 ft:

- › incendiaries to initiate controlled burning
- › baits for the capture or eradication of feral animals
- › search and rescue equipment
- › fodder for livestock
- › items for disaster relief
- › other articles of a nature or articles dropped for a purpose, that are similar in nature or purpose to those above.

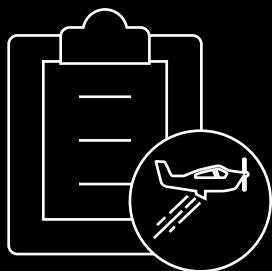
Note: A relevant article does not include any substance that may be sprayed or broadcast.

If you conduct miscellaneous dropping operations you do not need an aerial application rating.

When acting as the PIC and not employed by an operator under Part 137 or Part 138 (aerial work operator), you must ensure that you conduct your miscellaneous dropping operations in accordance with all applicable requirements and conditions that apply to Part 138 of CASR limited aerial work operations.

To conduct a miscellaneous dropping operation in an aeroplane as the PIC you must:

- › hold a low-level rating and a low-level endorsement – both for aeroplanes
- › either (as applicable):
 - » comply with the requirements for a PIC as required by Part 137 of CASR
 - » comply with the requirements for a PIC as required by Part 138 of CASR for aerial work operations.



CHAPTER 8

AERIAL APPLICATION RATING AND ASSOCIATED ENDORSEMENTS



8.1 Overview

(61.1090 and 61.1140)

An aerial application rating is required to conduct aerial application flight operations (below 500 ft AGL). Aerial application involves applying substances from the aircraft to the ground, including chemical spraying, fertilising, seeding, and bushfire firefighting.

An aerial application rating is category-specific and must include either a day aerial application endorsement or a firefighting endorsement.

Water bombing and dropping of retardant on fires requires a firefighting endorsement and an aerial application rating. If you do not engage in agricultural spraying operations, you can obtain a qualification specific to aerial firefighting operations.

See section 1.19 of this guide for a diagram depicting the aerial application rating and associated endorsements.

As the holder of an aerial application rating you are required to meet recency requirements and have a valid proficiency check (that is valid for 12 months) before you can conduct any aerial application operation.

Several legislative instruments address matters relating to aerial application ratings. These instruments have been included in this chapter where applicable.

Note: (CASR 137.010) an aerial application operation (or application operation) means:

- › a flight carried out by an aeroplane to apply application material
- › a flight by an aeroplane for, or partly for, one or more of the following:
 - » inspection of a work area
 - » pilot training or checking relating to a flight to apply application material
 - » training of a crew member other than the pilot
 - » travel from a landing area to a work area and back
 - » the carriage of a passenger specified in regulation 137.135 for a purpose set out in that regulation
- › preparation for any activities mentioned above.

8.2 Requirements for the grant of an aerial application rating

(61.1115)

To obtain an aerial application rating, you must:

- › hold a CPL or ATPL (or overseas equivalent)
- › meet the requirements for the grant of at least one endorsement mentioned in table 30 (see section 8.3 of this guide)
- › have passed the flight test mentioned in Schedule 3 of the MOS for the aerial application rating (this test must be conducted in an aircraft).

8.3 Aerial application endorsement requirements

(61.1120 and 61.1140)

An aerial application rating is category-specific and must include either a day aerial application endorsement or a firefighting endorsement.

To be granted the endorsement you must:

- › have completed the flight training for the endorsement
- › have met the aeronautical experience requirements in table 30
- › have passed the flight test detailed in the MOS
- › for the aerial application endorsement and firefighting endorsement also have:
 - » met the requirements for the granting of a low-level endorsement
 - » passed the aeronautical knowledge examination for the endorsement.

The training for the day aerial application endorsement requires:

- › training in low-level flight (leading to the grant of a low-level rating)
- › training in aerial application operations and solo flight while under training
- › an aeronautical knowledge course and examination, covering topics such as planning and risk control, operational techniques and human factors (Schedule 3 of MOS).

The training for a firefighting endorsement requires training in low-level flight (leading to the grant of a low-level rating) and specific training in firefighting operations.

Additionally, for the firefighting endorsement, an aeronautical knowledge training course

followed by an oral and written assessment is to be prepared by the training provider. There are 2 separate courses and assessments specified.

As the holder of an aerial application rating, you may conduct activities detailed in table 30 if you hold the required endorsement(s).

Table 30: Aerial application endorsement requirements

Activity	Endorsement	Requirements
aerial application operations (other than firefighting) below 500 ft AGL by day	aeroplane aerial application endorsement	<ul style="list-style-type: none"> › aeroplane category rating › at least 200 hours of flight time as pilot of an aeroplane › at least 5 hours of dual flight in an aeroplane while receiving training in low-level operations › at least 25 hours of dual flight in an aeroplane while receiving training in aerial application operations › at least 5 hours of solo flight in an aeroplane while receiving training in aerial application operations
firefighting operations below 500 ft pilot an aeroplane conducting low-level operations	aeroplane firefighting endorsement	<ul style="list-style-type: none"> › aeroplane category rating › at least 200 hours of flight time as pilot of an aeroplane › at least 5 hours of dual flight in an aeroplane while receiving training in low-level operations › at least 5 hours of dual flight in an aeroplane while receiving training in firefighting operations
aerial application operations below 500 ft under the night VFR pilot an aircraft under the VFR at night during a night circuit pilot an aircraft under the VFR at night between the aerodrome from where the flight begins or ends and are for the aerial application operation under the VFR at night	night aeroplane aerial application endorsement	<ul style="list-style-type: none"> › aeroplane aerial application endorsement › at least 750 hours of flight time as pilot in command of an aeroplane conducting aerial application operations below 500 ft AGL › at least 3 hours of instrument flight time › at least 2 hours of solo night circuits › at least 2 hours of dual flight while receiving training in night aerial application operations › at least 3 hours of solo flight while receiving training in night aerial application operations

8.4 Supervision requirements

(61.1130)

To exercise the privileges of your aerial application endorsement (day or night), you must have either:

- › conducted at least 110 hours of aerial application operations below 500 ft AGL
- › conducted supervised operations including:
 - » direct supervision for the first 10 hours
 - » direct and indirect supervision for the next 100 hours.

The supervision requirement reflects the complexity and hazardous nature of these operations.

The direct and indirect supervision must be conducted by one of the following:

- › the head of flying operations for the operator
- › a flight examiner who holds an aerial application rating flight test endorsement
- › a person approved to supervise operations under 61.040 (approvals by CASA for Part 61).

Note:

Direct supervision of a pilot conducting a flight means doing the following:

- › performing the tasks involved in indirect supervision of the pilot
- › being present and able to monitor and assess the safety of the flight and communicate directly with the pilot
- › selecting and planning the area where the flight is to be conducted
- › authorising the pilot to conduct the flight
- › providing direction to ensure the safety of the flight.

Indirect supervision of a pilot conducting a flight means doing the following:

- › conducting frequent surveillance of the performance of the pilot
- › periodically reviewing the performance of the pilot in the planning and conduct of the flight
- › providing feedback on the performance of the pilot
- › knowing the pilot's area of operations
- › acting as a mentor to the pilot.

8.5 Limitations of an aerial application rating

(61.1100)

As the holder of an aerial application rating, you must:

- › hold the appropriate endorsement listed in table 30 (see section 8.3 of this guide)
- › hold a valid proficiency check detailed in section 8.7 of this guide.

8.6 Recency requirements

(61.1105 and 61.1135)

To exercise the privileges of the aerial application rating, you must have completed at least 50 hours of aerial application operations below 500 ft within the previous 12 months.

You have met this requirement if you have successfully completed either of the following within the previous 12 months:

- › an operator proficiency check in aerial application operations below 500 ft
- › an aerial application proficiency check.

As the holder of a night aerial application endorsement, you must, within the past 45 days, have completed one of the following:

- › a night aerial application operation below 500 ft AGL that includes a take-off and landing at night
- › completed a flight in an aircraft of the same type or approved simulated training device, including:
 - » a flight of at least 1 hour's duration that commenced no later than 20 minutes before night
 - » practise of the necessary manoeuvres involved in the operation in an unladen aircraft at night or in the simulated training device
- › at least 3 take-offs and 3 landings at night.

8.7 Aerial application proficiency check validity and requirements

(61.1110)

Your aerial application proficiency check is valid until the end of the 12th month after the month in which you completed one of the following:

- › passed the flight test for the rating
- › passed the flight test for the aerial application endorsement provided the endorsement flight test was at least 6 months after your rating flight test
- › successfully completed an operator proficiency check that covers the rating's operations with a flight examiner who holds an aerial application flight test endorsement
- › successfully completed an aerial application proficiency check conducted:
 - » in an aircraft
 - » by CASA, a flight examiner or 61.040 approval holder and:
 - you are assessed as competent in aerial application operations below 500 ft as per Schedule 3 of the MOS
 - your licence document is endorsed stating you have completed the check on the date stated.

If you hold a valid aerial application proficiency check and successfully complete another within 3 months before it expires, the new check will be valid for 12 months from the expiration of the previous one. For example, to calculate the validity period, the intent is if you successfully completed a proficiency check on 17 June 2024, then your aerial application proficiency check is valid from 17 June 2024 - 30 June 2025.

If you attempt, and do not successfully complete, an aerial application proficiency check, you no longer have a valid aerial application proficiency check.

Note: ([Instrument number CASA EX32/24 Flight Crew Licensing and Other Matters \(Miscellaneous Exemptions\) Instrument 2024](#))

If you are the holder of an aeroplane aerial application endorsement or an aeroplane firefighting endorsement, you may complete an operator proficiency check with the head of flying operations of an aerial application operator, instead of a flight examiner who holds an aerial application rating flight test endorsement.

8.8 Operators approved to conduct training for the issue of firefighting endorsements

([CASA 56/24 — Flight Training and Flight Tests \(Miscellaneous\) Approvals 2024](#))

An operator is permitted to conduct flight training for the grant of an aeroplane firefighting endorsement if for the previous 3 or more years, the operator:

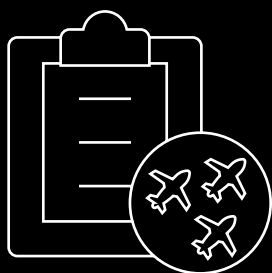
- › held an AOC authorising the person to undertake aerial application operations in an aeroplane
- › had an operations manual, containing procedures for aeroplane firefighting operations
- › had conducted annual aeroplane firefighting operations under the written authorisation of either the:
 - » National Aerial Firefighting Centre
 - » state or territory fire control authority.

The operator must conduct their operations according to the conditions of Part 2 of [Instrument CASA 56/24 — Flight Training and Flight Tests \(Miscellaneous\) Approvals 2024](#).

If you wish to undertake your firefighting endorsement with an operator detailed in this section you must:

- › hold a CPL with an aeroplane category rating
- › hold an aerial application rating endorsement
- › have 250 hours minimum experience conducting aerial application operations in aeroplanes.





CHAPTER 9

FLIGHT ACTIVITY ENDORSEMENTS



9.1 Overview

This chapter details the specific requirements for obtaining a flight activity endorsement.

Flight activity endorsements encompass:

- › aerobatic flight
- › formation flying
- › spinning flight
- › formation aerobatic flight.

You may hold more than one flight activity endorsement.

These endorsements require additional knowledge and skills training. For example, if you want to conduct aerobatic flight, you must first complete a spinning flight activity endorsement followed by aerobatic flight training and be assessed as competent to conduct aerobatic flight safely.

Training for a flight activity endorsement must be delivered by a qualified flight instructor who holds the particular flight activity endorsement and the relevant training endorsement on their flight instructor rating. Training for a flight activity endorsement does not have to be undertaken at a Part 141 or Part 142 operator as the flight instructor may deliver the training independently.



9.2 Kinds of flight activity endorsements

(61.1145)

The variety of flight activity endorsements, their authorised activities and requirements are detailed in table 31.

Table 31: Kinds of flight activity endorsements

	The activity you wish to conduct	Endorsement required	Requirements to be issued the endorsement
Aerobatics	aerobatic manoeuvres above 3,000 ft AGL	aerobatics flight activity endorsement	<ul style="list-style-type: none"> › aeroplane category rating › spinning flight activity endorsement
	aerobatic manoeuvres above 1,500 ft AGL	aerobatics (1,500) flight activity endorsement	<ul style="list-style-type: none"> › aeroplane category rating › aerobatics flight activity endorsement
	aerobatic manoeuvres above 1,000 ft AGL	aerobatics (1,000) flight activity endorsement	<ul style="list-style-type: none"> › aeroplane category rating › aerobatics (1,500) flight activity endorsement
	aerobatic manoeuvres above 500 ft AGL	aerobatics (500) flight activity endorsement	<ul style="list-style-type: none"> › aeroplane category rating › aerobatics (1,000) flight activity endorsement
	aerobatic manoeuvres at any height	aerobatics (unlimited) flight activity endorsement	<ul style="list-style-type: none"> › aeroplane category rating › aerobatics (500) flight activity endorsement
Formation	formation flying	formation flying flight activity endorsement	<ul style="list-style-type: none"> › aeroplane category rating
	aerobatic manoeuvres while flying in formation	formation aerobatics flight activity endorsement	<ul style="list-style-type: none"> › aeroplane category rating › aerobatics flight activity endorsement › formation flying flight activity endorsement
Spinning	spinning (intentional upright spinning manoeuvres above 3,000 ft AGL)	spinning flight activity endorsement	<ul style="list-style-type: none"> › aeroplane category rating

Note: The aircraft intended to be used for the spinning activity must be certified or approved for intentional spinning, i.e. tested to recover from a 6-turn spin within 1.5 turns of recovery inputs.



Advisory circular [61-16 Spin avoidance and stall recovery training](#) should be reviewed before delivering or undertaking spin training.

9.3 Requirements for the grant of a flight activity endorsement

(61.1160)

To obtain a flight activity endorsement, you must have:

- › the applicable prerequisite rating or endorsement
- › completed the required flight training for the endorsement.

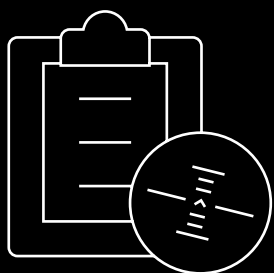
9.4 Limitations of a flight activity endorsement

(61.1155)

You can only conduct an aerobatic or spinning manoeuvre if either you:

- › hold a current Class 1 or 2 medical certificate
- › are accompanied by another pilot who:
 - » holds a current Class 1 or 2 medical certificate
 - » occupies the flight control seat in the aircraft
 - » is authorised to conduct the manoeuvre.





CHAPTER 10

INSTRUMENT RATINGS



10.1 Overview

This chapter details the requirements for the issue of an instrument rating and your obligations, privileges and limitations once you have achieved your instrument rating. It includes, where applicable, any recency requirements, flight reviews and proficiency checks.

The instrument ratings detailed in this chapter are:

- › instrument rating (other than private)
- › private instrument rating
- › night rating.

Also see section 1.19 of this guide for a diagram depicting the various ratings and associated endorsements.

10.2 Instrument rating (other than private)

Privileges (61.855)

As the holder of an instrument rating, you may pilot an aircraft:

- › under the IFR
- › at night under the VFR.

Requirements for the granting of an instrument rating (61.885)

To be granted an instrument rating you must:

- › hold a PPL, CPL or ATPL (or a certificate of validation of an equivalent overseas flight crew licence)
- › meet the requirements for the issue of either:
 - » a single-engine instrument rating endorsement in a single-engine aeroplane class or type rating (to fly a single-engine aeroplane)
 - » a multi-engine instrument endorsement, which must be a multi-engine aeroplane class or type rating for you (to fly a single-engine or multi-engine aeroplane)
- › meet the requirements for either a 2D or 3D instrument approach endorsement
- › pass the aeronautical knowledge exam for the instrument rating

- › complete the instrument rating flight training in an aeroplane or flight simulation device
- › pass the flight test for the instrument rating and the aeroplane category rating
- › meet the following minimum aeronautical experience requirements:
 - » hold at least 50 hours of cross-country flight time as PIC in an aeroplane (or flight simulation device) in which the flight test is conducted
 - » hold at least 40 hours of instrument time, including at least 10 hours of dual instrument time and either:
 - 10 hours of instrument flight time in an approved simulator supervised by an approved pilot instructor
 - 20 hours of instrument flight time.

A flight simulation device used for the above must represent the aeroplane in which the flight test is conducted.

Your flight test must be conducted in an aeroplane unless you have previously held:

- › an instrument rating
- › an overseas rating
- › a qualification issued by the ADF that CASA is satisfied is the equivalent to the instrument rating.

Note: An approved pilot instructor is an instructor who holds an instrument rating training endorsement.

Note: You may apply for a PPL, CPL or an ATPL at the same time as your instrument rating.

Proficiency check requirements (61.880)

You may exercise the privileges of your instrument rating if you have a valid instrument proficiency check (IPC) (aeroplane).

Note: You may only exercise the privileges of your rating in a multi-engine aeroplane if your proficiency check was successfully undertaken in a multi-engine aeroplane.

There are a number of alternatives to holding a valid instrument rating proficiency check. These must be completed in a relevant aeroplane. See table 32.



Table 32: Alternatives for holding a valid instrument proficiency check

Alternative	Any additional conditions to be met
you pass the flight test for the instrument rating	Nil
you pass the flight test for an instrument endorsement	the test is conducted more than 6 months after the flight test for the rating
you successfully complete an operator proficiency check	covers IFR operations and is conducted by a flight examiner who holds an instrument rating flight test endorsement
you are successfully participating in an operator's training and checking system for IFR operations	the operator holds an approval under regulation 61.040 for their training and checking system (your check is only valid for operations with that specific operator)
you pass an instrument proficiency check in a relevant aeroplane	either: <ul style="list-style-type: none">› the IPC was conducted by CASA or a flight examiner and they have:<ul style="list-style-type: none">» assessed you as meeting the IFR Part 61 competency standards for an IPC» endorsed your licence with the date and the aircraft to which the IPC relates› a person approved under 61.040 assesses you as competent to conduct operations under the IFR, and CASA or a flight examiner have:<ul style="list-style-type: none">» conducted an oral assessment of your IFR operations knowledge as given in the MOS for an IPC» endorsed your licence with the date and the aircraft to which the IPC relates

Note: Your instrument rating proficiency check is valid until the end of the 12th month after the month in which you successfully complete the flight test or proficiency check.

For example, to calculate the validity period, the intent is if you successfully completed a proficiency check on 17 June 2024, then your IPC is valid from 17 June 2024 – 30 June 2025.

If you hold an instrument proficiency check, you may complete an instrument proficiency check for the rating within 3 months before the expiry of your previous check. In this case, your next expiry will be at the end of the 12th month, when your previous check expired. For example, if your existing instrument proficiency check expires on 31 July 2025, you may undertake a flight review in May, June or July of 2025 and your new validity will be the 31 July 2026.

Note: You are successfully participating in an operator's training and checking system for an operation if:

- › you are employed by the operator
- › the operator's training and checking system covers the operation
- › you have met the requirements under the system for entry into the system
- › you are permitted under the system to be assigned by the operator for duty for the operation.

If at any time you attempt but fail an instrument proficiency check, you no longer hold a valid instrument proficiency check for the aircraft category or multi-engine aircraft (as applicable) until you successfully complete the instrument proficiency check.

Note: Relevant aircraft, for an instrument proficiency check, means a single-engine or multi-engine aeroplane.

Limitations (61.860, 61.865, 61.890, 61.895, 61.900 and 61.905)

You are authorised to conduct an instrument approach operation as the PIC in instrument meteorological conditions (IMC) only if:

- › the aircraft is equipped for an instrument approach operation
- › the kind of navigation system is one where you have previously conducted either:
 - » an instrument approach operation
 - » a simulated instrument approach operation in an approved flight simulation training device.

You are only permitted to pilot an aircraft under the IFR or at night under the VFR if you hold the endorsements detailed in table 33. To hold any of the endorsements detailed in this section, you must first hold an instrument rating.



Table 33: Authorised activities and associated limitations

What I want to do	Endorsement required	Conditions that must be met
fly an aeroplane (multi-engine or single-engine) under the IFR or under the NVFR	multi-engine aeroplane instrument endorsement	<p>hold a multi-engine aeroplane class rating or type rating for the type of multi-engine aeroplane and:</p> <ul style="list-style-type: none"> › at least 10 hours dual instrument time in a multi-engine aeroplane or an approved flight simulation device › at least 5 hours of aeronautical experience at night as the pilot of an aeroplane or an approved flight simulation training device including a minimum of: <ul style="list-style-type: none"> » 1 hour dual flight time » 1 hour of solo night circuits
fly a single-engine aeroplane under the IFR or at under the NVFR	single-engine aeroplane instrument endorsement	<p>hold a single-engine aeroplane class rating or type rating for the type of multi-engine aeroplane and:</p> <ul style="list-style-type: none"> › at least 10 hours of dual instrument time in a single-engine aeroplane or an approved flight simulation device › at least 5 hours of aeronautical experience at night as the pilot of an aeroplane or an approved flight simulation training device including a minimum of: <ul style="list-style-type: none"> » 1 hour of dual flight time » 1 hour of solo night circuits
conduct a 2D instrument approach	you must have an IAP 2D endorsement	nil
conduct a 3D instrument approach	you must have an IAP 3D endorsement	<p>you must hold an IAP 2D endorsement and either:</p> <ul style="list-style-type: none"> › pass the flight test for the endorsement in the last 12 months › have competently demonstrated a 3D instrument approach operation during a proficiency check (that covers IFR operations and is conducted by a flight examiner who holds an instrument flight test endorsement) either: <ul style="list-style-type: none"> » in your most recent instrument proficiency check to an approved person » within the last 15 months to an approved person › be successfully participating in an operator regulation 61.040 approved training and check system for an operation that includes 3D instrument approaches

To be able to conduct specific IFR activities you must also comply with the conditions outlined in table 34.

Table 34: Authorised activities and associated limitations

Activity	Conditions
to fly an aircraft as a single-pilot	either: <ul style="list-style-type: none"> › pass the flight test for the rating in a single-pilot operation › complete an IPC in a single-pilot aircraft › hold a valid IPC for a single-engine aeroplane
to conduct a circling approach under the IFR	either: <ul style="list-style-type: none"> › pass your most recent IPC that includes a circling approach (this can also mean an operator proficiency check that covers IFR operations and conducted by a flight examiner who holds an instrument flight test endorsement) › participate in an operator's approved regulation 61.040 training and checking system for an operation that includes circling approaches › pass the flight test for the rating in the previous 12 months that included a circling approach
to conduct an instrument approach of a particular kind	either: <ul style="list-style-type: none"> › complete training in the approach › demonstrate your competence to an approved person in instrument approach operations using the procedure

Note: The approved person above must be CASA, a flight examiner who is authorised to conduct an instrument approach operation of the same procedure or a person who holds an approval under regulation 61.040 to assess your competence.

Recency (61.870 and 61.875)

If you hold an instrument rating, to be able to conduct an instrument approach in IMC, you must comply with the recency requirements in table 35.

Table 35: Recency requirements to conduct an instrument approach in IMC

Operation	Requirement	Conditions (as applicable)
single-pilot operations	<ul style="list-style-type: none"> › conduct a flight or simulated flight under the IFR in a single-pilot operation within the last 6 months › the flight must be at least one hour and include one instrument or simulated instrument approach 	<p>this is not required if one of the following applies:</p> <ul style="list-style-type: none"> › you have successfully completed an OPC that covers IFR operations › you are successfully participating in an operator's regulation 61.040 approved training and checking system
pilot an aeroplane under the IFR	3 instrument approach operations	in an aircraft or approved flight simulation training device in last 90 days
	1 instrument approach	in an aeroplane or approved flight simulation training device in the last 90 days in which the flight is to be conducted
	<p>if you hold the authority to conduct:</p> <ul style="list-style-type: none"> › 2D › 3D › azimuth guidance operation › course deviation operation › instrument approach 	you must have conducted at least one of the same approach (as applicable) in an aircraft or approved flight simulation training device in the last 90 days

Removal of conditions from an old authorisation (61.887)

If you are the holder of an old authorisation that includes a condition preventing you from acting as PIC, CASA must remove the condition if:

- › you apply to CASA for the removal of the condition
- › you meet the requirements for the issue of both:
 - » an instrument rating
 - » an instrument endorsement that authorises you to pilot an aircraft under the IFR of the category or class you are seeking the authorisation.



An old authorisation is an authorisation you held before 1 September 2014 and has not been surrendered or cancelled before 1 September 2018. Regulation 202.272 (Grant of equivalent new authorisations for certain holders of old authorisations) applies.

To be granted a private instrument rating you must:

- › hold a PPL or CPL (or a certificate of validation of an equivalent overseas flight crew licence)
- › meet the requirements for the issue of both:
 - » a single-engine aeroplane private instrument endorsement or multi-engine aeroplane private instrument endorsement
 - » a navigation private instrument endorsement (NDB or VOR/ LLZ or GNSS)
- › have passed either:
 - » the aeronautical knowledge exam for the instrument rating
 - » a private instrument rating aeronautical knowledge exam set and conducted by CASA or an approved Part 141 or Part 142 operator
- › have completed the private instrument rating flight training
- › have passed the flight test for the private instrument rating
- › have completed 20 hours of instrument flight time (including 10 hours of dual instrument flight time) during either:
 - » training conducted by a flight instructor who holds an instrument rating training endorsement
 - » training for a PPL, CPL or ATPL or a night VFR rating
 - » your time as a member of the ADF.

10.3 Private instrument ratings

(61.N.1)

Privileges (61.910)

If you hold a private instrument rating, you are permitted to operate under the IFR in a private operation in Australian territory, provided the aircraft is certified for single-pilot operations and has a MTOW of no more than 5,700 kg.

Requirements for the granting of a private instrument rating (61.930 and 61.935)

The holder of an instrument rating meets the requirements for the granting of a private instrument rating.

Flight review requirements (61.925)

You may exercise the privileges of your private instrument rating in a single-engine aeroplane (only) provided you hold a valid flight review within the previous 24 months that was conducted in a single-engine aeroplane or an approved flight simulator.

For a valid private instrument rating holder to fly a multi-engine aeroplane under the IFR, the flight review or test must be conducted in a multi-engine aeroplane under the same conditions detailed in table 36.

There are several alternatives to holding a valid flight review. These must be completed in a relevant aeroplane.

Table 36: Alternatives for holding a valid flight review

Alternative	Any conditions to be met
you pass the flight test for the private instrument rating	the test is conducted in an aeroplane or an approved flight simulator within the previous 24 months
you pass the flight test for a private instrument endorsement	the test is conducted more than 6 months from the flight test for the rating (but within 24 months) in an aeroplane or an approved flight simulator
you successfully complete an instrument proficiency check	the check is conducted in an aeroplane within the previous 24 months

Limitations – endorsement requirements (61.915, 61.935, 61.940, 61.942, 61.945 and 61.950)

As the holder of a private instrument rating, you may pilot an aeroplane under the IFR only if you also hold an endorsement detailed in table 37.

Table 37: Aircraft category/class endorsements for a private instrument rating

Activity you wish to conduct	Endorsement required	Conditions (as applicable)
pilot a single-engine aeroplane under the IFR	single-engine aeroplane private instrument endorsement or a multi-engine night VFR endorsement	<ul style="list-style-type: none"> › single-engine aeroplane class rating › at least 10 hours of dual instrument flight time in an aeroplane
pilot a multi-engine aeroplane under the IFR	multi-engine aeroplane private instrument endorsement	<ul style="list-style-type: none"> › multi-engine aeroplane class rating › at least 10 hours of dual instrument flight time in an aeroplane



If you hold a valid multi-engine (aeroplane) private instrument rating, you may also fly a single-engine aeroplane privately under the IFR.

In addition, you may only conduct an activity detailed in table 38 if you hold the applicable endorsement and meet the required conditions.

Table 38: Private instrument rating endorsement requirements and conditions

Activity you wish to conduct	Endorsement required	Conditions (as applicable)
Navigation endorsements		
enroute navigation, including holding, under the IFR using: <ul style="list-style-type: none"> › a non-directional beacon navigation system (NDB) › a VHF omnirange / localiser navigation system (VOR/LLZ) › a global navigation satellite system (GNSS) 	as applicable to the navigation aid: <ul style="list-style-type: none"> › NDB private instrument endorsement › VOR/LLZ private instrument endorsement › GNSS private instrument endorsement 	nil
Departure endorsements		
a take-off and departure (other than a standard instrument departure) under the IFR <p>Note: this must include a climb to the published lowest safe altitude for the first route segment of the flight in a:</p> <ul style="list-style-type: none"> › single-engine aeroplane › multi-engine aeroplane 	as applicable to the aeroplane: <ul style="list-style-type: none"> › departure – single-engine aircraft private instrument endorsement › departure – multi-engine aircraft private instrument endorsement 	as applicable to the aeroplane you must hold a: <ul style="list-style-type: none"> › single-engine aeroplane private instrument endorsement › multi-engine aeroplane private instrument endorsement
a take-off and departure, including a standard instrument departure, under the IFR <p>Note: this must include a climb to the published lowest safe altitude for the first route segment of the flight</p>	standard instrument departure (SID) private instrument endorsement	
Approach/arrival endorsements		
an arrival under the IFR using both: <ul style="list-style-type: none"> › a published AIP procedure › the navigation system that you hold a private instrument endorsement for i.e. NDB, VOR/LLZ, or GNSS 	standard terminal arrival route (STAR) private instrument endorsement	
an instrument approach, under the IFR using: <ul style="list-style-type: none"> › a non-directional beacon navigation system (NDB) › a VHF omnirange/localiser navigation system (VOR/LLZ) › distance measuring equipment or a global navigation satellite system (GNSS) 	as applicable to the navigation aid: <ul style="list-style-type: none"> › approach – NDB private instrument endorsement › approach – VOR/LLZ private instrument endorsement › approach – DME or GNSS arrival procedures private instrument endorsement 	

Activity you wish to conduct	Endorsement required	Conditions (as applicable)
a required navigational performance instrument approach operation without vertical guidance using either: <ul style="list-style-type: none"> › a GNSS › another kind of area navigation-based system 	approach – RNP APCH-2D private instrument endorsement	hold a Navigation – GNSS private instrument endorsement
a required navigational performance instrument approach operation using barometric-aided vertical guidance	approach – RNP APCH-3D private instrument endorsement	hold both a: <ul style="list-style-type: none"> › navigation – GNSS private instrument endorsement › approach – RNP APCH-2D private instrument endorsement
an instrument approach operation using either: <ul style="list-style-type: none"> › an instrument landing system (ILS) › microwave landing system › global navigation satellite system (GNSS) with ground-based augmentation 	approach – ILS private instrument endorsement	
Night endorsements		
pilot an aeroplane under the IFR at night	night private instrument endorsement (aeroplane)	at least 10 hours of aeronautical experience at night in an aeroplane or an approved flight simulation training device for the purpose, including at least: <ul style="list-style-type: none"> › 3 hours of dual cross-country flight time at night › 5 hours of flight time at night in an aeroplane › 1 hour of solo night circuits

Note:

- › **Navigation endorsements:** If you have a navigation endorsement, you can use the endorsed navigation system for instrument approach operations in IMC after meeting either of the following conditions:
 - » you have conducted at least one instrument approach using that system
 - » you have conducted at least one simulated instrument approach operation using that system in an approved flight simulation training device.
- › **Navigation endorsements:** You may conduct en-route navigation to below the published lowest safe altitude provided you hold the applicable navigation endorsement and the:
 - » visibility is at least 5,000 m
 - » aircraft is clear of cloud.
- › **Approach and arrival endorsements:** You can conduct the endorsed approach under the IFR in a multi-engine aeroplane if you hold both the approach and landing multi-engine aeroplane private instrument endorsements.
- › **Night endorsements:** You may fly at night under the IFR below the published lowest safe altitude (LSALT) provided you hold a night private instrument endorsement and the:
 - » visibility is at least 5,000 m
 - » aircraft is clear of cloud.

Note: As the holder of a private instrument rating any instrument endorsement you hold is considered to be equivalent to the applicable private instrument endorsement.

Recency (61.920)

As the holder of a private instrument rating, you may only conduct an instrument approach in IMC as pilot in command if in the previous 6 months you have:

- › conducted the same kind of instrument approach in an aeroplane or an approved flight simulation training device
- › piloted an aircraft under the IFR.

10.4 Night VFR rating (NVFR)

(61.O.1)**Privileges (61.955)**

If you hold an NVFR rating and aeroplane licence, you may fly at night under the VFR, except in a night aerial application operation below 500 ft AGL.

Requirements for the granting of a night VFR rating (61.975)

To be granted an NVFR rating you must:

- › have a PPL, CPL or ATPL (or a certificate of validation of an equivalent overseas flight crew licence)
- › meet the requirements for the grant of either a:
 - » single-engine aeroplane NVFR endorsement
 - » multi-engine aeroplane NVFR endorsement
- › have at least 10 hours of night aeronautical experience in an aircraft or approved flight simulation device including 5 hours of dual cross-country flight time (at night under the VFR), over at least 2 flights (each must include at least one landing at an aerodrome, other than from where the flight began, and remote from extensive ground lighting)
- › passed the flight test for an NVFR rating.



There is no theory examination required for the NVFR rating, although an oral assessment is required before the flight test. The flight test will include a demonstration of competency in flight manoeuvres flown solely by reference to instruments. These requirements are described in the flight test standards in Schedule 5 of the MOS.



Flight review requirements (61.970)

You are authorised to pilot an aeroplane at night under the VFR if, in the previous 24 months, you have successfully completed one of the following:

- › a flight review for the rating (in an aeroplane or approved flight simulator)
- › a flight test for the rating (in an aeroplane or approved flight simulator)
- › a flight test for the granting of an NVFR endorsement at least 6 months after passing the flight test for the rating (in an aeroplane or approved flight simulator)
- › an operator proficiency check (OPC) that covers NVFR operations in an aeroplane
- › active participation in an operator's regulation 61.040 approved training and checking system that covers NVFR operations in an aeroplane.

Note: For you to fly a multi-engine aeroplane at night under the VFR, the above requirements apply. However, the flight review, flight test for the rating or endorsement, the OPC or participation in the operator's approved training and checking system must be conducted in a multi-engine aeroplane.

Note: You are successfully participating in an operator's training and checking system for an operation if:

- › you are employed by the operator
- › the operator's training and checking system covers the operation
- › you have met the requirements under the system for entry into the system
- › you are permitted under the system to be assigned by the operator for duty for the operation.

Limitations (61.960, 61.985, 61.980, 61.985 and 61.980)

As the holder of an NVFR rating, you may pilot an aeroplane at night under the VFR only if you also hold an endorsement detailed in table 39. By holding the endorsement you are permitted to conduct the activity described in table 39.

Table 39: Aircraft category/class endorsements for a private instrument rating

Activity you wish to conduct	Endorsement required	Conditions (as applicable)
pilot a single-engine aeroplane under the NVFR	single-engine aeroplane night VFR endorsement or a multi-engine night VFR endorsement	<ul style="list-style-type: none"> › at least 5 hours of aeronautical experience at night as pilot of an aeroplane or an approved flight simulation training device for the purpose, including at least one hour of dual flight and one hour of solo night circuits › at least 3 hours of dual instrument time
pilot a multi-engine aeroplane under the NVFR	multi-engine aeroplane night VFR endorsement	<ul style="list-style-type: none"> › at least 5 hours of aeronautical experience at night as pilot of a multi-engine aeroplane or an approved flight simulation training device for the purpose, including at least one hour of dual flight and one hour of solo night circuits › at least 3 hours of dual instrument time

Recency (61.395 and 61.965)

You are authorised to use the privileges of your NVFR rating in an aeroplane providing that within the previous 6 months you have either:

- › conducted at least one night take-off and landing in an aeroplane that you are controlling
- › been assessed as competent to conduct a flight at night in an aeroplane. The assessment must be conducted by a flight instructor who holds a night VFR training endorsement.

In addition to the above, to be authorised to carry passengers at night you must have, within the last 90 days (in an aeroplane or approved flight simulator), completed one of the following:

- › at least 3 night take-offs (followed by a climb to at least 500 ft AGL) and 3 night landings while controlling the aircraft or approved flight simulator
- › a relevant check, review or passed a flight test for a pilot licence or rating on your pilot licence that included at least one take-off and landing at night
- › participation in an operator's regulation 61.040 approved training and checking system that includes night operations in an aeroplane.

Note: A relevant check or review means either an instrument proficiency check, an operator proficiency check or a flight review.



While instrument flying proficiency is essential to the safe conduct of night flying, there are no regulated instrument flying recency requirements specified for NVFR operations. You should be mindful of the degradation of unused skills and consider undertaking training with a flight instructor if there are significant gaps between your flights under the night VFR.





CHAPTER 11

PILOT INSTRUCTOR RATINGS



11.1 Overview

This chapter details how you obtain and maintain an instructor rating and any associated endorsement. It also details your obligations as they relate to training and supervising students.

To obtain an instructor rating, you must be trained and examined in accordance with the applicable Part 61 regulations and Schedule 2 of the MOS. You must also meet the applicable experience requirements.

As an instructor you are expected to:

- › be competent in conducting training
- › be able to simultaneously deliver the training and manage difficult circumstances as they arise
- › evaluate trainees' performance and determine what new or revision training is required
- › determine when a trainee has reached the required standard.

Your initial training as an instructor is key to ensuring you understand how to achieve these desired outcomes. Competent instructors are dependent upon the quality of the 'train the trainer' instructor training that, in turn, is dependent on competent trainers.

The pilot instructor rating allows for the grant of both:

- › a flight instructor rating
- › a simulator instructor rating.

For this chapter, where the term pilot instructor is used, the information applies to both a flight instructor and a simulator instructor.

Note: If you only hold a simulator instructor rating, and do not also hold a flight instructor rating, you are restricted to delivering instruction in an approved flight simulation training device only.

Note: All the same endorsements that apply to flight instructors apply to the simulator instructor rating.

There are no hour requirements for a training course to become an instructor. Part 61 stipulates minimum aeronautical experience for trainees that must be met before commencing the training course for the rating and any specific

endorsements applied for. The aeronautical experience varies between aircraft categories and whether you have completed your CPL training via an integrated training course.



Instructional experience accrued by the holder of a recreational aviation instructor certificate cannot be credited towards the minimum aeronautical experience requirements to be met for the grant of a pilot instructor rating and training endorsements.

11.2 Private pilots – granting a flight instructor rating

Private pilots can be granted a flight instructor rating but are limited to giving instruction for grant of design feature and flight activity endorsements. Flight training for the grant of design feature and flight activity endorsements may be conducted independently of a Part 141 or Part 142 operator.

11.3 Principles and methods of instruction (PMI)

For the grant of a pilot instructor rating, you must pass an examination on the principles and methods of instruction (PMI).

A PMI training course is designed to ensure you gain a sound understanding of the basic principles of adult education, learning styles and instructional technique to be applied in their delivery of ground and flight instruction.

Schedule 3 of the MOS contains the unit FIRC: Flight Instructor Rating – Common that prescribes the elements your training course must cover. The PMI examination is common to all pilot instructor ratings and only needs to be completed for the initial grant of the rating.

If you already meet the educational requirements by holding either a Certificate IV in workplace training and assessment or a tertiary qualification in education, you are not required to undertake a PMI course. In either case, you still must pass the pilot instructor rating common (PIRC) exam.

11.4 Flight instructor grades

(61.1235)

As a pilot instructor you may be issued a grade 3, 2 or 1 training endorsement.

The grade 3, 2, 1 endorsement structure provides for progression of expertise and instructional maturity. This enables flight instructors to

supervise students and other instructors and to lead training courses. The structure facilitates building skills and abilities through experience and additional focussed professional development including conducting flight reviews, providing supervision and course direction. The following depict the minimum requirements for the issue of a grade of training endorsement.

Figure 13: Grade 3 training endorsement

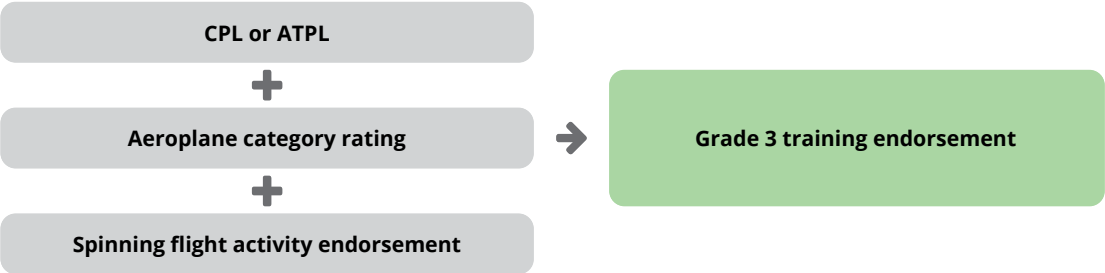


Figure 14: Grade 2 training endorsement

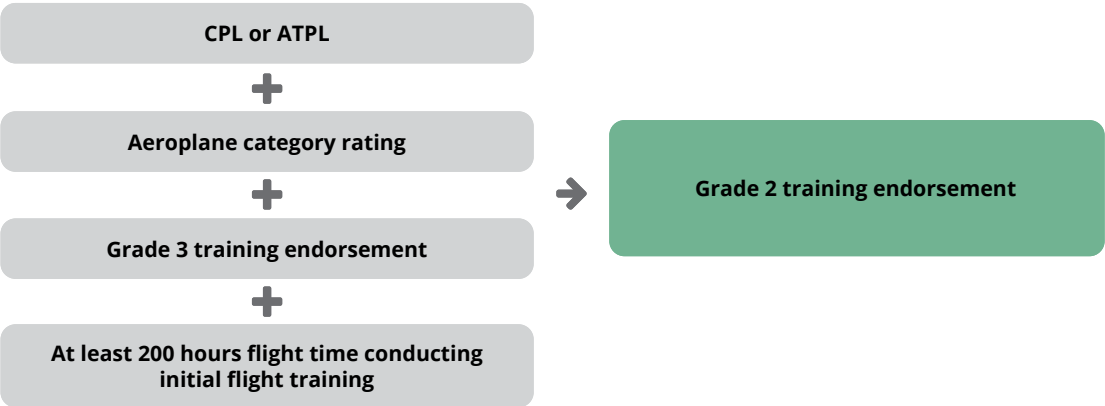
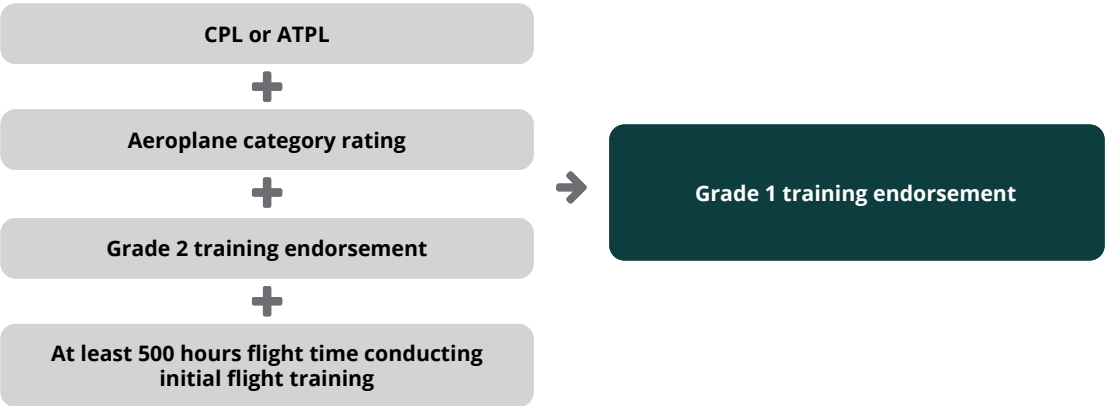


Figure 15: Grade 1 training endorsement





11.5 Training endorsement

For the grant of a pilot instructor rating, you must meet the requirements for the grant of at least one training endorsement. Your training course will incorporate the training for the grant of your first training endorsement.

To exercise the privileges of most training endorsements, a pilot instructor must be engaged by a Part 141 or Part 142 operator authorised to conduct the training. The operator is responsible for:

- › instructor supervision and guidance on the delivery of their training courses
- › conducting standardisation checks of students and instructors to ensure training standards are maintained and consistent.

See section 11.12 – Endorsement requirements of a flight instructor rating and section 11.13 Endorsement requirements of a simulator instructor rating of this guide.

11.6 Operational rating or flight activity training endorsement

Before you apply for an operational rating or flight activity training endorsement, you should have experience in conducting the activity applicable to the training endorsement.

The training endorsement course should address all the competencies and practical aspects of the activity. The advisory circular [AC 61-07 – Flight Instructor Training](#) provides detailed guidance and sample courses for training endorsements.

Before exercising the privileges of a training endorsement, it is your responsibility as an instructor and the operator (where applicable) to ensure you are competent to deliver the training permitted by the training endorsement.

11.7 Instrument of approval and exemptions applicable to flight instructors

Grade 1 training endorsement ([Instrument CASA EX64/22 – Flight Training and Flight Tests by Grade 1 Training Endorsement Holders \(Exemptions and Approvals\) Instrument 2022](#))

The flight instructor rating training endorsement is no longer required by the holder of a grade 1 training endorsement to deliver training for some instructor training endorsements.

The details and conditions for this approval are contained in the Instrument. An operator or flight instructor who is considering conducting training or testing, as provided in the instrument, should read it carefully to ensure they fully understand and can comply with the conditions and limitations imposed.

The flight school operator is responsible for ensuring the grade 1 flight instructor is competent to deliver the training and conduct the flight tests permitted by the instrument. A course of training should be developed by the operator that addresses the competencies required to deliver instructor training for the training endorsements.

See also section 11.12 of this guide.

Basic instrument flight training (Instrument CASA EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024)

There are 2 instruments relating to basic instrument flight that affect a flight instructor.

Some holders of grade 1, grade 2 and grade 3 training endorsements cannot conduct basic instrument flight training.

CASR Part 9 of instrument CASA EX32/24 should be reviewed for the requirements to be met before conducting basic instrument flight.

See also section 11.10 of this guide.

11.8 Proficiency check (61.1180)

As a flight instructor you must have a valid instructor proficiency check to deliver flight training. A proficiency check does not need to cover all the training endorsements you hold. Your instructor proficiency check is about reviewing your instructional capability in the context in which you operate.

The first proficiency check following the grant of your flight instructor rating is required 12 months following the flight test, and thereafter every 24 months. There are other circumstances that can meet this requirement. See sections 11.11 (Flight instructor proficiency checks) and 11.12 (Simulator instructor proficiency checks) of this guide.

You are also subject to Part 141 operator standardisation and proficiency checks and/or Part 142 internal training and checking that provide both yourself and the operator the opportunity for ongoing assessment and refresher training when required.

11.9 Occupying a flight control seat

(Instrument CASA EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024)

When you are using the privileges of your instructor rating, you must occupy a flight control seat in the following activities:

- › a proficiency check, in an aircraft that is not a single-place aircraft, unless each flight crew member occupying a flight control seat is authorised to pilot the aircraft
- › any activity where you are or are required to be the pilot in command (PIC)
- › any activity where a flight control seat is available for you to occupy.

Note: As a flight or simulator instructor, you are not required to occupy a control seat whilst using the remaining privileges of your licence.

If you are conducting an activity in a flight simulation training device and you are not occupying a control seat you must:

- › be located at a place that enables you to observe all demonstrations by each flight crew member occupying a flight control seat
- › be able to monitor each flight crew member's use of radiocommunication systems
- › maintain 2-way communications with the flight crew members.

11.10 Basic instrument flight training

(Instrument number EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024)

Instrument number EX32/24 applies to you if you hold a training endorsement but do not hold either:

- › an instrument rating training endorsement
- › an NVFR rating training endorsement.

Basic instrument flight training (BIFT) is included in the scope of training of the instrument rating training endorsement and the NVFR rating training endorsement. An alternative to holding one of these training endorsements is available. You can complete a course of basic training in BIFT and be assessed as competent so that you can conduct BIFT.

Before conducting BIFT you must complete a training course and been assessed as competent by an instructor who:

- › holds a grade 1 training endorsement (aeroplane)
- › is authorised to conduct BIF in and aeroplane.

Your training course must be conducted by an authorised Part 141 or Part 142 operator who conduct the BIFT according to the requirements of Part 46 of Instrument number EX32/24.

11.11 Conducting flight training or a flight test without holding a type rating (61.135)

There are occasions when there is no pilot with a relevant aircraft type rating available to conduct flight training or flight testing for an aircraft type. For example this may occur when a new type is being introduced.

As a flight instructor or flight examiner, you may apply to CASA in writing for an approval to conduct either the training or a flight test. Any training and flight test must be conducted in accordance with the approval issued.



CASA would have a preference for the training or test to be conducted in an approved flight simulator if one was available, which would reduce risks.



It is also common for a foreign licence holder to come to Australia and deliver training, for example, for a new type or aircraft manufacturer scenario. In this situation they would most likely receive a certificate of validation for that purpose.

11.12 Flight instructor rating

Requirements for the granting of a flight instructor rating (61.1185)

To be granted a flight instructor rating you must:

- › hold a PPL, CPL or ATPL (this may be a certificate of validation of an overseas flight crew licence equivalent to a PPL, CPL or ATPL)
- › meet the requirements for the grant of at least one training endorsement (see section 11.5 of this guide)
- › have completed flight instructor flight training detailed in the MOS (noting you must not commence this flight training until you fulfil the experience requirements detailed above)
- › have passed:
 - » an approved course of training in principles and methods of instruction, or hold either:
 - a Certificate IV in Training and Assessment
 - a tertiary qualification in teaching
 - » the associated flight instructor aeronautical knowledge examination
 - » the instructor flight test
- › have, in an aeroplane, at least 200 hours of flight time as a pilot and at least 100 hours of flight time as a PIC, unless you:
 - » have completed a CPL integrated training course in an aeroplane
 - » meet the licence requirements of that aircraft category rating.

Privileges of flight instructor ratings (61.1165)

As a flight instructor you are authorised to:

- › conduct flight training for:
 - » pilot licences
 - » ratings on pilot licences (other than a cruise relief flight engineer type rating and flight examiner ratings)
 - » endorsements on pilot licences (other than flight examiner endorsements)
- › grant an endorsement(s) to the holder of a pilot licence
- › conduct:
 - » training in multi-crew cooperation
 - » differences training for a variant of a type rating
 - » training to meet the competencies of regulation 61.385 being:
 - 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
- › conduct flight reviews required for ratings on a pilot licence (other than a cruise relief flight engineer type rating and flight examiner ratings)
- › authorise a person, including student pilots, to pilot an aircraft (including first solo flights if you hold a grade 1 or grade 2 training endorsement)
- › conduct dual flight checks for a student pilot
- › approve a person who does not hold a rating or endorsement to pilot an aircraft to receive flight training
- › approve a person to transmit on an aviation safety radio frequency
- › assess the standard of knowledge of a person for a pilot licence or rating in any items in their knowledge deficiency report (grade 1 or grade 2 training endorsement holders only).

General limitations on exercising flight instructor rating privileges (61.1170 and CASA 62/20)

You may exercise the privileges of your flight instructor rating (including in an approved flight simulation training device of the particular category) once you have:

- › completed the required aeronautical experience
- › passed the flight test for the rating in an aircraft of the required category.

To conduct flight training for a pilot licence, rating or endorsement on a pilot licence, you must also be engaged as an instructor by a Part 141 or Part 142 operator authorised to conduct that training.

To conduct training in an aircraft, you must hold a current applicable medical certificate.

In addition, you may only conduct training for a flight activity endorsement if you have demonstrated competency in training the specific flight activity to an authorised person who holds the flight activity endorsement.

Note: An authorised person is a person approved to conduct flight tests for the relevant training endorsement.

Note: A flight activity endorsement is an aerobatics endorsement, a formation endorsement or spinning endorsement. See chapter 9 of this guide.

Endorsement requirements of a flight instructor rating (61.1175 and 61.1235)

As a flight instructor, you may undertake the following activities as an instructor provided you meet the relevant endorsement requirements detailed in table 40.

Table 40: Endorsement requirements – flight instructor rating

What I want to be able to do as an instructor	Minimum endorsement requirements
Training for licences and aircraft ratings	
activities authorised by a grade 2 or 3 training endorsement	grade 1 training endorsement (category specific)
supervise holders of grade 2 and grade 3 training endorsements in flight training	
approve a student pilot to conduct a solo flight including their first solo	
aircraft class rating	
assess a knowledge deficiency report for the grant of a pilot licence or rating	grade 2 training endorsement (category specific)
approve a student pilot to conduct a solo flight including their first solo	
aircraft class rating	
assess a knowledge deficiency report for the grant of a pilot licence or rating	
activities authorised by a grade 3 training endorsement	grade 3 training endorsement (category specific)
aeroplane category rating	
an RPL, PPL or CPL, other than basic instrument flight training	
RPL endorsement (see below in this table the grant of the endorsement)	
approve a student pilot to conduct a solo flight in an aeroplane, other than the student's first solo flight in an aeroplane	multi-crew pilot training endorsement
a single-engine aeroplane class rating	
a multi-crew pilot licence or air transport pilot licence	
multi-crew cooperation	
the pilot type rating or cruise relief copilot type rating for aircraft of the specified type	type rating training endorsement (type specific)
differences training for variants of the specified aircraft type	class rating training endorsement (class specific)
aircraft class rating for the specified class	
design feature endorsement the holder holds	design feature training endorsement
Training for operational ratings and endorsements	
instrument rating, private instrument rating, instrument endorsement or private instrument endorsement in an aeroplane	instrument rating training endorsement (category specific)
basic instrument flight training for an aeroplane	instrument rating training endorsement (category specific) or NVFR rating training endorsement (category specific)
NVFR rating or NVFR endorsement in an aeroplane	NVFR rating training endorsement (category specific)
low-level rating in an aeroplane	low-level rating training endorsement (category specific)
a low-level endorsement	

What I want to be able to do as an instructor	Minimum endorsement requirements
aerial application rating (day) in an aeroplane	aerial application rating (day) training endorsement
aerial application endorsement, other than a firefighting operation, below 500 ft AGL by day	(category specific)
aerial application rating (night) in an aeroplane	aerial application rating (night) training endorsement
	(category specific)
aerial application rating including a firefighting endorsement in an aeroplane	aerial application rating (aeroplane) firefighting endorsement (aeroplane) Note: Reference should be made to CASA EX 31/23 as a flight instructor rating is not required provided the requirements and experience of this instrument are met.
flight instructor rating, simulator instructor rating or training endorsement in an aeroplane	Instructor rating training endorsement (category specific)
class rating (multi-engine aeroplane) training endorsement	multi-engine aeroplane class rating instructor training endorsement
Training for a flight activity	
spinning flight activity endorsement	spinning training endorsement
aerobatics including:	aerobatics training endorsement
› aerobatics flight activity endorsement	
› aerobatics (1,500) flight activity endorsement	
› aerobatics (1,000) flight activity endorsement	
› aerobatics (500) flight activity endorsement	
› aerobatics (unlimited) flight activity endorsement	
formation flying (aeroplane) flight activity endorsement	formation (aeroplane) training endorsement
formation aerobatics flight activity endorsement	formation aerobatics training endorsement
Other authorisations	
› operating the aircraft's navigation and operating systems	training endorsement that authorises the instructor to conduct flight training in the aircraft
› 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	
grant a recreational pilot licence endorsement	grade 1 or grade 2 training endorsement (category specific)
flight review for a rating on a pilot licence	› a grade 1 training endorsement or › a grade 2 training endorsement and › the training endorsement required to conduct flight training for the rating
design feature endorsements	› applicable design feature endorsement › grade 3, 2 or 1 training endorsement or PPL with a training endorsement

Note: An alternative pathway for the training and flight test for an aerial mustering endorsement is available. See section 7.7 of this guide.

Note: If you meet the conditions of an eligible person ([CASA 56/24 — Flight Training and Flight Tests \(Miscellaneous\) Approvals 2024](#)) you can conduct flight training for the grant of:

- › a low-level rating
- › a low-level endorsement (aeroplane)
- › an aerial mustering endorsement (aeroplane).

See section 7.8 of this guide.

Note: [Instrument number CASA EX42/22 Flight training and test \(low-fidelity simulators\) exemption 2022](#) affects the type rating of the following aircraft:

- › Swearingen SA226/227
- › Embraer EMB120.

If you are an instructor on these aircraft, you are exempt from the requirements of regulation 61.1215. Before undertaking the applicant's training you must make yourself aware of the content of this legislative instrument.

Note: [Instrument number CASA EX 64/22 Flight training and flight test by grade 1 training endorsements holders \(exemptions and approvals\) instrument 2022](#). As the holder of a grade 1 training endorsement (provided you hold the applicable training endorsement) you do not require an instructor rating training endorsement to conduct the following flight training of a flight instructor:

- › a grade 2 training endorsement
- › spinning training endorsement
- › aerobatics training endorsement
- › formation training endorsement
- › formation aerobatics training endorsement.

Minimum requirements for the grant of training endorsements (61.1235, 61.1248 and 61.1250)

To be issued a training endorsement you must hold:

- › a flight instructor rating
- › each other licence, rating or endorsement applicable to the training endorsement.

You must also:

- › meet any aeronautical requirement in table 41
- › pass the flight test detailed in the MOS for the endorsement
- › complete an approved course of training in multi-crew cooperation if you are applying for a multi-crew training endorsement.

The flight test for a training endorsement may be conducted in an approved flight simulation training device (FSTD). An approved FSTD is one that is approved for the particular purpose required.

Table 41: Minimum requirements for the issue of training endorsements

Training endorsement wanted	Minimum requirements
aerial application rating (day) training endorsement (category specific – aeroplane)	<ul style="list-style-type: none"> › CPL or ATPL › aerial application rating › aerial application endorsement for the specified aircraft category (aeroplanes) › at least 100 hours of aeronautical experience in aerial application operations below 500 ft AGL
aerial application rating (night) training endorsement (category specific – aeroplane)	<ul style="list-style-type: none"> › CPL or ATPL › aerial application rating › night aerial application endorsement for the specified aircraft category (aeroplanes)
aerobatics training endorsement	<ul style="list-style-type: none"> › PPL, CPL or ATPL › spinning flight activity endorsement › aerobatics flight activity endorsement
class rating training endorsement (class specific)	<ul style="list-style-type: none"> › CPL or ATPL › aircraft class rating for the specified class › at least 50 hours of aeronautical experience as pilot of an aircraft of the specified class
design feature training endorsement	<ul style="list-style-type: none"> › PPL, CPL or ATPL
formation aerobatics training endorsement	<ul style="list-style-type: none"> › PPL, CPL or ATPL with an aeroplane category rating (aeroplanes) › formation aerobatics flight activity endorsement
formation (aeroplane) training endorsement	<ul style="list-style-type: none"> › PPL, CPL or ATPL with an aeroplane category rating › formation flying (aeroplane) flight activity endorsement
grade 1 training endorsement (category specific – aeroplane)	<ul style="list-style-type: none"> › CPL or ATPL with the specified aircraft category rating (aeroplanes) › grade 2 training endorsement › at least 500 hours of flight time conducting initial flight training in an aircraft of the specified category (aeroplane)
grade 2 training endorsement (category specific – aeroplane)	<ul style="list-style-type: none"> › CPL or ATPL with the specified aircraft category rating (aeroplanes) › grade 3 training endorsement › at least 200 hours of flight time conducting initial flight training in an aircraft of the specified category (aeroplane)
grade 3 training endorsement (category specific)	<ul style="list-style-type: none"> › CPL or ATPL with the aeroplane category rating (aeroplanes) › spinning flight activity endorsement
instrument rating training endorsement (category specific – aeroplane)	<ul style="list-style-type: none"> › CPL or ATPL
low-level rating training endorsement (category specific – aeroplane)	<ul style="list-style-type: none"> › CPL or ATPL › low-level rating

Training endorsement wanted	Minimum requirements
multi-crew pilot training endorsement	<ul style="list-style-type: none"> › CPL and instrument rating, or ATPL › at least 100 hours of aeronautical experience in multi-crew operations
multi-engine aeroplane class rating instructor training endorsement	<ul style="list-style-type: none"> › CPL or ATPL with an aeroplane category rating (aeroplanes) › grade 1 training endorsement (aeroplane) or type rating training endorsement for a type of multi-engine aeroplane
night VFR rating training endorsement (category specific – aeroplane)	<ul style="list-style-type: none"> › CPL or ATPL › at least 20 hours of aeronautical experience at night as a pilot of an aircraft
spinning training endorsement	<ul style="list-style-type: none"> › PPL, CPL or ATPL › spinning flight activity endorsement
type rating training endorsement (type specific – aeroplane)	<ul style="list-style-type: none"> › CPL or ATPL with pilot type rating for the specified aircraft type

Privileges and limitations of training endorsements (61.1240 and 61.1245)

To exercise the privileges of any training endorsement, you must be the holder of each licence, rating or endorsement required for that specific training endorsement.

Limitations on the exercise of a grade 3 training endorsement (61.1246)

If you are the holder of a grade 3 training endorsement, you must not conduct any training activity unless:

- › you are acting under the supervision of the holder of a grade 1 training endorsement
- › the flight is conducted under the VFR by day.

Limitations on the exercise of low-level training endorsements (61.1247)

If you are the holder of a low-level training endorsement, you are only authorised to conduct training for a low-level endorsement if you:

- › hold the low-level endorsement
- › have at least 5 hours of aeronautical experience conducting the activity authorised by the low-level endorsement.

Flight testing and granting of ratings and endorsements (grade 1 training endorsement holders) ([Instrument number CASA EX64/22 Flight Training and Flight Tests by Grade 1 Training Endorsement Holders \(Exemptions and Approvals\) Instrument 2022](#))

This section applies to you if you:

- › hold a grade 1 training endorsement
- › have successfully passed an instructor proficiency check in the past 24 months
- › have successfully completed the e-learning modules of the flight examiner rating course as prepared by CASA.

You are permitted to conduct the flight test for the grant of an authorisation detailed in table 42 if you:

- › hold the relevant detailed authorisation
- › are employed or engaged by a Part 141 or Part 142 operator who is authorised to conduct the flight training that relates to the specific authorisation
- › are authorised by the applicable Part 141 or Part 142 operator to conduct the training applicable to the authorisation
- › comply with the following as if you were a flight examiner rating holder:
 - » recent experience of the rating or endorsement
 - » flight review requirements of the rating or endorsement
 - » meet the obligations of a flight examiner relating to undertaking a flight test (see section 12.8 of this guide)
 - » meet the obligations as they apply to the flight test for a rating or endorsement (see section 12.8 of this guide).

Table 42: Flight tests and granting of authorisations (rating and endorsements)

Authorisation you wish to conduct	Authorisation you require under this exemption
aircraft class rating	a class rating training endorsement
aircraft type rating	a type rating training endorsement for the same aircraft type as that for which the flight test is conducted
class rating training endorsement (other than for multi-engine aeroplanes)	both: <ul style="list-style-type: none"> › a class rating training endorsement › an instructor rating training endorsement
design feature training endorsement	both: <ul style="list-style-type: none"> › a class rating › the design feature training endorsement
instrument rating training endorsement	both: <ul style="list-style-type: none"> › an instrument rating training endorsement › an instructor rating training endorsement
night VFR rating training endorsement	both: <ul style="list-style-type: none"> › an NVFR rating training endorsement › an instructor rating training endorsement
low-level rating training endorsement	both: <ul style="list-style-type: none"> › a low-level rating training endorsement › an instructor rating training endorsement
spinning training endorsement	spinning training endorsement
aerobatics training endorsement	aerobatics training endorsement
formation (aeroplane) training endorsement	formation (aeroplane) training endorsement
formation aerobatics training endorsement	formation aerobatics training endorsement

Note: All authorisations must be for the same aircraft class as that for which the flight test is conducted i.e. in the context of this guide, aeroplanes.

Flight instructor proficiency check (61.1180)

You require a valid proficiency check to exercise the privileges of your flight instructor rating.

There are a number of alternatives to holding a valid instructor proficiency check.

Your proficiency check is valid as shown in table 43.

Table 43: Flight instructor proficiency checks

Activity	Time Period
pass the flight test for the rating	<ul style="list-style-type: none"> › date of passing the flight test until the end of the 12th month after the month of passing the test <p>For example, to calculate the validity period, the intent is if you conduct the test on 17 June 2024, then your instructor proficiency check is valid from 17 June 2024 - 30 June 2025.</p>
pass a flight test for a training endorsement and the flight test was taken more than 6 months from the date of the rating flight test	<ul style="list-style-type: none"> › date of passing the endorsement test flight until the 24th month after the month of passing the endorsement test flight <p>For example, to calculate the validity period, the intent is if you conduct the test on 17 June 2024, then your instructor proficiency check is valid from 17 June 2024 - 30 June 2026.</p>
pass an operator proficiency check that: <ul style="list-style-type: none"> › covers operations under the rating › was conducted by a flight examiner who holds a flight instructor test endorsement 	<ul style="list-style-type: none"> › date of passing the endorsement test flight until the 24th month after the month of passing the endorsement test flight <p>For example, to calculate the validity period, the intent is if you conduct the test on 17 June 2024, then your instructor proficiency check is valid from 17 June 2024 - 30 June 2026.</p> <p>Note: Your instructor proficiency check is only valid for operations with that specific operator.</p>
you are participating in a regulation 61.040 approved operator's training and checking system for an operation under the rating	while you are successfully participating in the system
complete an instructor proficiency check in an aircraft or an approved flight simulator training device and: <ul style="list-style-type: none"> › it is conducted by CASA, a flight examiner or holder of a 61.040 approval to conduct the check › your logbook is endorsed by one of the above that you have completed an instructor proficiency check 	<ul style="list-style-type: none"> › date of passing the endorsement test flight until the 24th month after the month of passing the endorsement test flight <p>For example, to calculate the validity period, the intent is if you conduct the test on 17 June 2024, then your instructor proficiency check is valid from 17 June 2024 - 30 June 2026.</p>

If you hold an instructor proficiency check (this is an existing check) you may complete an instructor proficiency check for the rating within 3 months before the expiry of your previous check. In this case, your next expiry will be at the end of the 12th month, when your previous check expired. For example, if your existing instructor proficiency check expires on 31 July 2025, you may undertake a flight review in May, June or July of 2025 and your new validity will be the 31 July 2026.

Note: You are successfully participating in an operator's training and checking system for an operation if:

- › you are employed by the operator
- › the operator's training and checking system covers the operation
- › you have met the requirements under the system for entry into the system
- › you are permitted under the system to be assigned by the operator for duty for the operation.

If at any time you fail an instructor proficiency check, you no longer hold a valid instructor proficiency check and can no longer exercise the privileges of your instructor rating.

11.13 Simulator instructor rating

(61.T.2)

As a simulator instructor, you may conduct training for pilot licences, ratings (except for flight examiner ratings) and endorsements (except flight examiner endorsements) while employed by a Part 141 or Part 142 operator who operates an approved flight simulation training device (FSTD).

Instruction in an approved FSTD differs greatly from flight instruction in an aircraft. The operating environment is closed to outside influences so the hazards and risks normally prevalent in flight are not there.

As a simulator instructor, you have the option of pausing a session if the flight is not going to plan or the trainee needs revision of a sequence or debrief on their performance. Knowing when and how to manage this option is an important part of simulator instructor training, as is an in-depth knowledge of the simulator's capabilities and functions.

From a trainee perspective, the environment and the challenges of flying a particular sequence may overshadow this closed environment and the trainee may respond as if the situation was real. Sophisticated simulators used by large aircraft carriers are designed to produce this effect. As the instructor, you must manage the device and stage the prescribed scenario for the training session, ensuring the created operating environment is as realistic as the device permits.

In many instances, you will be managing the session from an operator console separate from the cockpit environment. This also can bring challenges that proper training and understanding of the simulator's characteristics should overcome.

As a current pilot, you can train as a simulator instructor and you may hold training and checking positions within an operator's training and checking organisation.

When suitably qualified as a simulator instructor, you can conduct training in specialist areas such as multi-crew cooperation training and differences training for variants of type ratings. You may also conduct flight reviews. To conduct a flight review you must have a grade 1 or grade 2 training endorsement and a training endorsement for the rating requiring the flight review.

Requirements for the granting of a simulator instructor rating (61.1210)

To be granted a simulator instructor rating you must:

- › hold a CPL or ATPL (or a certificate of validation of an overseas flight crew licence equivalent of a CPL or an ATPL)
- › meet the requirements for the grant of at least one training endorsement (see section 11.5 of this guide)
- › have passed:
 - » an approved course of training in principles and methods of instruction, or hold either:
 - a Certificate IV in Training and Assessment
 - a tertiary qualification in teaching
 - » the associated simulator instructor aeronautical knowledge examination
 - » the simulator instructor flight test
- › have completed instructor flight training.

Note: The flight test must be conducted in an approved flight simulation training device (FSTD).

Privileges of a simulator instructor rating (61.1190)

As a simulator instructor you are authorised to:

- › conduct flight training in an approved flight simulator training device (FSTD) for:
 - » pilot licences
 - » ratings on pilot licences (other than a cruise relief flight engineer type rating and flight examiner ratings)
 - » endorsements on pilot licences (other than flight examiner endorsements)
- › grant an endorsement to the holder of a pilot licence other than:
 - » flight examiner endorsement
 - » the following training endorsements:
 - grade 3, 2 and 1 training endorsement
 - multi-crew pilot training endorsement
 - type and class specific training endorsements
 - instruments and NVFR training endorsements
 - low-level rating and aerial application rating training endorsements
 - instructor rating training endorsement
 - multi-engine aeroplane class instructor training endorsement
 - » recreational pilot licence (RPL) endorsements
 - » endorsements that require a flight test
- › conduct:
 - » training in multi-crew cooperation
 - » differences training for variant of type rating
 - » training to meet the competencies of regulation 61.385 being:
 - 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

- › conduct flight reviews required for ratings on a pilot licence (other than a cruise relief flight engineer type rating and flight examiner ratings)
- › approve a person to transmit on an aviation safety radio frequency
- › to assess the standard of knowledge of a person for a pilot licence or rating in any items in their knowledge deficiency report.

General limitations on exercising simulator instructor rating privileges (61.1195)

Once you pass the flight test in an approved device representing the specific aircraft category (in the case of this guide, an aeroplane), you can exercise the rating's privileges in a corresponding flight simulation training device (FSTD).

To conduct flight training for a pilot licence, rating or endorsement on an operational rating, you must also be engaged as a simulator instructor by a Part 141 or Part 142 operator authorised to conduct that training.

To conduct training for the grant of a training endorsement for an operational rating or a flight activity, you must have at least 50 hours of flight training in the activity and an instructor training endorsement. This ensures the training you deliver is credible and has some basis in practical experience.

Endorsement requirements of a simulator instructor rating (61.1200 and 61.1235)

You may conduct the training in table 44 only if you hold the endorsement and meet all applicable requirements.

Table 44: Endorsement requirements of a simulator instructor rating

Simulator instructor authorised to conduct	Minimum endorsement requirements Notes and/or conditions
Training for licences and aircraft rating	
assess a knowledge deficiency report for the grant of a pilot licence or rating	grade 1 or 2 training endorsement (aeroplane)
an MPL or ATPL	multi-crew pilot training endorsement
multi-crew cooperation	
differences training for variants of the specified aircraft type	type rating training endorsement (aeroplane)
aircraft class rating for the specified class	class rating training endorsement (aeroplane)
design feature endorsement that the holder holds	design feature training endorsement
Training for operational ratings and endorsements	
instrument rating, private instrument rating, instrument endorsement or private instrument endorsement in an aircraft of the specified category (aeroplanes)	instrument rating training endorsement (aeroplane)
basic instrument flight training for an aircraft of the specified category (aeroplanes)	instrument rating training endorsement (aeroplane) or NVFR rating training endorsement (aeroplane)
NVFR rating or NVFR endorsement in an aircraft of the specified category (aeroplanes)	NVFR rating training endorsement (category specific)
low-level rating in an aircraft of the specified category (aeroplanes)	low-level rating training endorsement (aeroplane)
a low-level endorsement	
aerial application rating (day) in an aircraft of the specified category (aeroplanes)	aerial application rating (day) training endorsement (aeroplane)
aerial application endorsement, other than a firefighting operation, below 500 ft AGL by day	
aerial application rating (night) in an aircraft of the specified category (aeroplanes)	aerial application rating (night) training endorsement (aeroplane)
flight instructor rating, simulator instructor rating or training endorsement in an aircraft of the specified category (aeroplanes)	instructor rating training endorsement (aeroplane)
class rating (multi-engine aeroplane) training endorsement	multi-engine aeroplane class rating instructor training endorsement

Simulator instructor authorised to conduct	Minimum endorsement requirements Notes and/or conditions
Training for a flight activity	
spinning flight activity endorsement	spinning training endorsement
aerobatics including:	aerobatics training endorsement
› aerobatics flight activity endorsement	
› aerobatics (1,500) flight activity endorsement	
› aerobatics (1,000) flight activity endorsement	
› aerobatics (500) flight activity endorsement	
› aerobatics (unlimited) flight activity endorsement	
formation flying (aeroplane) flight activity endorsement	formation (aeroplane) training endorsement
formation aerobatics flight activity endorsement	formation aerobatics training endorsement
Other authorisations	
› operating the aircraft's navigation and operating systems	training endorsement that authorises the instructor to conduct flight training in the aircraft
› 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	
flight review for a rating on a pilot licence	› a grade 1 training endorsement or › a grade 2 training endorsement and › the training endorsement required to conduct flight training for the rating

Note: Qualification standards apply to FSTD used in multi-crew cooperation training. See section 2.5 of this guide.

Note: An alternative pathway for the training and flight test for an aerial mustering endorsement is available. See section 7.7 of this guide.

Note: If you meet the conditions of an eligible person ([CASA 56/24 — Flight Training and Flight Tests \(Miscellaneous\) Approvals 2024](#)), you can conduct flight training for the grant of:

- › a low-level rating
- › a low-level endorsement (aeroplane)
- › an aerial mustering endorsement (aeroplane).

See section 7.8 of this guide.

Note: [Instrument number CASA EX42/22 Flight training and test \(low-fidelity simulators\) exemption 2022](#) affects the type rating of the following aircraft:

- › Swearingen SA226/227
- › Embraer EMB120.

If you are an instructor for an affected type rating you are exempt from the requirements of regulation 61.1215. Before undertaking applicant's training you must make yourself aware of the content of this legislative instrument.

Simulator instructor proficiency check (61.1205)

You require a valid proficiency check to exercise the privileges of your simulator instructor rating.

There are a number of alternatives to holding a valid instructor proficiency check.

Your proficiency check is valid as shown in table 45.

Table 45: Requirements for a simulator proficiency check

Activity	Time Period
pass the flight test for the rating	date of passing the proficiency check until the 12th month after the month of passing the endorsement test flight. For example, to calculate the validity period, the intent is if you conduct the test on 17 June 2024, then your instructor proficiency check is valid from 17 June 2024 – 30 June 2025
pass a flight test for a training endorsement that was taken more than 6 months from the date of the rating flight test	date of passing the proficiency check until the 24th month after the month of passing the endorsement test flight. For example, to calculate the validity period, the intent is if you conduct the test on 17 June 2024, then your instructor proficiency check is valid from 17 June 2024 – 30 June 2026
pass an operator proficiency check that: <ul style="list-style-type: none"> › covers operations under the rating › conducted by a flight examiner who holds a flight instructor test endorsement 	date of passing the proficiency check until the 24th month after the month of passing the endorsement test flight. For example, to calculate the validity period, the intent is if you conduct the test on 17 June 2024, then your instructor proficiency check is valid from 17 June 2024 – 30 June 2026 <div> Note: Your instructor proficiency check is only valid for operations with that specific operator. </div>
holder is participating in a regulation 61.040 approved operator's training and checking system for an operation under the rating	while you are successfully participating in the operator's training and checking system
completes an instructor proficiency check in an aircraft or an approved flight simulator training device and: <ul style="list-style-type: none"> › is conducted by CASA, a flight examiner or holder of a 61.040 approval to conduct the check › the instructor proficiency check is conducted in an approved flight simulation training device for the proficiency check › your licence document is endorsed by one of the above confirming you have completed an instructor proficiency check 	date of passing the proficiency check until the 24th month after the month of passing the endorsement test flight. For example, to calculate the validity period, the intent is if you conduct the test on 17 June 2024, then your instructor proficiency check is valid from 17 June 2024 – 30 June 2026

If you hold an instructor proficiency check (resulting from any of the above) you may complete an instructor proficiency check for the rating within 3 months before the expiry of your previous check. In this case, your next expiry will be at the end of the 12th month, when your previous check expired. For example, if your existing instructor proficiency check expires on 31 July 2025, you may undertake a flight review in May, June or July of 2025 and your new validity will be the 31 July 2026.

Note: You are successfully participating in an operator's training and checking system for an operation if:

- › you are employed by the operator
- › the operator's training and checking system covers the operation
- › you have met the requirements under the system for entry into the system
- › you are permitted under the system to be assigned by the operator for duty for the operation.

11.14 Obligations of pilot instructors

Use of an approved simulator and not an aircraft (61.1215)

You must ensure any training in large and complex aircraft is conducted in an approved simulator and not an aircraft. See section 2.6 of this guide for details of the requirements.

Flight review completion requirements (61.1220)

Within 14 days of successfully completing a flight review for the holder of a pilot licence, you must:

- › endorse the holder's licence document with the following details:
 - » a statement to the effect that the holder has successfully completed the flight review
 - » the date the flight review was successfully completed
 - » the rating for which the flight review was conducted
- › give CASA written notice of the following:
 - » the holder's name and ARN
 - » that the holder has successfully completed the flight review
 - » the date the flight review was successfully completed
 - » the rating for which the flight review was conducted
 - » either:
 - the aircraft's nationality and registration marks if the flight review was conducted in an aircraft
 - the identifying number for the flight simulator stated on its flight simulator qualification certificate if the flight review was conducted in an approved flight simulator.

Obligations regarding student pilots and RPL holders (61.112, 61.113, 61.114, 61.115 and 61.1225)

You must only authorise a student pilot to pilot an aircraft if:

- › you are authorised by a Part 141 or Part 142 operator to conduct or supervise the flight
- › the flight is conducted:
 - » under the VFR
 - » according to your approval
- › the student pilot:
 - » has an ARN
 - » is at least 15 years of age (for solo flight)
 - » does not carry passengers
 - » is only flying a registered aircraft
 - » meets the medical requirements detailed in section 2.7 of this guide
- › you are satisfied that the student:
 - » has been appropriately briefed for the flight
 - » is capable of conducting the flight safely
 - » has been assessed by CASA or a flight examiner as meeting the English language proficiency standards in Schedule 2 of the MOS or completed an approved course of training in English language proficiency.

You must only authorise the holder of a recreational pilot licence to pilot a non-recreational aircraft if:

- › you are authorised by a Part 141 or Part 142 operator to conduct or supervise the flight
- › the flight is conducted:
 - » under the VFR
 - » according to your approval.



A recreational aircraft is a single-engine aircraft that:

- › is certificated for single-pilot operation
- › has a maximum certificated take-off weight of less than 1,500 kg
- › is not rocket-powered or turbine powered.

To issue an RPL endorsement you need to complete the authorising first solo flights (day, night and cross-country) (61.112, 61.113, 61.114, 61.115 and 61.1225)

You must hold a grade 2 or grade 1 training endorsement to authorise a first solo flight of a student.

You must not approve a student to conduct a solo flight for the first time unless you are satisfied that the student has:

- › completed the training required by the authorising Part 141 or Part 142 operator for the kind of solo flight to be undertaken
- › been assessed as competent to conduct the solo flight by the Part 141 or Part 142 operator.

Note: A solo flight is any of the following:

- › a circuit training flight
- › a flight between an aerodrome and the flight training area for the aerodrome
- › a cross-country flight
- › a night flight.

Note: An authorising Part 141 or Part 142 operator means the Part 141 or Part 142 operator who authorised the instructor to approve the solo flight.

Recency considerations

You may only permit a student to fly solo if they have successfully completed a dual flight check within the previous 30 days in the same type of aircraft as the solo flight.

You may only permit a student to fly solo for more than a total of 3 hours (consecutively and cumulatively) without a dual check if they are either:

- › enrolled in an integrated training course
- › undergoing training conducted by a Part 141 operator for a pilot licence with a rating for the category of aircraft (aeroplane) and either:
 - » they hold a recreational pilot licence (RPL)
 - » the operator has certified (in writing) they are competent to fly solo in the same category of aircraft and they have met the competency standards for the grant of the RPL in that category of aircraft (aeroplane).

Approvals to operate an aircraft radio (61.1227)

You may only permit the following persons to transmit on an aviation safety radio:

- › the holder a flight crew licence
- › the holder of a flight radio endorsement (for holders of recreational pilot licences)
- › a student who has either:
 - » been assessed by CASA or a flight examiner as meeting the general English language proficiency standard mentioned in the MOS
 - » completed an approved course of training in English language proficiency.

Records of activities conducted independently of a Part 141 or Part 142 operator (61.1230)

When operating independently of a Part 141 or Part 142 operator you must:

- › record a flight review or a session of flight training for a flight crew endorsement (other than for an operational rating) within 7 days of the session
- › retain a record of the above for at least 7 years from the day the record was made.





CHAPTER 12

FLIGHT EXAMINER RATING AND ASSOCIATED ENDORSEMENTS



12.1 Overview

This chapter details the specific requirements for obtaining a flight examiner rating, associated testing endorsements and relevant proficiency checks. It also details the privileges and limitations of the flight examiner rating and how you may apply for the rating.

As a flight examiner you have two roles:

- › to evaluate the knowledge and skill of candidates to determine whether they meet the required standard for the grant of a licence, rating, or endorsement
- › to quality-check training, offering feedback to applicants and operators, thus fostering improved safety and standards in the training community.



Under previous legislation, if you conducted flight tests you were a delegate of CASA (you were conducting the testing activity on behalf of the authority). The flight examiner rating under Part 61 is no longer a delegate of CASA as you are approved to conduct tests in your own right. CASA is able to monitor flight test outcomes via the flight test management system and where there are obvious signs of deficiencies, these can be followed up and managed.

As a flight examiner, you are expected to maintain a high degree of proficiency in your own flying skills and evaluation techniques and to demonstrate aviation safety at all times. You must ensure you are up to date with the applicable

flight test procedures and the performance criteria imbedded in each item, and be up to date on regulatory, procedural and policy changes.

A flight examiner rating requires you to monitor, and positively influence the piloting skills, experience, knowledge, behaviours and attitudes of pilots.

CASA requires you to:

- › maintain an exemplary standard of professionalism, integrity and ethics
- › exercise the privileges of the rating, complying with all applicable legislation, conditions and directions, always being mindful of relevant guidance material
- › assess an applicant's skills, knowledge, behaviours and attitudes to ensure a competent and safe pilot is produced
- › engender the attainment of continuously improving safety and standards in applicants and training providers
- › complete all relevant administrative procedures within timeframes required by legislation and CASA policy
- › report the outcomes of flight examiner activities in a timely manner to assist CASA in monitoring the safety health of the pilot community.

Further requirements are described within each flight test and proficiency check chapter of the flight examiner handbook (FEH). These requirements are mandatory.



12.2 Flight examiner rating course

The CASA Flight Examiner Rating Course (FERC) is a competency-based training course.

The course is designed to meet the requirements set out in the MOS. It enables applicants for a flight examiner rating and endorsement, or regulation 61.040 approval, to gain the knowledge, skills and attitudes required to exercise the privileges of the rating and flight test endorsement(s).

The FERC provides training and assessment for the following flight examiner endorsements:

- › PPL flight test endorsement (category specific)
- › CPL flight test endorsement (category specific)
- › ATPL flight test endorsement (category specific)
- › multi-engine class rating flight test endorsement
- › type rating flight test endorsement (type specific)
- › instrument rating flight test endorsement (category specific)
- › night visual flight rules (VFR) rating flight test endorsement (category specific)
- › low-level rating flight test endorsement (category specific)
- › aerial application rating flight test endorsement (category specific)
- › flight instructor rating flight test endorsement (category specific).

You may enrol in the FERC if you are:

- › a new applicant wishing to achieve a CASR Part 61 flight examiner rating for the first time.
- › a flight examiner wanting an additional endorsement.

Once you are enrolled, you will be able to access the FERC via the AviationWorx online learning system.

The course contains 5 phases that must be passed:

1. eLearning modules

- › legal and general administration
- › understanding assessment
- › assessing human factors and non-technical skills
- › core principles: plan
- › core principles: conduct
- › core principles: complete

2. a workshop (workshop timetables are available on the CASA website)

3. practical training

4. an interview by CASA

5. a flight test that will be one of the following:

- › the observation of a real flight test
- › the observation of a proficiency check
- › a simulated flight test.

Training courses are conducted by CASA, a schedule of flight examiner courses is available on the CASA website. Some operators are now approved to conduct their own FERC providing another option for applicants.



Further information regarding the FERC can be found in the Flight Examiner Handbook that is available on the CASA website.

12.3 Applying for a flight examiner rating and associated endorsements

As an applicant for a flight examiner rating you must undergo training that includes the basic principles of assessment and relevant training for the flight tests the flight examiner wishes to conduct.

The flight examiner handbook (FEH) provides detailed guidance on the application process and extensive material around assessment principles and methods, with many focused examples. The manual also provides guidance on all flight tests and proficiency checks.

When you apply for a flight examiner rating, you must meet the requirements for the grant of at least one flight test endorsement. If you wish to add further flight test endorsements to your rating, you must meet the requirements and experience for the flight test endorsement, undertake a course of training and pass a flight test for the grant.

To be granted a flight examiner rating, or to add a flight examiner endorsement to your rating, you must:

- › meet the experience criteria
- › make an application to undertake training by participating in the CASA Flight Examiner Rating Course
- › submit your application following the instructions provided in the submission checklist on the CASA website.

You must meet qualification and experience criteria and after completing the training, pass a flight test and be interviewed by CASA.

12.4 Requirements for the granting of a flight examiner rating

(61.1290)

To obtain a flight examiner rating, or additional flight examiner endorsements (if you hold a flight examiner rating) you must:

- › hold a CPL or ATPL
- › meet the requirements of at least one flight test endorsement
- › hold a current Class 1 medical certificate
- › complete a course of training for the rating that is conducted by CASA or an approved person and includes the required content from the MOS (see section 12.3 of this guide)
- › complete the FERC that includes:
 - » the flight examiner rating test
 - » an interview conducted by CASA.



CASA will also consider your relevant aviation experience. The expected experience levels CASA uses as a guide to assess suitability for each flight examiner endorsement are detailed on the CASA website. You must provide satisfactory documentary evidence of the declared qualifications and experience when submitting your application.

12.5 Privileges of flight examiner ratings

(61.1255)

Your flight examiner rating provides you with the privileges to conduct flight tests for licences, aircraft category ratings and operational ratings and their respective endorsements. You may grant all qualifications except the grant of a licence and the associated category rating and flight examiner ratings. You also hold the privilege to revalidate operational ratings (other than flight examiner ratings) requiring proficiency checks. Your flight examiner privileges are endorsements on your licence.

All flight test endorsements, other than the ATPL flight test endorsement, require you to hold the relevant training endorsement. The ATPL flight test endorsement requires you to hold an ATPL and an instrument rating flight test endorsement.

As a flight examiner, you are authorised to:

- › conduct flight tests for:
 - » pilot licences
 - » ratings on pilot licences (other than cruise relief flight engineer type ratings)
 - » endorsements on pilot licences
- › grant holders of pilot licences:
 - » ratings, other than flight examiner ratings and cruise relief flight engineer type ratings
 - » endorsements, other than flight test endorsements
- › conduct proficiency checks for:
 - » instrument proficiency checks
 - » aerial application proficiency checks
 - » instructor proficiency checks
 - » operator proficiency checks
- › conduct English language proficiency assessments.

12.6 Limitations on flight examiner ratings

(61.1265 and 61.1285)

You may exercise the privileges of your flight examiner rating once you have:

- › completed the required FERC (see section 12.2 of this guide)
- › passed the flight test for the rating in an aircraft of the required category.

To conduct a flight test of any kind, you must:

- › hold a current applicable medical certificate
- › hold the rating or endorsement of the same kind or an approval under regulation 61.040
- › notify CASA at least 24 hours before the flight test via the Flight Test Management System
- › meet the proficiency and professional development requirements outlined below in section 12.12 of this guide
- › satisfy the fatigue risk management requirements laid out in CAO 48.1
- › log the flight time of the test (see the FEH for more details).



12.7 Endorsement requirements for a flight examiner

(61.1265, 61.1310 61.1315, 61.1318 and 61.1320)

Before conducting any flight test, proficiency check or assessment you must meet the requirements for the relevant flight examiner endorsements listed in table 46, 47 and 48 of this guide.

To hold the required endorsements listed in the tables to undertake a flight test, proficiency check or assessment you must hold:

- › a flight examiner rating
- › the licences and endorsements detailed in the tables as ‘other requirements’.

Table 46: Endorsement requirements to conduct a flight test

The flight test I wish to conduct	Endorsement required	Other requirements
recreational pilot licence (RPL)	private pilot licence flight test endorsement	grade 1 training endorsement
private pilot licence (PPL)		
specified aircraft category on an RPL		
specified aircraft category on a PPL		
single engine aeroplane class rating		
commercial pilot licence (CPL)	commercial pilot licence flight test endorsement	grade 1 training endorsement
specified aircraft category on a CPL		
	Note: you may also undertake all flight tests mentioned above for a private pilot licence flight test endorsement	
multi-crew pilot licence (MPL)	air transport pilot licence flight test endorsement	both: › an air transport pilot licence › instrument rating flight test endorsement
air transport pilot licence (ATPL)		
multi-engine aeroplane class rating (if the aeroplane category is specified)		
instrument rating		
a specified aircraft category rating on an ATPL		
multi-engine aeroplane class rating	multi-engine aeroplane class rating flight test endorsement	multi-engine aeroplane training endorsement
pilot type rating (in an aircraft of a specified type)	type rating flight test endorsement (type specific)	type rating training endorsement for the specified aircraft type
cruise relief copilot type rating (in an aircraft of a specified type)		
instrument rating	instrument rating flight test endorsement (category specific)	instrument rating training endorsement (aeroplane)
private instrument rating		
instrument endorsement		
private instrument endorsement		

The flight test I wish to conduct	Endorsement required	Other requirements
night VFR rating night VFR endorsement	night VFR flight test endorsement	night VFR rating training endorsement
low-level rating low-level endorsement	low-level rating flight test endorsement Note: see alternative immediately below in this table	low-level training endorsement
aerial application rating aerial application endorsement low-level rating low-level endorsement	aerial application rating flight test endorsement (category specific)	aerial application (day) training endorsement
flight instructor rating simulator instructor rating training endorsement	flight instructor rating flight test approval	grade 1 training endorsement

Note: [Instrument number CASA EX42/22 Flight training and test \(low-fidelity simulators\) exemption 2022](#) affects the type rating of the following aircraft:

- › Swearingen SA226/227
- › Embraer EMB120.

If you are a flight examiner for an affected type rating you are exempt from the requirements of subregulation 61.245(2), parts of regulation 61.1295 and paragraph 61.1300(4)(b)(ii). Before undertaking the type rating flight test, you must make yourself aware of the content of this legislative instrument.

To undertake any flight test detailed in table 46 in an aircraft, the flight test for your examiner's flight test endorsement must have been conducted in an aircraft.

Note: Before being issued any required endorsement from table 46 you must have:

- › completed a course of training for the endorsement that:
 - » is conducted by CASA or the holder of an approval under regulation 61.040 to conduct the course
 - » includes the content detailed in the MOS
- › passed the flight test detailed in the MOS for the grant of the endorsement.

Table 47: Endorsement requirements to conduct a proficiency check

The proficiency check I wish to undertake	Endorsement required	Other requirements
instrument proficiency check (specified category)	instrument rating flight test endorsement (category specific)	instrument rating training endorsement (aeroplane)
aerial application proficiency check (specified category)	aerial application rating flight test endorsement (category specific)	aerial application (day) training endorsement (aeroplane)
instructor proficiency check	flight instructor rating flight test approval (category specific)	grade 1 training endorsement (aeroplane)

Note: Before being issued any required endorsement from table 47 you must have:

- › completed a course of training for the endorsement that:
 - » is conducted by CASA or the holder of an approval under regulation 61.040 to conduct the course
 - » includes the content detailed in the MOS
- › passed the flight test detailed in the MOS for the grant of the endorsement.



Table 48: Endorsement requirements to conduct an aviation English language assessment

The assessment I wish to undertake	Endorsement required	Other requirements
level 6 aviation English language proficiency assessment	English language assessment endorsement	any one of the following: <ul style="list-style-type: none">› PPL flight test endorsement› CPL flight test endorsement› pilot type rating flight test endorsement
general English language proficiency assessment		

Note: Before being issued an English language assessment endorsement you must have:

- › completed training in the assessment of aviation English language proficiency (AELP) to the ICAO standards conducted by either:
 - » CASA
 - » the holder of an approval under regulation 61.040 to conduct the training
- › been assessed by CASA or the approval holder as competent to AELP to the ICAO standards
- › successfully completed an interview conducted by either:
 - » CASA
 - » the holder of an approval under regulation 61.040 to conduct the interview.

Note: You successfully complete the required interview if you satisfy CASA or the approval holder that you understand the standards for assessment of the AELP.

12.8 Obligations of a flight examiner

The Flight Crew Licensing Manual (FCLM) provides detailed guidance on the administrative procedures flight examiners must follow to grant ratings, endorsements and record proficiency checks and flight reviews.

Undertaking a flight test (61.1295)

You may only undertake a flight test for an applicant for a pilot licence, rating or endorsement on a pilot licence if:

- › you are nominated to conduct the flight test by the applicant's training provider or CASA
- › you notify CASA of your intention to conduct the flight test at least 24 hours before the test
- › you conduct the flight test in accordance with the standards details in the MOS
- › you assess the applicant against the competency requirements of the MOS for the flight test
- › you advise the applicant's training organisation of the results of the flight test including the reasons for any failure in an element
- › you complete a report (on the approved form) setting out the results of the flight test within 14 days of completing the flight test
- › you give a copy of the completed report to the applicant, the relevant part 141 or Part 142 operator and CASA.

Commencing a flight test (61.1300)

As a flight examiner, you may only commence a flight test if you are satisfied the following conditions are met:

- › the applicant:
 - » is at least the minimum required age for the issue of a licence
 - » has passed the applicable aeronautical knowledge examination
 - » has met the flight training requirements
 - » has the applicable aeronautical experience
- › has a current AELP assessment (applies to a PPL, CPL, ATPL or MPL applicant)
- › has a current Class 1 or 2 medical certificate, a Class 5 medical self-declaration (if applicable) or a medical exemption or in the case of an RPL they may also hold a recreational aviation medical practitioner's certificate. See section 2.7 of this guide.

Conducting a proficiency check (61.1305)

This section applies to conducting a relevant proficiency check as the holder of a flight examiner rating.

Note: A relevant proficiency check is any of the following:

- › an aerial application proficiency check
- › an instructor proficiency check
- › an instrument proficiency check.

If you are the holder of a flight examiner rating and conduct a relevant proficiency check you must within 14 days of a successful check:

- › endorse the holder's licence with:
 - » a statement that they have successfully passed the proficiency check
 - » the date the check was completed
 - » the rating for which the check was conducted
 - » the relevant category, class or type of aircraft (if applicable)
- › give CASA written notice of:
 - » the holder's name and ARN
 - » that the holder successfully completed the proficiency check
 - » the date the check was completed
 - » the rating for which the check was conducted
 - » the relevant category, class or type of aircraft (if applicable)
 - » the nationality and registration of the aircraft if the check was conducted in an aircraft
 - » the identifying number for the flight simulator if the check was conducted in a flight simulator.

You, as the flight examiner, must notify CASA of a proposed proficiency check at least 24 hours prior to the conduct of the proficiency check. However, for practical reasons there may be circumstances that CASA will grant you an approval such that you do not need to provide CASA with 24 hours' notice of a proficiency check e.g. due to their geographical location or communication availability.

12.9 Pilot in command during a flight test

When you are occupying a control seat during a flight test, you are PIC of the flight.

12.10 Occupying a flight control seat

(Instrument CASA EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024)

When you are using the privileges of your flight examiner rating, you must occupy a flight control seat in the following activities:

- › a proficiency check, in an aircraft that is not a single-piloted aircraft, unless each flight crew member occupying a flight control seat is authorised to pilot the aircraft
- › any activity where you are or are required to be the PIC
- › any activity that a flight control seat is available for you to occupy.

Note: You are not required to occupy a flight control seat whilst using the remaining privileges of your licence in section 12.5 of this guide unless the above applies.

If you are conducting an activity in a flight simulation training device and you are not occupying a control seat you must:

- › be located at a place that enables you to observe all demonstrations by each flight crew member occupying a flight control seat
- › be able to monitor each flight crew member's use of radiocommunication systems
- › maintain 2-way communications with the flight crew members
- › not manipulate any aircraft control or system accessible from a flight control seat.

You are only permitted to conduct a flight examiner activity for a flight in a single-place aircraft if:

- › the activity is an aerial application proficiency check
- › you are located at a place where you can observe all the required demonstrations by the pilot of the aircraft.

12.11 Recency requirements

(61.1275)

You must meet the recency requirements applicable to the type of flight test you are conducting. For example:

- › If you are conducting a flight test or proficiency check for an instrument rating, you must meet the recency requirements to conduct the flight under the IFR.
- › If you are conducting a flight test for a pilot licence, you must meet the recency requirements of the licence for which the flight test is conducted.
- › If you are conducting a flight test for an endorsement on a pilot licence, you must meet the recency requirements of the rating to which the endorsement relates.

You must meet these requirements at the time of the flight test.

12.12 Proficiency and professional development requirements

You must undertake a proficiency check and participate in a professional development program (PDP) every 2 years. The purpose of recurrent proficiency checks and the PDP is to verify that a uniform standard continues to be applied by flight examiners in the application of performance standards and the evaluation of a candidate's skills during flight tests.

Flight examiner rating proficiency check requirements (61.1285)

You are required to undertake an examiner proficiency check every 2 years.

The proficiency check may be conducted in an aircraft or in an appropriate flight simulation training device. If you are authorised to conduct flight tests for more than one licence or rating, the authorisations to be included in your check

will be at the discretion of CASA, or the approved person conducting the proficiency check. The one proficiency check will cover all licence and rating flight test endorsements you hold, including those not actually reviewed during the check.

There are a number of alternatives to holding a valid flight examiner proficiency check.

Your proficiency check is valid as shown in table 49.

Table 49: Flight examiner proficiency checks

Activity	Time Period
pass the flight test for the rating	date of passing the endorsement test flight until the 24th month after the month of passing the endorsement test flight. For example, to calculate the validity period, the intent is if you conduct the test on 17 June 2024, then your flight examiner proficiency check is valid from 17 June 2024 – 30 June 2026
pass a flight test for a flight examiner endorsement and the flight test was taken more than 6 months from the date of the rating flight test	date of passing the endorsement test flight until the 24th month after the month of passing the endorsement test flight. For example, to calculate the validity period, the intent is if you conduct the test on 17 June 2024, then your flight examiner proficiency check is valid from 17 June 2024 – 30 June 2026
complete an examiner proficiency check in an aircraft or an approved flight simulator training device and: <ul style="list-style-type: none">› it is conducted by CASA, a flight examiner or holder of a 61.040 approval to conduct the check› your logbook is endorsed by one of the above that you have completed an instructor proficiency check	date of passing the endorsement test flight until the 24th month after the month of passing the endorsement test flight. For example, to calculate the validity period, the intent is if you conduct the test on 17 June 2024, then your flight examiner proficiency check is valid from 17 June 2024 – 30 June 2026



If you hold a flight examiner proficiency check (resulting from any of the above) you may complete a flight examiner proficiency check for the rating within 3 months before the expiry of your previous check. For example, if your existing instructor proficiency check expires on 31 July 2025, you may undertake a flight review in May, June or July of 2025.

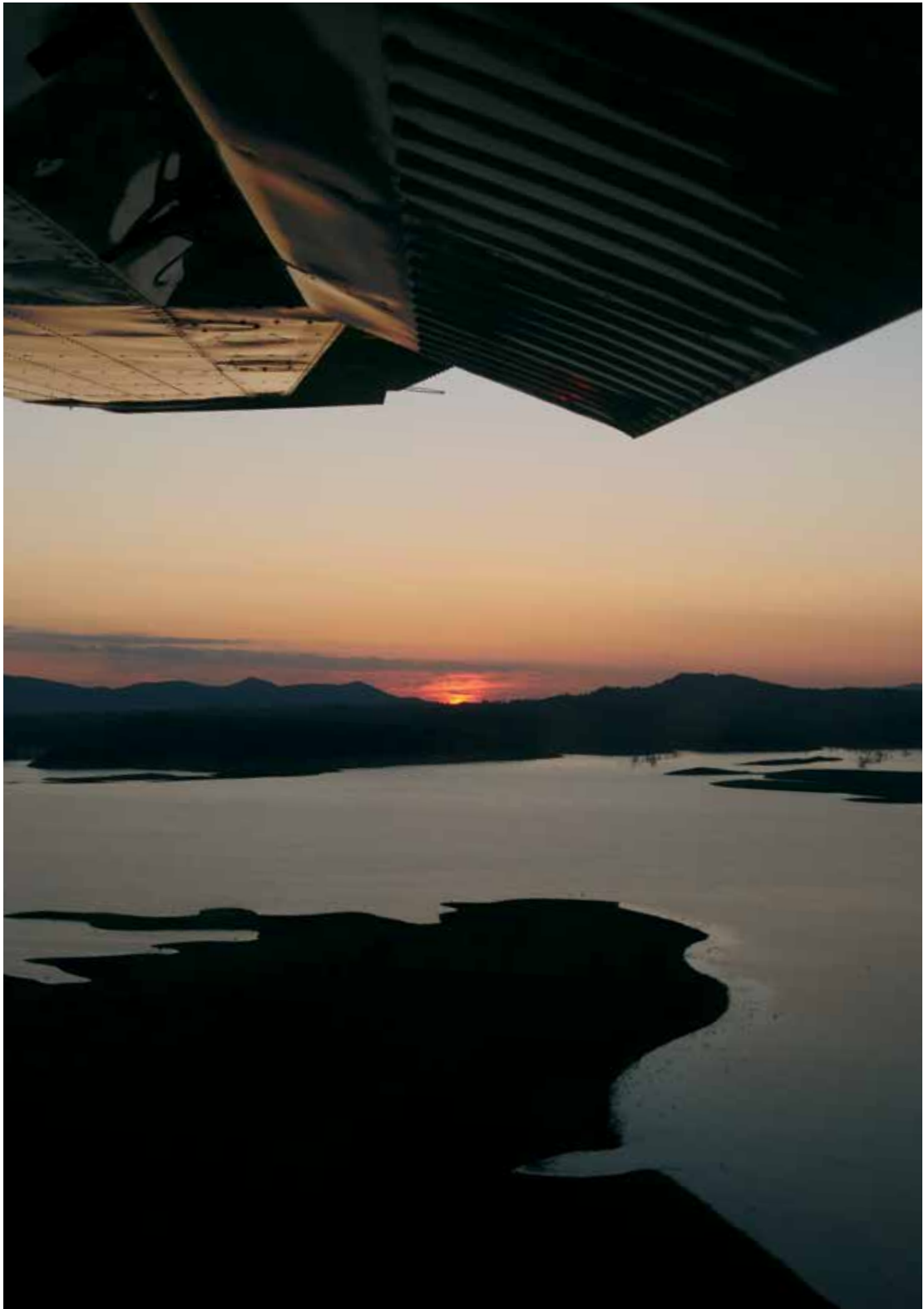
If you fail an instructor proficiency check, you no longer hold a valid instructor proficiency check.

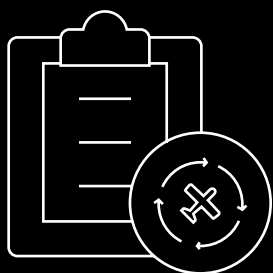
Flight review and subject matter proficiency check requirements (61.1280)

You must also meet the requirements of table 50 specific to the flight test you wish to conduct.

Table 50: Flight review and subject matter proficiency check requirements

The flight test I wish to conduct	Flight review and subject matter proficiency check requirements
multi-crew pilot licence	valid instrument proficiency check
air transport pilot licence	valid instrument proficiency check
instrument rating	valid instrument proficiency check
aerial application rating	valid aerial application proficiency check
instructor rating	valid instructor proficiency check
any other rating	valid flight review for the rating
instrument endorsement	valid instrument proficiency check
aerial application endorsement	valid aerial application proficiency check
training endorsement	valid instructor proficiency check
any other endorsement	valid flight review for the rating to which the endorsement relates





CHAPTER 13

TRANSITIONING A PART 5 OF CAR LICENCE



13.1 Overview

This chapter details the specific requirements for holders of a Part 5 of CAR licence.

You can no longer exercise the privileges of your Part 5 of CAR licence. If you hold a CAR 5 licence, it will need to be transitioned to a Part 61 licence.

Transition to a Part 61 licence includes your licences, ratings, endorsements, authorisations, approvals and delegations issued under:

- › Part 5 of CAR
- › a CAO made under Part 5 of CAR
- › CAO 29.10 Air service operations – aircraft engaged in aerial stock mustering operations – low-level flying operations.

13.2 Grant of a new authorisation based on an old authorisation

(202.272 and 202.274)

As the holder of an old authorisation, you are taken to meet the requirements for the grant of an equivalent new authorisation provided you meet the following requirements:

- › you held your old authorisation any time before 1 September 2014
- › your old authorisation is not the equivalent of a flight examiner rating
- › your old authorisation was not surrendered or cancelled before 1 September 2018
- › on or after 1 September 2018 you applied for an equivalent new authorisation under Part 61.

If your old authorisation was an aircraft endorsement, you will only meet the requirements for the grant of the equivalent aircraft class or type rating if, prior to 1 September 2014, your old authorisation was equivalent to a flight crew licence.

If your old authorisation was suspended and would have continued to be suspended if it had remained in force, the new authorisation will also be suspended until the time of suspension the old authorisation would have ended.

If your old authorisation was subject to a condition, the new authorisation must be granted with an equivalent condition.

13.3 Transition requirements

In order to transition your licence, you will need to complete the Recognition and Transfer CAR Part 5 Qualifications form.

If you are seeking to add additional permissions to your licence, you will need to provide evidence to support your request. You must provide certified copies of documents as part of your application.

Each section of the form provides guidance on the evidence to be provided. For more information on certified copies and who can witness them, see the CASA website.

Some documents can be certified by the flight instructor conducting your flight review, endorsement or the flight examiner conducting a flight test. When certifying the documents, the following words should be used:

'This is a true copy of the original document, sighted by me [name], [signature], [date], [ARN]'

If CASA does not have a photo of you that is less than 10 years old, you must also submit a current photo with CASA using the Lodgment of current photo form on the CASA website.

An ARN is required to complete this form. If you do not have an ARN, you can apply through the CASA portal. See section 1.19 of this guide. It is important to note that CASA will use the details based on your ARN information for any contact with you.

13.4 Student pilot licence

(202.277C and FCLM)

The recreational pilot licence (RPL) has replaced the student pilot licence (SPL) as well as the general flying progress test (GFPT).

To turn your student pilot licence plus GFPT into an RPL, you must:

- › do the flight review for your aircraft rating
- › go through the Part 61 transition process.

You can undertake the transition process (see section 13.3 of this guide) at any time. However, it is recommended you undertake the transition after your flight review is successfully completed.

Changes under the RPL from a student pilot licence include:

- › making decisions about your own flights – for example, flight planning, go and no-go decisions, and fuel planning
- › ensuring your aircraft is airworthy prior to flight
- › reporting airworthiness and safety issues and occurrences.

If you already hold a flight radiotelephone operator licence, you will be granted the flight radio endorsement under your new RPL licence.

If you held a student pilot licence before 1 September 2014 and had not passed the GFPT before that date, you are taken to have been assessed as meeting the general English proficiency standard.

13.5 Radio operator certificate

(202.301, 202.302, 202.303, 202.304 and 202.305)

This section applies if you are the holder of an old authorisation (radio operator certificate) that:

- › was in force prior to 1 September 2014
- › continued to be in force after that date.

You meet the requirements for the issue of an aeronautical radio operator licence if:

- › your old authorisation was not surrendered or cancelled prior to 1 September 2018
- › you have applied to CASA for the granting of an aeronautical radio operator licence after 1 September 2018.

Your old authorisation continues to remain in force as an aeronautical radio operator certificate until its original cessation time.

If your old authorisation was suspended prior to 1 September 2014, and the suspension time ends before the expiry of the authorisation, the old authorisation comes back into force as if it were an aeronautical radio operator certificate.

If your old authorisation was subject to any conditions that remain in force, your aeronautical radio operator certificate will be granted subject to those same conditions.

Any action commenced prior to 1 September 2014, to vary, suspend or cancel your old authorisation, is still the same action applicable to your new authorisation.

Should you have made an application for an old authorisation (prior to 1 September 2014) and the application had not been finalised, the application is considered an application for the grant of an equivalent new authorisation.



13.6 Approval to taxi an aircraft

(202.308, 202.309, 202.310, 202.304 and 202.305)

This section applies if you are the holder of an old authorisation to taxi an aircraft that:

- › was in force prior to 1 September 2014
- › continued to be in force after that date.

Your continued authorisation, in the form of a certificate of competency, will remain in force until the cessation time of your old authorisation.

If your old authorisation was suspended prior to 1 September 2014, and the suspension time ends before the expiry of the authorisation, the old authorisation comes back into force as if it were a certificate of competency.

Any action commenced prior to 1 September 2014, to vary, suspend or cancel your old authorisation is still the same action applicable to your certificate of competency.

13.7 Aircraft class and type ratings

(FCLM 4.1)

Qualifications issued under CAR Part 5 were on the basis of specific aircraft endorsements, for example, B737 300–900, Beechcraft Baron or a group of aircraft under the one class endorsement, such as ‘single engine aircraft under 5,700 kg’.

Under Part 61 qualifications are now issued on the basis of class and type ratings for each aircraft category.

CASR Part 61 includes Part 61 Flight Crew Licensing (Prescribed Aircraft and Type Ratings) which specifies aircraft covered by type ratings. This also includes other aircraft which are covered by an aeroplane class rating but because of their complexity or handling characteristics are subject to training and flight review conditions.

13.8 Flight activity endorsements

If you hold one of the following flight activity endorsements, you will need to supply additional documentation to support the transition to a Part 61 licence:

- › aerobatics
- › aerobatics (1,500 ft AGL lower limit)
- › aerobatics (1,000 ft AGL lower limit)
- › aerobatics (500 ft AGL lower limit)
- › aerobatics (unlimited)
- › formation (aeroplane)
- › formation (helicopter)
- › spinning.

The following documents are required as appropriate:

- › certified copies of your logbook pages showing entries made for the purpose of recording the training completed for the relevant flight activity
- › certified copies of your logbook pages with entries made for the purpose of recording the conduct of the relevant flight activity as pilot in command
- › certified copies of your logbook page showing the stamp/entry for a flight activity made under CAR Part 5 which is the equivalent of the flight activity endorsement applied for under CASR Part 61
- › certified copies of any instrument issued to you by CASA authorising the conduct of the flight activity (current or expired).

For more information on flight activity endorsements, See chapter 9 of this guide.



13.9 Design feature endorsements

If you hold one of the following design feature endorsements, you will need to supply additional documentation to support the transition to a Part 61 licence:

- › tailwheel undercarriage
- › pressurisation system
- › retractable undercarriage
- › floatplane
- › manual propeller pitch control
- › floating hull
- › gas turbine engine
- › ski landing gear
- › multi-engine centreline thrust
- › float alighting gear.

The following documents are required as appropriate:

- › certified copies of your logbook pages showing entries for an aircraft flown that has the design features applied for
- › certified copies of training records for an aircraft with design features applied for.

For more information on design feature endorsements see chapter 6 of this guide.

13.10 Operational ratings

(FCLM 10.2)

The following operational ratings will be transferred automatically onto your Part 61 licence with the appropriate endorsements:

- › instrument rating
- › private instrument rating
- › night VFR rating
- › flight examiner rating
- › simulator instructor rating
- › aerial application rating.

Some endorsements for your flight instructor rating will also transfer automatically, however additional action will be required for specific training endorsements.

The CASR Part 61 aerial application rating (replacing the CAR Part 5 aerial agricultural rating) now includes firefighting as an endorsement on the rating. You will need to apply for a transition of pilots authorised to conduct firefighting operations via the CASA website.

Table 51 identifies the ratings that exist under Part 5 of CAR and their equivalent CASR Part 61 rating or new Part 61 rating.

Table 51: Operational ratings

CAR Part 5 qualification	CASR Part 61 rating	Comments
command instrument rating	instrument rating	
private instrument flight rating	private instrument rating	
night VFR rating	night VFR rating	
flight instructor rating	flight instructor rating	
	simulator instructor rating	new qualification
approved testing officer	flight examiner rating	new qualification
grade of agricultural rating	aerial application rating	new qualification
low-level approvals	low-level rating	new qualification

Low-level rating: category endorsements

Low-level ratings are a new rating introduced under CASR Part 61.

Low-level activities such as stock mustering, power-line inspection, fish spotting etc., can be conducted under the authority of an instrument issued directly to an individual or indirectly under an operator's approval. If you can provide evidence of the conduct of these activities, you may be eligible for issue of a low-level rating, with a category endorsement and/or additional endorsement(s), depending on the evidence provided.

At this time, aerial mustering (aeroplane) is the only applicable endorsement.

The following documents are required as appropriate:

- › certified copies of your logbook pages showing entries evidencing conduct of the operations relating to the endorsement you wish to apply for
- › a certified copy of any instrument issued directly to you
- › a certified copy of an operator approval and any further evidence that you have that deems you competent and authorises you, under that approval, to conduct the operation.

Flight instructor rating

If you are currently a qualified instructor under Part 5 of CAR, you will automatically transition with the same grade under CASR Part 61.

Any additional Part 61 endorsements that reflect the privileges existing under Part 5 of CAR relevant to each grade of your instructor rating will be automatically issued under CASR Part 61. For example, a grade 1 instructor will receive instrument rating training and instructor rating training endorsements as these are privileges that exist under Part 5 of CAR.

You will need to apply for any endorsements that are not transferred automatically to preserve the full range of privileges you currently hold under Part 5 of CAR.

For type rating training endorsements to be transferred to your CASR Part 61 licence, you will need to have held a CAR 5.21 approval.

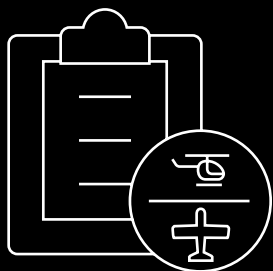
The following documents are required as appropriate:

- › certified copies of your logbook page showing the stamp/entry made by an approved person giving the privilege to conduct training for that endorsement e.g. aerobatics
- › certified copies of your logbook pages showing entries evidencing conduct of the operations relating to the training endorsement applied for
- › any other documentary evidence supporting your application for the training endorsement.

For more information on flight instructor ratings, see chapter 11 of this guide.







CHAPTER 14

CONVERTING A HELICOPTER CATEGORY LICENCE TO AN AEROPLANE CATEGORY LICENCE



14.1 Overview

This chapter details the specific requirements for holders of an Australian helicopter pilot licence wishing to obtain an Australian aeroplane category licence.

14.2 Knowledge and experience requirements

(61.475, FCLM 5.2, 6.4, 7.2, 8.2 and 8.3)

Table 52 shows the differences between the requirements for licences already held in the helicopter category of aircraft, compared to an aeroplane category licence.

Table 52 only indicates the additional specific requirements that you may not already meet. For example, the table does not include hours of aeronautical experience when these are automatically accounted for as part of your current licence.

It is important to note that for aeronautical experience to be considered it may need to be flown in specific aircraft categories.

The hours detailed for conversion to a PPL(A) and CPL(A) are those pertaining to a non-integrated training program.



Table 52: Conversion requirements

Licence that you already hold	Licence that you wish to obtain	What you need to do (in addition to what you have already done)
Recreational pilot licence (RPL(H))	Recreational pilot licence (RPL(A))	<ul style="list-style-type: none"> › pass the RPL(A) or PPL(A) basic aeronautical knowledge exam (BAKA) for aeroplanes › pass the RPL(A) flight test › have at least 25 hours flight time in aeroplanes, which includes at least: <ul style="list-style-type: none"> » 20 hours dual » 5 hours solo <p>Note: Simulator time does not count</p>
Private pilot licence (PPL(H))	Recreational pilot licence (PPL(A))	<ul style="list-style-type: none"> › pass the RPL(A) or PPL(A) basic aeronautical knowledge exam (BAKA) aeroplanes › have at least 25 hours flight time in aeroplanes, which includes at least: <ul style="list-style-type: none"> » 20 hours dual » 5 hours solo. » pass the RPL(A) flight test <p>Note: Simulator time does not count</p>
	Private pilot licence (PPL(A))	<ul style="list-style-type: none"> › pass either the aeroplane category-specific PPL(A) exam or all seven CPL exams, including the 4 aeroplane category-specific CPL exams › have aeronautical experience that includes at least: <ul style="list-style-type: none"> » 35 hours of flight time as a pilot including 20 hours of flight time as a pilot of an aeroplane » 10 hours of solo flight time in an aeroplane » 5 hours of solo cross-country flight time in an aeroplane » 2 hours of dual instrument flight time including 1 hour of dual instrument flight time in an aeroplane › pass the aeroplane category PPL flight test
	Commercial pilot licence (CPL(A))	<ul style="list-style-type: none"> › pass the 7 aeroplane category-specific CPL exams within 2 years (one window) › have aeronautical experience that includes at least: <ul style="list-style-type: none"> » 200 hours of aeronautical experience of which 10 hours can be in a flight simulator » 190 hours of flight time as a pilot » 80 hours of flight time as PIC » 20 hours of solo cross-country flight time as PIC of an aeroplane including one flight of 300 NM with a full-stop landing at 2 aerodromes outside the flight training area » 10 hours of dual instrument time of which 5 hours must be in an aeroplane › pass the aeroplane category CPL flight test

Licence that you already hold	Licence that you wish to obtain	What you need to do (in addition to what you have already done)
Commercial pilot licence (CPL(H))	Recreational pilot licence (PPL(A))	<ul style="list-style-type: none"> › pass the RPL(A) or PPL(A) basic aeronautical knowledge exam (BAKA) aeroplanes › have at least 25 hours flight time in aeroplanes, which includes at least: <ul style="list-style-type: none"> » 20 hours dual » 5 hours solo. › pass the RPL(A) flight test <p>Note: Simulator time does not count</p>
	Private pilot licence (PPL(A))	<ul style="list-style-type: none"> › pass either the aeroplane category-specific PPL(A) exam or all seven CPL exams, including the 4 aeroplane category-specific CPL exams › have aeronautical experience that includes at least: <ul style="list-style-type: none"> » 35 hours of flight time as a pilot including 20 hours of flight time as a pilot of an aeroplane » 10 hours of solo flight time in an aeroplane » 5 hours of solo cross-country flight time in an aeroplane » 2 hours of dual instrument flight time including 1 hour of dual instrument flight time in an aeroplane › pass the aeroplane category PPL flight test
	Commercial pilot licence (CPL(A))	<ul style="list-style-type: none"> › pass the 4 aeroplane category-specific CPL exams within 2 years (one window). The required exams are: <ul style="list-style-type: none"> » flight rules and air law (aeroplane) (CLWA) » operation, performance & flight planning (aeroplane) (CFPA) » aircraft general knowledge (aeroplane) (CSYA) » aerodynamics (aeroplane) (CADA) › have aeronautical experience that includes at least: <ul style="list-style-type: none"> » 200 hours of aeronautical experience of which 10 hours can be in a flight simulator » 190 hours of flight time as a pilot » 60 hours of flight time as PIC » 20 hours of solo cross-country flight time as PIC of an aeroplane including one flight of 300 NM with a full-stop landing at 2 aerodromes outside the flight training area » 10 hours of dual instrument time of which 5 hours must be in an aeroplane › pass the aeroplane category CPL flight test

Licence that you already hold	Licence that you wish to obtain	What you need to do (in addition to what you have already done)
Air Transport licence (ATP(H)L)	Recreational pilot licence (PPL(A))	<ul style="list-style-type: none"> › pass the RPL(A) or PPL(A) basic aeronautical knowledge exam (BAKA) aeroplanes › have at least 25 hours flight time in aeroplanes, which includes at least: <ul style="list-style-type: none"> » 20 hours dual » 5 hours solo. › pass the RPL(A) flight test <p>Note: Simulator time does not count</p>
	Private pilot licence (PPL(A))	<ul style="list-style-type: none"> › pass either the aeroplane category-specific PPL(A) exam or all seven CPL exams, including the 4 aeroplane category-specific CPL exams › have aeronautical experience that includes at least: <ul style="list-style-type: none"> » 35 hours of flight time as a pilot including 20 hours of flight time as a pilot of an aeroplane » 10 hours of solo flight time in an aeroplane » 5 hours of solo cross-country flight time in an aeroplane » 2 hours of dual instrument flight time including 1 hour of dual instrument flight time in an aeroplane › pass the aeroplane category PPL flight test
	Commercial pilot licence (CPL(A))	<ul style="list-style-type: none"> › pass the 4 aeroplane category-specific CPL exams within 2 years (one window). The required exams are: <ul style="list-style-type: none"> » flight rules and air law (aeroplane) (CLWA) » operation, performance & flight planning (aeroplane) (CFPA) » aircraft general knowledge (aeroplane) (CSYA) » aerodynamics (aeroplane) (CADA) › have aeronautical experience that includes at least: <ul style="list-style-type: none"> » 200 hours of aeronautical experience of which 10 hours can be in a flight simulator » 190 hours of flight time as a pilot » 60 hours of flight time as PIC » 20 hours of solo cross-country flight time as PIC of an aeroplane including one flight of 300 NM with a full-stop landing at 2 aerodromes outside the flight training area » 10 hours of dual instrument time of which 5 hours must be in an aeroplane › pass the aeroplane category CPL flight test

Licence that you already hold	Licence that you wish to obtain	What you need to do (in addition to what you have already done)
	Air Transport pilot licence (ATPL(A))	<ul style="list-style-type: none">› pass the 4 aeroplane category-specific ATPL exams within 2 years (one window). The required exams are:<ul style="list-style-type: none">» flight planning (aeroplane) (AFPA)» aerodynamics and aircraft systems (aeroplane) (AASA)» performance and loading (aeroplane) (APLA)› pass the instrument rating exam (IREX) before you ATPL(A) flight test› have aeronautical experience that includes at least:<ul style="list-style-type: none">» 1500 hours of aeronautical experience» 1400 hours as a pilot of which 750 hours is in an aeroplane» 500 hours as PIC or PICUS or 250 hours in an aeroplane as PIC or PICUS of an aeroplane, of which at least 70 hours must be as PIC» 200 hours of cross-country flight time in an aeroplane» 100 hours of cross-country flight time as PIC or PICUS of an aeroplane» 100 hours of flight time at night as PIC or PICUS of an aeroplane» 75 hours of instrument flight time, of which at least 45 hours must be in an aeroplane› pass the aeroplane category ATPL flight test
flight crew endorsement		<ul style="list-style-type: none">› to be resolved

Note: ATPL subject passes are not an equivalent pass in any CPL subject exam.

Note: CASA does not recognise flight crew exam credits gained under the licensing system of a foreign aviation regulatory authority.

14.3 Medical requirements

There are no differences between the medical requirements for holders of the same level of pilot licence in the helicopter and aeroplane categories.

For a CPL(A) you must hold:

- › a Class 1 medical to take the CPL flight test
- › a Class 1 or 2 to fly an aircraft and are limited to a MTOW under 8,618 kgs where no passengers are permitted on the aircraft.

For an ATPL(A) you must hold:

- › a Class 1 medical to take the ATPL flight test
- › a Class 1 or 2 to fly an aircraft and are limited to a MTOW under 8,618 kgs where no passengers are permitted on the aircraft.



CHAPTER 15

RECOGNITION OF PILOT CERTIFICATES GRANTED BY SPORT AVIATION BODIES



15.1 Overview

This chapter details how pilot certificates and endorsements granted by sports aviation bodies may be recognised for the issue of an aeroplane recreational pilot licence or associated endorsement.

15.2 Pilot certificates are deemed equivalent to an RPL

(61.480 and FCLM 5.3)

If you hold a pilot certificate granted by a sports aviation body in the aeroplane category, you may be granted a recreational pilot licence (aeroplane) i.e. RPL(A).

15.3 Flight review requirements

(61.480, FCLM 5.1 and 5.3)

You must successfully complete a flight review in order to exercise the privileges of the RPL(A).



15.4 Endorsements on pilot certificates may be added to an RPL

(FCLM 5.4)

The following endorsements are recognised. They will be granted with the issue of your RPL(A) if the endorsement has been issued by a sports aircraft body as part of your pilot certificate:

- › a recreational navigation endorsement
- › controlled airspace endorsement
- › controlled aerodrome endorsement
- › design feature endorsement
- › a flight radio endorsement.

Note: Additional requirements may apply. To be issued:

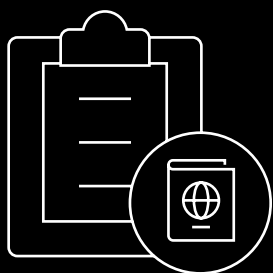
- › a recreational navigational endorsement: you must also have completed at least 5 hours of solo cross-country flight time
- › a flight radio endorsement: you must also have approval from a sports aviation body to operate an aircraft radio and have a current aviation English language proficiency assessment.

15.5 Flight activity endorsements on pilot certificates may not be added to an RPL

Flight activity endorsements (for example, formation flying and aerobatics) are not recognised and are therefore not transferable from a sports aviation pilot certificate to an RPL.

15.6 Recognition of hours flown in sports aircraft

Hours flown as 'pilot flying' are recognised for the issue of both a PPL(A) and CPL(A) if your training is undertaken in a non-integrated training program. Aeronautical experience accumulated in non-registered and non-recognised aircraft cannot contribute to the aeronautical experience required within an integrated training program for the issue of a PPL(A) and CPL(A). See chapter 4 of this guide.



CHAPTER 16

RECOGNITION OF OVERSEAS AUTHORISATIONS, LICENCES AND PROFICIENCY CHECKS



16.1 Overview

This chapter details the specific requirements for recognising foreign flight crew licences, type ratings, operational ratings and endorsements.

Before commencing this process, you must obtain an aviation reference number (ARN). See section 1.19 of this guide for details of how to obtain your ARN.

There are a few ways to convert your overseas pilot licence to an Australian licence.

If you have an overseas licence and:

- › plan to fly in Australia for longer than 12 months; you can apply to convert your foreign licence to an Australian licence (see section 16.2 of this guide). This gives you the full privileges of the applicable licence, rating or endorsement.
- › are only here for short-term aviation work: you can apply for a Certificate of Validation (CoV) that allows you to fly Australian-registered aircraft (see section 16.3 of this guide). The CoV has the effect of an Australian flight crew licence, aircraft category rating and any other rating, with the proviso that the privileges transferred to the CoV do not exceed your foreign qualifications.
- › it was issued by New Zealand: you may be able to simply verify your NZ licence or qualification under special rules (see chapter 17 of this guide).

Under the *Civil Aviation Safety Regulations 1998* (CASR), no person may act as flight crew of an Australian registered aircraft unless they hold an appropriate civil aviation authorisation issued under the CASR. The authorisation may be called a licence, certificate, or rating.

Overseas student pilots intending to fly with an instructor at all times do not need to hold a CoV or any form of Australian flight crew licence.

CASA does not recognise the qualifications of overseas military flight crew. Overseas military pilots must obtain a civilian flight crew licence in their own country (or any other ICAO country) before applying for an Australian flight crew licence.

All documents sent to CASA must be in English or be accompanied by an English translation. If you are overseas, the Australian Embassy, High Commission or Consulate can help you find a translator and if in Australia, contact the National Accreditation Authority for Translators and Interpreters (NAATI).

16.2 Obtaining an Australian licence, rating or endorsement based on overseas qualifications

Overview (FCLM 12)

CASA will not issue a flight crew licence to an applicant unless the relevant requirements of regulation 6.57 of the *Aviation Transport Security Regulations 2005* are met.



Regulation 6.57 refers to providing suitable evidence of your identity which is a category A document (for example, an Australian birth certificate or notice of Australian citizenship) and either:

- › a category B document that provides photographic proof of your identity (for example, an Australian driver's licence or passport [Australian or foreign])
- › two category C documents (for example, a Medicare card or private health membership card).

If you are an overseas student pilot intending to fly with an instructor at all times, you do not need to hold a CoV or any form of Australian flight crew licence.



Recognition requirements (61.275 and FCLM 12)

If you hold a foreign flight crew licence, you may obtain an Australian flight crew licence with a specific category rating for an aircraft e.g., aeroplane.

Your foreign licence and ratings must be equivalent to the Australian licence with the same aircraft category rating.

To have your foreign licence recognised you must:

- › be at least the minimum age required to obtain the Australian licence you are applying for
- › have a valid authorisation from your country's aviation authority to operate an aircraft radio
- › meet the ICAO level 4, 5, or 6 standards for aviation English language proficiency, or have a satisfactory current assessment of your aviation English language proficiency
- › meet the requirements of table 53 for specific licences.

Table 53: Overseas recognition requirements

What you wish to obtain	Requirements
Commercial pilot licence (CPL)	<ul style="list-style-type: none"> › written certification stating you are competent in each unit mentioned in Schedule 3 of the MOS for Australian licensing. This written certification must be given by the head of operations of a Part 141 or Part 142 operator authorised to conduct flight training for the Australian licence or rating or a person named in its operations manual (or exposition) › passed the appropriate flight test
Air transport pilot licence (ATPL)	<ul style="list-style-type: none"> › you must pass both the flight test and the overseas conversion aeronautical knowledge examinations mentioned in the MOS for the Australian licence and aircraft category rating
Multi-crew pilot licence (MPL)	<ul style="list-style-type: none"> › you must pass both the flight test and the overseas conversion aeronautical knowledge examinations mentioned in the MOS for the Australian licence and aircraft category rating
Aeroplane class rating or pilot type rating	<ul style="list-style-type: none"> › you must have, or have held, an overseas rating › CASA must be satisfied the overseas rating is at least equivalent to the Australian rating
Operational rating	<ul style="list-style-type: none"> › you must have, or have held, an overseas rating › CASA must be satisfied the overseas rating is at least equivalent to the Australian rating › written certification that you are competent in each unit of competency mentioned in the MOS for the Australian rating. This must be given by the head of operations of a Part 141 or Part 142 operator authorised to conduct flight training for the Australian rating or a person named in its operations manual (or exposition) › passed the aeronautical knowledge examination for the Australian rating › satisfied CASA you have the aeronautical experience required for the Australian rating › passed the flight test mentioned in the MOS for the rating
Flight crew endorsement	<ul style="list-style-type: none"> › you must have, or have held, an overseas endorsement › satisfied CASA that the overseas endorsement is at least equivalent to the Australian endorsement › passed a flight test (if required for the grant of the endorsement in Australia)

Note: CASA EX88/23 — Overseas Training and Assessment, and Instrument Proficiency Check, Exemption 2023, applies if you are an applicant for a type rating and do not meet the requirements for the grant of a pilot type rating under regulation 61.815 or regulation 61.820. You may still be granted the pilot type rating if you can demonstrate to CASA you have completed training conducted by an authorised provider, been assessed by that training provider and the training meets the standards applicable in the MOS. As an applicant you must refer to the legislative instrument to determine if this exemption applies to your situation.

If you are applying for the recognition of your CPL, MPL or ATPL, CASA will issue you a letter stating what will be recognised from your foreign qualifications and any other requirements (if applicable) you need to meet prior to the issue of the licence. Letters from CASA detailing these requirements expire after 12 months.



CASA does not recognise copilot aircraft type ratings under Part 61. This includes, but is not limited to:

- > second-in-command
- > first officer
- > P2 on a foreign licence or verification.

Application process

You will need to complete a flight crew licence application on the basis of the overseas civil qualifications application on the CASA website.

Conversion examination details

For a flight crew licence other than a PPL(A), you will be required to also pass the conversion exam.

For a commercial pilot licence (CPL) (aeroplane), you must hold a valid foreign equivalent to the Australian CPL(A) or ATPL(A) licence before you submit a flight crew licence application form. You then need to pass both the CPL human factors exam (CHUF) and CPL overseas conversion (aeroplane) exam (COSA) within one 'window'. The window is 2 years.



To get a theory credit for a particular licence, you must pass all the subject-parts in a certain amount of time. CASA refers to this amount of time as a window.

For an air transport pilot licence (ATPL) (aeroplane) you must pass both the ATPL human factors exam (AHUF) and ATPL overseas conversion (aeroplane) exam (AOSA) within one 'window'. The window is 2 years. You must also pass the instrument rating exam (IREX).

Verification of your foreign licence (202.278 and FCLM 12.1.6)

CASA must verify (with the issuing authority for the licence) that you are authorised to exercise the privileges of your foreign licence. This verification requirement includes any rating or endorsement attached to your licence.

Note: Verification reports are valid for 6 months from the date they were issued.



The process of verification can take a number of weeks.

Granting a pilot type rating based on overseas training and assessment (FCLM 12.1.7)

CASA will grant you (the holder of an Australian flight crew licence) an equivalent aircraft type rating once you have provided the evidence that satisfies CASA that your foreign aircraft type rating is at least equivalent to the Australian rating being requested.

You must also meet the following requirements for the grant of pilot type ratings on the basis of overseas training and assessment:

- › training must be conducted by a training provider that is authorised by the national aviation authority (NAA) of a recognised foreign State to conduct the training, for the grant of an overseas rating
- › you have been assessed, by a person who is authorised by the same NAA (that authorised the training provider) of the recognised foreign State to conduct the assessment, as meeting the flight test standard for the grant of the overseas rating
- › the training meets the standards specified in the MOS for training for the rating
- › the rating, for which the overseas training has been undertaken, is at least equivalent to the Australian rating.

Note: CASA no longer issues or recognises copilot aircraft type ratings under CASR Part 61. If CASA is not satisfied that the training is at a standard that allows you to fly that type in command, then the type rating will not be issued.

Recognition of overseas training in flight simulators (FCLM 12.1.8)

Foreign flight simulators 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. However, other foreign simulator providers that are not on the list may have alternative certificates of approval issued to them from the Federal Aviation Authority (FAA), European Aviation Safety Authority (EASA) or the United Kingdom Civil Aviation Authority (CAA) to undergo simulator training and testing; and who employ appropriately qualified training and testing officers also approved by those recognised NAAs.

If you are the holder of an Australian flight crew licence and can demonstrate, by presenting to CASA relevant certificates of approval then CASA may recognise the training received for assessment purposes for issue of an overseas aircraft type rating qualification on your Australian licence.

CASA must be satisfied that the training you received is equivalent to the Australian rating being requested. You must provide records (completed and signed) from an overseas training provider showing you have satisfactorily undergone training and assessment.

16.3 Obtaining a certificate of validation based on overseas qualifications

Overview (61.290)

A certificate of validation (CoV) may be issued by CASA and permits the holder of an overseas authorisation to fly an Australian-registered aircraft for a specific operation and for a period of up to 12 months. The CoV has the effect of an Australian flight crew licence, aircraft category rating and any other rating, with the proviso that the privileges transferred to the CoV do not exceed your foreign qualifications.

Examples of specific operations may be private holiday flying, a commercial ferry operation or delivery of a type rating to Australian pilots.

If you are an overseas student pilot intending to fly with an instructor at all times, you do not need to hold a CoV or any form of Australian flight crew licence.

See also section 1.25 of this guide – Identity checks.

Grant of certificates of validation (61.290, FCLM 11.2 and 11.6)

You may apply to CASA for a certificate of validation (CoV) if you are the holder of an overseas flight crew licence.

You are not required to satisfy the Australian aeronautical experience requirements if you hold the equivalent or higher class of licence overseas.

CASA may determine you will need to pass an exam or flight test in the interests of the safety of air navigation prior to issuing you a CoV.

Overseas student pilots intending to fly with an instructor at all times do not need to hold a CoV or any form of Australian flight crew licence.

If you are the holder of a CPL, MPL or ATPL, CASA must verify (with the issuing authority for your licence) that you are authorised to exercise the privileges of your foreign licence. This verification requirement includes any rating or endorsement attached to your licence.

Note: Verification reports are valid for 6 months from the date they were issued.

When applying for a CoV you must provide:

- › a certified/notarised copy of your:
 - » licence
 - » medical or validity certificate
 - » logbook
- › a completed Certificate of Validation Application
- › an official translation of the documentation if the documentation is in another language i.e. not English
- › evidence of a current aviation English language proficiency (AELP) 4 – 6 level (see section 2.4 of this guide)
- › aviation security status check (see section 1.18 of this guide)
- › payment of the application processing fee.

You also need to advise CASA when the CoV is required. If the start date is not known by CASA, the CoV will be issued as soon as it can be finalised. Otherwise, the CoV will be issued as close to the date requested as is possible. You must make clear what the purpose is for requiring a CoV so that it can be assessed and issued with the appropriate conditions and privileges.

Copies (certified/notarised) of your logbook pages are required to verify your experience has accrued on different aircraft types.

In order to be issued a CoV you must:

- › hold a valid and current overseas licence (ICAO) and medical certificate that is:
 - » issued by the same regulatory authority
 - » appropriate to the operations you wish to conduct in Australia,
- › be rated for the relevant category type or class of aircraft that is on your foreign licence
- › pass any examination or tests that CASA considers necessary in the interests of the safety of air navigation.

Note: In some cases no theory examination or flight test will be required and instead operational conditions will be placed on your CoV which must be adhered to.

Your CoV will specify the classes and/or aircraft type ratings you may operate in Australia. You may either fly those aircraft for which you already hold a rating or undergo training for the issue of a new type rating as the holder of a CoV.



Types of certificates of validation (FCLM 11.5)

There are 2 types of CoV issued:

- › CoV for private day VFR operations which permits you to conduct private flying operations under the day VFR only whilst on holiday in Australia.
- › CoV for commercial operations. You may be required to pass an aeronautical knowledge exams, e.g., commercial air law exam and undertake a flight test.

Note: In lieu of a theory exam and/or a flight test, your CoV may be issued subject to operational conditions, for example:

- › the flight crew you are operating with must include an Australian CPL holder or an ATPL holder at all times you are operating
- › the CoV is restricted to flights with a particular operator.

These conditions will be considered and determined by CASA and will be reflected on the actual certificate.

Application process

You need permission to fly an Australian-registered aircraft on a short-term basis using an overseas pilot licence.

To apply for a CoV based on foreign civil qualifications you will need to complete a Certificate of Validation (COV) application on the basis of your foreign qualifications.

Your application should include:

- › why you intend to be in Australia
- › why you need a CoV
- › the type and registration mark of the aircraft you will fly
- › ferrying operation details (if applicable)
- › commercial operations details (if applicable)
- › details of Australian training you will undertake (if applicable).



It takes approximately 20 days to process your application and supporting documents.

Privileges of certificates of validation (61.295 and FCLM 11.4))

As the holder of a CoV, you are authorised to conduct any activity the holder of the equivalent Australian licence, rating or endorsement is authorised to conduct, subject to the limitations detailed in this chapter.

Example privileges include:

- › fly an Australian-registered aircraft which is based overseas
- › ferry an Australian-registered aircraft overseas, between overseas countries or from overseas to Australia
- › conduct demonstration flights in an Australian-registered aircraft in Australia and overseas
- › conduct type rating training of Australian flight crew on Australian registered aircraft
- › undertake type rating training with an approved Part 142 training provider.

Limitations on exercise of privileges of certificates of validation (61.300, 61.305, 61.310 and FCLM 11.6.6)

As the holder of a CoV you must:

- › hold a current overseas medical certificate issued by the same contracting state as issued your licence and it is of at least of the class required to exercise the privileges of your licence
- › meet the recency and flight review requirements of the Australian licence and any rating to pilot an aircraft
- › carry on all flights:
 - » your CoV
 - » your overseas licence
 - » your overseas medical certificate
 - » a current photographic ID document that includes a passport type photograph and was issued within the last 10 years by an Australian government or government authority or foreign country, state or province and has not expired or been cancelled.

Conduct of unauthorised activities (61.315)

You may only pilot an aircraft or flight simulator in an activity authorised under Part 61. You must comply with any limitations on the exercise of your CoV.

Validity period (61.320)

Your CoV will be granted for one year and will have the expiry date stated on the certificate.

Your CoV is no longer valid when one of the following occurs (whichever occurs first):

- › you are no longer authorised to exercise the privileges of your overseas authorisation
- › your relevant overseas medical expires
- › the end date of your CoV.

Renewing a certificate of validation (61.325 and FCLM 11.5.6)

A CoV may be renewed if you have either:

- › passed an aeronautical knowledge examination for the flight crew licence that relates to the certificate
- › CASA considers exceptional circumstances justify the renewal.

Note: Renewing a certificate of validation, includes granting you a new certificate of validation if you are the holder of:

- › a current certificate of validation
- › a certificate of validation issued for a period of less than 12 months and renewing for the remainder of a continuous 12-month period
- › a certificate of validation that has expired within the previous 3 months.

The renewed CoV must be the same overseas flight crew licence, rating or endorsement.

Certificate of validation holders (61.340)

CASA may direct you, as the holder of a certificate of validation (CoV), to produce any, or all, of the following documents for inspection:

- › your certificate of validation
- › your overseas medical certificate
- › your overseas flight crew licence
- › a current document that includes a photograph showing your full face, head and shoulders issued within the previous 10 years by a government authority that is:
 - » the Commonwealth or a state or territory
 - » a foreign country, or a state or province of a foreign country.

It is an offence if you do not produce your documentation within the time specified by CASA.

16.4 Recognition of a partially completed instrument proficiency check

CASA EX88/23 — Overseas Training and Assessment, and Instrument Proficiency Check, Exemption 2023

You are exempt from the requirements of completing an instrument proficiency check if you have completed an equivalent check overseas (detailed in this section) and hold:

- › a multi-crew pilot licence (MPL)
- › an air transport pilot licence (ATPL)
- › a pilot type rating (other than a single-engine turbojet aeroplane type)
- › a pilot type rating (single-engine turbojet aeroplane type)
- › an instrument rating.



The equivalent overseas instrument proficiency check must meet the following requirements:

- › you have had an instrument proficiency check for the relevant aeroplane or aeroplane type conducted by an authorised person
- › the instrument proficiency check meets the requirements of the authority's flight standards for the check
- › CASA or a flight examiner:
 - » assesses your knowledge standards to that in Appendix 1 of Schedule 6 of the MOS
 - » is satisfied you meet the standards of the MOS
 - » endorses your licence document that you have completed an instrument proficiency check for the relevant aeroplane or aeroplane type.

Note: An authorised person is a person who is authorised by the national aviation authority (NAA) of the recognised foreign state to conduct an instrument proficiency check (however named).

You should make reference to this legislative instrument to ensure you are able to comply with its requirements.

16.5 Converting a European Union Aviation Safety Agency (EASA) licence

CASA assess applications to convert from EASA licences on a case-by-case basis.

The medical certificate presented to CASA with your application must be from the same contracting state as your licence.



CHAPTER 17

BILATERAL AGREEMENTS



17.1 Overview

(61.280 and FCLM 13)

CASA may grant a licence, rating or endorsement to you in accordance with a bilateral agreement between Australia and the contracting state who granted your licence. For example, if you have a CPL or an ATPL granted by the Civil Aviation Authority of New Zealand (CAANZ) you may be eligible for an equivalent Australian licence, rating and other endorsement.

CASA does not recognise the qualifications of overseas military flight crew. Overseas military pilots must obtain a civilian flight crew licence in their own country (or any other ICAO country) before applying for an Australian flight crew licence.

17.2 Trans-Tasman Mutual Recognition Act (TTMRA)

(61.280)

The Trans-Tasman Mutual Recognition Act (TTMRA) 1997 grants individuals the freedom to work in either country. This recognition extends to aviation, where holders of New Zealand professional flight crew licences (CPL and ATPL) may apply for the equivalent qualifications in Australia.



As an applicant for an Australian CPL or ATPL (as applicable) you must:

- › be at least 18 years of age (for a CPL) or at least 21 years of age (for an ATPL)
- › have contacted the CAANZ and provided them with the required form to release the details of your flight crew licence to CASA
- › have an ARN (CPL only)
- › hold a current New Zealand CPL or ATPL that is not suspended, cancelled, or restricted
- › have a current medical issued by CAA NZ
- › hold a current NZ instrument rating proficiency check conducted as a multi crew operation on a multi-engine turbine powered aircraft (required for ATPL(A) only)
- › hold a minimum of ICAO Level 4 aviation English language proficiency (AELP) rating or have undertaken an assessment in Australia
- › have completed the Australian statutory declaration (see below) and have the document signed by an approved person
- › have the supporting documentation (detailed below) certified as true copies of the original by an approved person, unless the documents form part of the statutory declaration
- › have paid the applicable licence fee
- › complete a TTMRA application.



CASA does not recognise NZ military qualifications. You must convert these to civilian qualifications with the CAANZ before submission to CASA.



A NZ licence holder must complete an Application for Licence Verification form from CAANZ website along with identification.

Exemption – Instrument rating aeronautical knowledge

(Instrument CASA EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024)

If you wish to apply for an ATPL (aeroplane) and CASA has granted you a CPL (aeroplane) and an aeroplane category instrument rating (in accordance with the TTMRA) you are not required to have passed the IREX.

You may undertake the flight test for your ATPL(A) without meeting this aeronautical knowledge requirement.

17.3 Statutory declarations

A statutory declaration (SD) is mandatory for all TTMRA applications.

You must complete a Commonwealth of Australia Statutory Declaration and have it signed by an authorised individual. These can be obtained from Australia post offices, police stations or Australian consulates/embassies overseas.

The *Statutory Declarations Regulations 1993* provides a list of persons before whom a declaration can be made.



A NZ doctor who is a CASA DAME may not be eligible to sign an Australian statutory declaration form. They must be licenced to practice medicine in a state of Australia and must also provide their Australian medical practitioners registration number in addition to their DAME number.

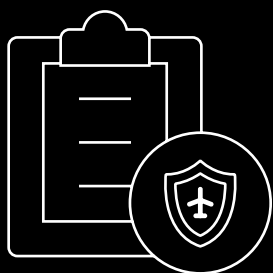
The following documents must be submitted to CASA when you are making a TTMRA application:

- › your completed TTMRA Application
- › a copy of both sides of your current New Zealand licence
- › a copy of all pages (back and front) of your current New Zealand medical certificate
- › your completed Australian statutory declaration (SD) form
- › copies of your relevant logbook pages.



Do not to forward photocopied pages from your logbooks that are NOT relevant to the issue of a CASA licence. Only submit copies of those pages that reflect your last renewal for a particular New Zealand rating and/or aircraft endorsement and the type rating certificate page.





CHAPTER 18

RECOGNITION OF AUSTRALIAN DEFENCE FORCE QUALIFICATIONS



18.1 Overview

Australian Defence Force (ADF) flight crews must not fly civilian aircraft unless they have an appropriate civilian licence. If you are currently serving, or have served, in the ADF you may be able to obtain a flight crew licence, rating, or endorsement (excluding a flight examiner rating) if you hold, or have held, a flight crew qualification granted by the ADF equivalent to a CASA licence, rating or endorsement.

CASA only recognises the qualifications of graduates from the courses detailed in section 18.5. CASA does not recognise the qualifications of non-graduates.

CASA does not recognise the qualifications of overseas military flight crew. Overseas military pilots must obtain a civilian flight crew licence in their own country (or any other ICAO country) before applying for an Australian flight crew licence.

18.2 How to apply for a Part 61 qualification

(FCLM 14.14)

If you are a graduate of a recognised ADF course you may lodge your application for a civilian flight crew licence, using the ADF Flight Crew Licence Application.

CASA will issue you a letter, valid for 12 months, stating your ADF qualifications that are recognised.

18.3 General requirements

(61.285, MOS Schedule 3 and FCLM 14)

Table 54 details the conversion requirements as a member, or former member, of the ADF.



Table 54: General conversion requirements

Civilian licence or rating type	Requirements	Notes
Private pilot licence (PPL)	<p>no further training if you have graduated from a recognised ADF course provided you:</p> <ul style="list-style-type: none"> › meet the minimum age requirements › have a current aviation English language proficiency assessment › meet the aeronautical experience requirements for the licence 	<p>aeronautical experience requirements are those of a non-integrated course</p> <p>Note: Recognised courses are listed in section 18.5 of this guide</p>
Commercial pilot licence (CPL)	<p>no further training if you have graduated from a recognised ADF course provided you:</p> <ul style="list-style-type: none"> › meet the minimum age requirements › have a current aviation English language proficiency assessment › meet the aeronautical experience requirements for the licence 	<p>aeronautical experience requirements are those of a non-integrated course</p> <p>Note: Recognised courses are listed in section 18.5 of this guide</p>
Air transport pilot licence (ATPL)	<p>you must have:</p> <ul style="list-style-type: none"> › passed all seven (7) ATPL subject exams › completed an approved course of training in multi-crew cooperation › meet the minimum aeronautical experience requirements as required by the CASRs › passed the flight test detailed in the MOS 	<p>Note: (Instrument number CASA EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024) If you are applying for an ATPL you do not have to complete an approved course of training in multi-crew cooperation (MCC) if:</p> <ul style="list-style-type: none"> › you have successfully completed an ADF training course for a multi-crew pilot operational conversion qualification for an aircraft that is normally operated by 2 pilots › you have given CASA a copy of your relevant ADF qualification
Instrument rating	<p>you must have passed:</p> <ul style="list-style-type: none"> › the aeronautical knowledge examination for the rating › the flight test detailed in the MOS for the rating 	
Flight instructor rating	<p>you must have passed the flight test mentioned in the MOS for the rating</p>	

18.4 Aeronautical experience recognition

(FCLM 14.4 and 14.15)

ADF applicants must meet the minimum aeronautical experience requirements specified in the CASRs noting that credit may be given for ADF flying hours recorded in your service logbook towards those experience requirements.

Note: ADF pilots record PIC hours as ‘captain’ and in command under supervision (ICUS) as ‘first pilot’.

Only in the case of applying for an ATPL(A) may you consider ICUS hours in lieu of PIC hours.

When applying for a licence, you must provide evidence of your graduation in the form of both:

- › a course completion certificate with a certified/notarised copy of the last page entry of your ADF logbook
- › any relevant evidence required for the recognition of an ADF qualification is to be completed by your commanding officer to confirm:
 - » your completion of the course
 - » the authenticity of your logbook entries
 - » the pilot the experience requirements.

18.5 Recognised ADF courses

(FCLM 14.12)

CASA only recognises the qualifications of graduates from the courses detailed in table 56. CASA does not recognise the qualifications of non-graduates.

Note: A non-graduate may have attended but did not graduate from a recognised ADF flying course or completed only the flight screening stage at BFTS/1FTS. These screening courses provide no qualification but may accrue up to 15 hours of dual flying time. Non-graduates must meet the same aeronautical experience as civilian pilots when seeking a civilian licence.

Table 55 shows those ADF qualifications that have a civilian equivalent.

In all cases you must provide a signed logbook entry and either:

- › a course completion certificate
- › record of attainment report (army only).



Department of Defence

Table 55: Civil recognition of ADF qualifications (abbreviations can be found beneath the table)

ADF qualification	Civil recognition	Conditions and notes
graduate of: › BFTS/1FTS/IPC › army intermediate pilots course › 2FTS	› PPL(A) (if ADF aeronautical experience meets CASR minimum hours for non-integrated training) › single engine aeroplane (SEA) class › flight activity endorsements for aerobatics, spinning, formation flying › MPPC (CT4B) › GTE (PC9) › RU (PC9)	application required
graduate 2FTS and a graduate of operational conversion course (RAAF)	› CPL(A) (if ADF aeronautical experience meets CASR minimum hours for non-integrated training) › single engine aeroplane (SEA) class › flight activity endorsements for aerobatics, spinning, formation flying › MPPC (CT4B) › GTE (PC9) › RU (PC9) › NVFR (single engine aeroplane) › low-level (aeroplane)	application required
night	night VFR	› application required › a PPL or higher and meet the minimum hours as required by regulation 61.980
formation	formation	application required
low flying	low-level rating	application required
aerobatics	aerobatic flight activity endorsement	application required
formation aerobatics	formation aerobatic flight activity endorsement	application required
QFI	flight instructor grades 2 or 3 and additional training endorsements under CASR 61.1235 (See chapter 11 of this guide.)	› application required › a CPL or higher › pass the flight test
ADF instrument rating	instrument rating	› application required › a PPL or higher › pass IREX theory examination › pass the flight test

Table specific abbreviations:

- › BFTS/1FTS: Basic/First Flight Training School
- › IPC: Instrument Proficiency Check
- › MPPC: Manual Propeller Pitch Control
- › GTE: Gas Turbine Engine
- › RU: Retractable Undercarriage
- › 2FTS: Second Flight Training School
- › QFI: Qualified Flying Instructor



18.6 Medical certificates

(FCLM 14.16)

You must have a medical certificate issued by CASA when you apply for your civilian licence. The class of medical certificate must be consistent with the class of licence to be held. (See section 2.7 of this guide.)

18.7 Recording of civilian aeronautical experience

You may enter your civilian flying hours and qualifications in your ADF logbook, if permitted to do so by the ADF.



CASA does not require a separate logbook for civilian flying. However, you may elect to use different logbooks to avoid confusion between the way civilian and ADF flight time is logged.

18.8 Table of recognised aeroplanes

(FCLM 14.18)

The ADF awards pilots 'first pilot' (day only or day/night) for particular aircraft. These ratings may be recognised as equivalent to civilian ratings if they are an aircraft class rating or aircraft type rating.

Note: Type ratings must be listed in the latest edition of the Prescribed of aircraft and ratings CASR Part 61.

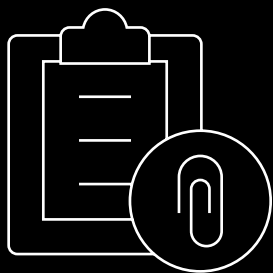
Any design features for recognised aircraft as appropriate will be awarded.

Table 56: Recognised aeroplanes

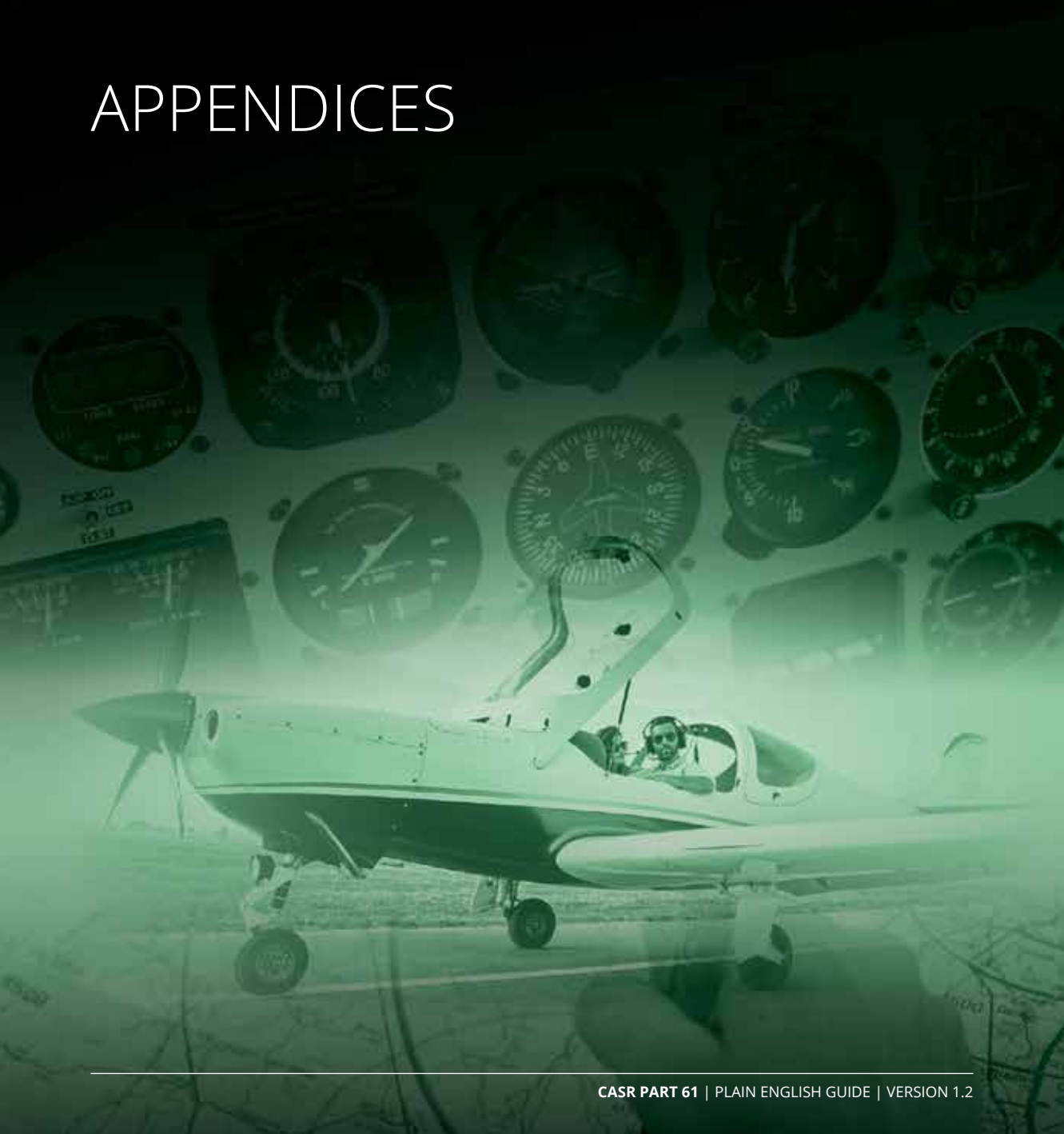
ADF endorsement		CASA aircraft rating
Aeroplanes	Aircraft type or class	Design feature
B707	B707-300	<ul style="list-style-type: none"> › pressurisation system › retractable undercarriage › gas turbine engine
Caribou	DHC4	<ul style="list-style-type: none"> › retractable undercarriage › MPPC
CT4A	single-engine class	<ul style="list-style-type: none"> › MPPC
C47/Dakota	DC3	<ul style="list-style-type: none"> › MPPC › retractable undercarriage › tail wheel undercarriage
C130/Hercules C130J/Super Hercules	L-382 not a recognised aircraft	<ul style="list-style-type: none"> › retractable undercarriage › pressurisation system › gas turbine engine
Falcon 900/DA90	Falcon 50/900	<ul style="list-style-type: none"> › retractable undercarriage › pressurisation system › gas turbine engine
HS748	HS748	<ul style="list-style-type: none"> › retractable undercarriage › pressurisation system › gas turbine engine
Nomad	Nomad	<ul style="list-style-type: none"> › retractable undercarriage › gas turbine engine
P3 Orion	L-188	<ul style="list-style-type: none"> › retractable undercarriage › pressurisation system › gas turbine engine
PC9	single engine class	<ul style="list-style-type: none"> › retractable undercarriage › gas turbine engine
KC350	B350/1900	<ul style="list-style-type: none"> › retractable undercarriage › pressurisation system › gas turbine engine
E7A Wedgetail or PA Poseidon	B737 300-900	<ul style="list-style-type: none"> › retractable undercarriage › pressurisation system › gas turbine engine

Note: MPPC is a manual propeller pitch control.





APPENDICES



Appendix A: Acronyms and abbreviations

Term	Meaning
AC	advisory circular
ADF	Australian Defence Force
AELP	aviation English language proficiency
AGL	above ground level
ARN	aviation reference number
ASIC	aviation security identification card
ATPL	airline transport pilot licence
AVID	aviation identification
BIF	basic instrument flight
BIFT	basic instrument flight training
CAAP	Civil Aviation Advisory Publications
CAO	Civil Aviation Order
CAR	Civil Aviation Regulations (1988)
CASA	Civil Aviation Safety Authority
CASR	Civil Aviation Safety Regulations
CoV	certificate of validation
CPL	commercial pilot licence
CSC	client services centre
DAME	designated aviation medical examiner
EAP	enterprise aviation processing
EASA	European Aviation Safety Agency
ELP	English language proficiency
FAA	Federal Aviation Administration (United States of America)
FAR	Federal Aviation Regulation (United States of America)
FCLM	flight crew licensing manual
FE	flight examiner
FEH	flight examiner handbook
FSTD	flight simulation training device
GA	general aviation
GFA	gliding federation of Australia

Term	Meaning
GFPT	general flying progress test
GM	guidance material
GNSS	global navigation satellite system
HOO	head of operations
IAP	instrument approach procedure
ICAO	international civil aviation organisation
IFR	instrument flight rules
IMC	instrument meteorological conditions
IPC	instrument proficiency check
IREX	instrument rating aeronautical knowledge examination
KDR	knowledge deficiency report
MCC	multi-crew cooperation
MOS	Manual of Standards
MPL	multi-crew pilot licence
MPPC	manual propeller pitch control
MTOW	maximum take-off weight
NAA	national aviation authority
NDB	non-directional beacon
NM	nautical mile
PEXO	pilot examination office
PIRC	pilot instructor rating common (exam)
PPL	private pilot licence
RAMPC	recreational aviation medical practitioner's certificate
RPL	recreational pilot licence
SMS	safety management system
VFR	visual flight rules

Appendix B: Definitions

(61.010, 61.015, 31.020 and 61.025)

Term	Meaning
accident (Chapter 1 of ICAO Annex 19)	<p>an occurrence associated with the operation of an aircraft. In the case of a manned aircraft, it takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked. In the case of an unmanned aircraft, it takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which:</p> <ul style="list-style-type: none"> › a person is fatally or seriously injured as a result of: <ul style="list-style-type: none"> » being in the aircraft » direct contact with any part of the aircraft, including parts which have become detached from the aircraft » direct exposure to jet blast › <i>except</i> when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew › the aircraft sustains damage or structural failure which: <ul style="list-style-type: none"> » adversely affects the structural strength, performance or flight characteristics of the aircraft » would normally require major repair or replacement of the affected component, › <i>except</i> for engine failure or damage, when the damage is limited to a single-engine, (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windcreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear and those resulting from hail or bird strike (including holes in the radome); or › the aircraft is missing or is completely inaccessible
Act	the <i>Civil Aviation Act 1988</i>
adventure flights	<p>a range of ex-military, historic and replica aircraft that may be used to offer adventure-style flights to the general public for a fee. Rather than being a traditional joy flight, providers market these flights as:</p> <ul style="list-style-type: none"> › warbird › combat › military › top-gun › adventure. <p>the Australian Warbirds Association (AWAL) is under Part 132 of CASR manage these flights</p>

Term	Meaning
aerial application operation (application operation)	<ul style="list-style-type: none"> › a flight that is carried out by an aeroplane to apply application material › a flight by an aeroplane that is for, or partly for, 1 or more of the following: <ul style="list-style-type: none"> » inspection of a work area » pilot training or checking relating to a flight mentioned above » training of a crew member other than the pilot » travel from a landing area to a work area and back » the carriage of a passenger specified in regulation 137.135 for a purpose set out in that regulation › preparation for any activities mentioned above
aerial application operator	an operator that holds an AOC that authorises the use of an aeroplane in aerial agricultural operations
aeronautical experience (regulation 61.075)	for a pilot, the total of: <ul style="list-style-type: none"> › the person's flight time as a pilot › the person's simulated flight time
aeroplane (regulation 61.025)	an aeroplane that has flight controls providing control of the aeroplane in 3 axes and includes a touring motor glider being operated under Part 91
alternative AELP assessment holder	<ul style="list-style-type: none"> › has applied, in writing, to an approved person for an assessment of the individual's AELP › has been assessed by the approved person as meeting the ICAO level 6 AELP standards mentioned in the MOS
approved	approved in writing by CASA. Such an approval may contain conditions.
approved course of professional development	a course of professional development for which the provider holds an approval under regulation 61.040 for the provision
approved course of training	a course of training: <ul style="list-style-type: none"> › for which the provider holds an approval under regulation 61.040 for the provision › that a Part 141 or Part 142 operator is authorised to conduct › that a person holds an approval under regulation 141.035 or Part 142.040 to conduct
approved flight simulation training device	a flight simulation training device is an approved flight simulation training device for a purpose if: <ul style="list-style-type: none"> › a Part 141 operator's operations manual, or a Part 142 operator's exposition, states that the device may be used for the purpose › the operator of the device holds an approval under regulation 60.055 or 61.040 to use the device for the purpose › the device is: <ul style="list-style-type: none"> » qualified (however described) by the national aviation authority of a recognised foreign state » approved for the purpose by the national aviation authority

Term	Meaning
approved flight simulator	<p>a flight simulator is an approved flight simulator for a purpose if:</p> <ul style="list-style-type: none"> › a Part 141 operator's operations manual, or a Part 142 operator's exposition, states that the simulator may be used for the purpose › the operator of the simulator holds an approval under regulation 60.055 to use the simulator for the purpose › the simulator is: <ul style="list-style-type: none"> » qualified (however described) by the national aviation authority of a recognised foreign state » approved for the purpose by the national aviation authority
assessment	the process of gathering measurable information and evidence about the performance of an individual or team and comparing this with a defined set of competency standard
associated (with a pilot licence)	<p>an aircraft category rating is associated with a pilot licence if:</p> <ul style="list-style-type: none"> › for an application for the pilot licence – the application includes an application for the rating › in any other case – the rating was granted on the basis of the applicant having met the requirements for the grant of the pilot licence with the rating <p>Note: An aircraft category rating has effect only for the pilot licence with which it is associated: see regulation 61.725</p>
authorisation	flight crew licence, rating or endorsement
Australian registered aircraft	an aircraft registered in Australia
available for training	able to be used for training
aviation English language proficiency assessment	an aviation English language proficiency assessment conducted under regulation 61.255
aviation English language proficiency assessor	the holder of an approval under regulation 61.270 to conduct an aviation English language proficiency assessment
azimuth guidance operation	an instrument approach operation using azimuth bearings for lateral navigation guidance
basic instrument flight training	flight training in the units of competency for instrument flight mentioned in the Part 61 Manual of Standards for the grant of a private pilot licence or commercial pilot licence
CASA certificate of equivalence	a certificate issued by CASA stating that, for paragraph 41 (e) of instrument EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024, a person's successful completion of alternative training, or acquisition of qualifications, or possession of experience, or a combination of these, is approved to be at least equivalent to an alternative means of compliance mentioned in paragraphs 41 (a) to (d) of instrument EX32/24
CASR special approval	an approval granted under regulation 61.040, 141.035 or 142.040 of CASR

Term	Meaning
category (of aircraft)	under regulation 61.015, is each of the following: <ul style="list-style-type: none"> › aeroplane › helicopter › powered-lift aircraft › gyroplane › airship
category specific	a rating or endorsement is category specific if the rating or endorsement applies only to an aircraft category that is specified on the rating or endorsement
Certificate IV in Training and Assessment	a Certificate IV in Training and Assessment issued by a registered training organisation under the Australian Qualifications Framework. Note: See www.aqf.edu.au .
certificate of validation	a certificate of validation granted under SubPart 61.C.
circling approach	an extension of an instrument approach operation that includes a visual circling manoeuvre to position an aircraft for a landing
civil aviation legislation	<ul style="list-style-type: none"> › has the meaning given in the Civil Aviation Act 1988 or the regulations › legislative instruments made under the Act or the regulations › Chapter 7 of the Criminal Code, insofar as that Chapter applies to conduct in relation to: <ul style="list-style-type: none"> » this Act or the regulations » legislative instruments made under this Act or the regulations » CASA » an officer acting, or purporting to act, in the course of the officer's official duties; or » an authorised person acting, or purporting to act, in accordance with powers conferred under the regulations; or » a person to whom a power or function has been delegated under this Act, the regulations, or an instrument made under this Act or the regulations
Class 5 medical self-declaration	a document provided to the person by CASA as an acknowledgment that the person has successfully completed the online self-assessment of medical fitness process.

Term	Meaning
class of aircraft	<p>under regulation 61.020 is any of the following:</p> <ul style="list-style-type: none"> › single-engine aeroplane › multi-engine aeroplane › single-engine helicopter › powered-lift aircraft › single-engine gyroplane › airship <p>for this Part, the single-engine aeroplane class includes:</p> <ul style="list-style-type: none"> › multi-engine centre-line thrust aeroplane › multi-engine aeroplanes that are prescribed by a legislative instrument under regulation 61.050 (prescription of multi-engine aeroplanes included in single-engine aeroplane class)
competency	a combination of skills, knowledge and behaviours required to perform a task to the prescribed standard
competency standards	determined to meet the skill needs and focus on what is expected of a competent individual. The MOS defines the competency standards for flight crew licences, rating and endorsements
conditional driver licence	<p>a driver licence issued by a driver licensing authority of a state or territory as a conditional licence in accordance with a law in and that is issued subject to any of the following conditions:</p> <ul style="list-style-type: none"> › that the holder must wear corrective lenses at all times while driving; › that the holder is only authorised to drive during daylight hours; › that the holder must drive only a motor vehicle that is fitted with a specified driver aid or that is modified as directed by the driver licensing authority or as printed on the licence; › a requirement that the driver is regularly medically assessed for fitness to drive
conduct	<ul style="list-style-type: none"> › in relation to a flight operation – to occupy a flight control seat in an aircraft while the operation takes place › in relation to a simulated flight operation – to occupy a flight control seat in an approved flight simulation training device while the simulated operation takes place
copilot	a pilot on board an aircraft in a piloting capacity other than the pilot in command, or a pilot who is on board the aircraft for the sole purpose of receiving flight training
cross-country flight	a flight along a pre-planned route during which the pilot uses geometry, topography or radio navigation aids to determine the aircraft's position and course
cross-country flight time	flight time accrued during a cross-country flight

Term	Meaning
current	<ul style="list-style-type: none"> › for an aviation English language proficiency assessment – see regulation 61.260 › for a recreational aviation medical practitioner's certificate held by: <ul style="list-style-type: none"> » a student pilot – see subregulation 61.114(6) » a recreational pilot licence holder – see subregulation 61.405(3) › for a certificate of validation or medical certificate – means a certificate that is in force
differences training	for a variant, means the training mentioned in regulation 61.200 for the variant
direct supervision	<p>of a pilot conducting a flight, means doing the following:</p> <ul style="list-style-type: none"> › performing the tasks involved in indirect supervision of the pilot › being present and able to monitor and assess the safety of the flight and communicate directly with the pilot › selecting and planning the area in which the flight is conducted › authorising the pilot to conduct the flight › providing direction to ensure the safety of the flight
driver licence	a document issued by a driver licensing authority in accordance with a law in force in a State or internal Territory demonstrating that a person has been authorised to drive a motor vehicle on a road or road related area and includes a probationary licence, conditional licence, restricted licence, provisional licence or learner licence
dual cross-country flight time	cross-country flight time conducted in dual flight
dual flight	flight conducted while receiving training from a pilot instructor occupying a flight control seat in an aircraft fitted with fully functional dual controls
dual flight check	an in-flight assessment by a flight instructor of the competency of a student pilot to conduct a solo training flight
dual instrument flight time	instrument flight time conducted in dual flight
dual instrument ground time	instrument ground time conducted in dual simulated flight
dual instrument time	<ul style="list-style-type: none"> › dual instrument flight time › dual instrument ground time
dual simulated flight	simulated flight conducted while receiving training from a pilot instructor occupying a flight control seat in an approved flight simulation training device fitted with fully functional dual controls
duration (of flight)	for a flight in an aeroplane or gyroplane – the time from the moment the aircraft begins moving, whether or not under its own power, in preparation for flight until the moment it comes to rest at the end of the flight

Term	Meaning
eligible person (as relates to a Class 5 medical)	<p>a person:</p> <ul style="list-style-type: none"> › who has completed the online self-assessment of medical fitness process › who provided true and accurate information in that process › who has been provided with a Class 5 medical self-declaration by CASA › whose Class 5 medical self-declaration specifies a date that has not passed as the date on which the exemptions in this instrument stop applying to the person › who has not temporarily stopped being an eligible person because of the operation of section 11 or of subsections 15(3), 29(3), 42(3) or 56(3) › who has not stopped being an eligible person because of the operation of section 12
ELP assessment holder	<p>an individual who:</p> <ul style="list-style-type: none"> › has a current aviation English language proficiency assessment › is an alternative AELP assessment holder › is a GELP holder
endorsement	a flight crew endorsement.
equivalent	for an overseas flight crew licence, rating or endorsement: an overseas flight crew licence, rating or endorsement (however described) is equivalent to a flight crew licence, rating or endorsement granted under this Part (an Australian authorisation) if it allows the holder to conduct substantially the same activities as the Australian authorisation
examiner rating	<ul style="list-style-type: none"> › a flight examiner rating › a flight engineer examiner rating
exempted applicant	<p>a person who:</p> <ul style="list-style-type: none"> › is an applicant for the grant of an ATPL(A) › has been granted a commercial pilot licence, with the aeroplane category rating and an instrument rating, in accordance with the <i>Trans-Tasman Mutual Recognition Act 1997</i>
flight	<ul style="list-style-type: none"> › under regulation 61.070, means flight in: › an aeroplane
flight activity endorsement	an endorsement mentioned in column 1 of table 61.1145
Flight control seat	<p>the same meaning as in the definition of conduct in regulation 61.010 of CASR being:</p> <ul style="list-style-type: none"> › in relation to a flight operation – to occupy a flight control seat in an aircraft while the operation takes place › in relation to a simulated flight operation – to occupy a flight control seat in a flight simulation training device while the simulated operation takes place
flight crew endorsement	an endorsement granted under this Part on a flight crew licence
flight crew licence	a pilot licence
flight crew member	a crew member who is a pilot or flight engineer assigned to carry out duties essential to the operation of an aircraft during flight time”
flight crew rating	a rating granted under this Part on a flight crew licence
flight examiner	the holder of a flight examiner rating

Term	Meaning
flight examiner endorsement	an endorsement mentioned in column 1 of table 61.1310
flight instructor	the holder of a flight instructor rating
flight review	an assessment of the competency of a flight crew member to perform: <ul style="list-style-type: none"> › for the holder of a pilot licence or flight engineer licence – an activity authorised by a flight crew rating that the crew member holds
flight simulation training device	<ul style="list-style-type: none"> › a qualified flight simulator › a qualified flight training device › a synthetic trainer that is approved under Civil Aviation Order 45.0 › a device that meets the qualification standards prescribed by a legislative instrument under regulation 61.045 › a device that is qualified (however described) by the national aviation authority of a recognised foreign state
flight simulator	for a specific type (or a specific make, model and series) of aircraft: <ul style="list-style-type: none"> › a simulator that simulates the aircraft in ground and flight operations and comprises: <ul style="list-style-type: none"> » a full size replica of the flight deck of the aircraft » a visual system providing an out of the flight deck view » a force cueing motion system › includes the necessary software and equipment and the way that the equipment is interconnected
flight test	for a flight crew licence, rating or endorsement: a test conducted under regulation 61.245 for the licence, rating or endorsement
flight test endorsement	an endorsement mentioned in column 1 of part1 of table 61.1310
flight time (pilot)	under regulation 61.080: <ul style="list-style-type: none"> › the duration of the following flights: <ul style="list-style-type: none"> » a solo flight by the person » a flight in which the person receives flight training » if the person is a flight instructor – a flight during which the person exercises the privileges of his or her flight instructor rating » if the person is a flight examiner – a flight during which the person exercises the privileges of his or her flight examiner rating › the person's flight time as pilot in command › the person's flight time as pilot in command under supervision › the person's flight time as a copilot
flight time (copilot)	under regulation 61.085: any period, during flight in an aircraft that, under these regulations, must be flown with a flight crew of at least 2 pilots, in which the person is performing copilot duties other than as pilot in command under supervision.
flight time (pilot in command)	under regulation 61.090: duration of a flight for which the person is the pilot in command of the aircraft

Term	Meaning
flight time (pilot in command under supervision)	<p>under regulation 61.095: the duration of a flight where the person:</p> <ul style="list-style-type: none"> › holds a pilot licence, › performs all the duties of the pilot in command, › is part of a flight by an operator with training and checking responsibilities, › is supervised by an authorised pilot in command supervisor, › is supervised by an instructor or flight examiner › is not receiving flight training
flight time (instrument flight time)	<p>under regulation 61.10: any time spent piloting an aircraft solely by reference to instruments and without external visual reference points in IMC or simulated IMC</p> <p>to log instrument flight time you must first hold an instrument rating, a private instrument rating, an aeroplane or powered-lift ATPL or an MPL. If you do not hold these, you can only log instrument flight time if it is dual instrument flight time</p> <p>if you are flight instructor, you can log instrument flight time for any time spent conducting training mentioned in regulation 61.1165 or during a flight review or during dual instrument flight time in IMC</p> <p>if you are a flight examiner you can log instrument flight time during a flight test or proficiency check if you are in IMC</p>
flight time (instrument ground time)	<p>under regulation 61.110: any time spent conducting simulated flight in an approved flight simulation training device solely by reference to instruments and without simulated external visual reference points</p> <p>to log instrument ground time you must first hold an instrument rating, a private instrument rating, an aeroplane or powered-lift ATPL or MPL. If you do not hold these, you can only log instrument ground time if it is dual instrument ground time.</p>
flight training	for a flight crew licence, rating or endorsement, means the training mentioned in regulation 61.195 for the licence, rating or endorsement
flight training device	<p>for a specific type (or a specific make, model and series) of aircraft:</p> <ul style="list-style-type: none"> › a device that: <ul style="list-style-type: none"> i. simulates the aircraft in ground and flight operations to the extent of the systems installed in the device ii. comprises a full size replica of the instruments, equipment, panels and controls in an open flight deck area, or an enclosed flight deck, of the aircraft iii. does not, in every respect, simulate the aircraft in ground and flight operations › includes the necessary software and equipment and the way that the equipment is interconnected
flight training operator	an organisation approved by CASA under Part 141 or Part 142 which is staffed, equipped and operated in a suitable environment offering training (theoretical and practical) for specific flight training programs.

Term	Meaning
Indirect supervision	of a pilot conducting a flight, means doing the following: <ul style="list-style-type: none"> › conducting frequent surveillance of the performance of the pilot › periodically reviewing the performance of the pilot in the planning and conduct of the flight › providing feedback on the performance of the pilot › knowing the pilot's area of operations › acting as a mentor to the pilot
initial flight training	dual flight conducted for training in the units of competency mentioned in the MOS for the grant of a recreational pilot licence
instructor	<ul style="list-style-type: none"> › a flight instructor › a simulator instructor › a flight engineer instructor
instructor proficiency check	an assessment, against the standards mentioned in the MOS of an instructor's competency to conduct flight training
instructor rating	<ul style="list-style-type: none"> › a flight instructor rating › a simulator instructor rating › a flight engineer instructor rating
instrument endorsement	an endorsement mentioned in column 1 of table 61.890
instrument flight time	see definition of flight time (instrument flight time)
instrument ground time	see definition of flight time (instrument ground time)
instrument proficiency check	an assessment, against the standards mentioned in the MOS of a pilot's competency to pilot an aircraft under the IFR
instrument time	<ul style="list-style-type: none"> › instrument flight time › instrument ground time
knowledge deficiency report	a report prepared and given to a person, under regulation 61.230
licence	a flight crew licence
licence document	see regulation 61.175
low-level endorsement	an endorsement mentioned in column 1 of table 61.1075
low-level operation	an operation below 500 ft AGL, other than the following: <ul style="list-style-type: none"> › climbing from take-off › descending for the purpose of landing › an aerial application operation
maximum certificated passenger seating capacity	for an aircraft, the maximum passenger seating capacity stated in the aircraft's type certificate, foreign type certificate, supplemental type certificate or foreign supplemental type certificate
maximum certificated take-off weight	for an aircraft, the maximum take-off weight stated in the aircraft's type certificate, foreign type certificate, supplemental type certificate or foreign supplemental type certificate
Medical assessment	means the evidence issued by a national aviation authority (NAA) that the licence holder meets specific requirements of medical fitness

Term	Meaning
medical exemption	<ul style="list-style-type: none"> › for the conduct of a solo flight by a student pilot – an approval under regulation 61.040 to conduct the solo flight without holding a current medical certificate or recreational aviation medical practitioner's certificate › for the exercise of the privileges of a flight crew licence or rating – an approval under regulation 61.040 to exercise the privileges of the licence or rating without holding a current medical certificate or recreational aviation medical practitioner's certificate
medical practitioner	a person entitled to practise as a medical practitioner under a law of a state or territory
multi-crew	in relation to an aircraft, is certificated for operation by a crew of at least 2 pilots
multi-crew operation	an operation that requires at least 2 pilots in: <ul style="list-style-type: none"> › a multi-crew aircraft › an aircraft equipped and required by these regulations, to be operated by a crew of at least 2 pilots
multi-crew pilot licence training course	a course of training for the grant of a multi-crew pilot licence conducted by a Part 142 operator
multi-crew type rating	a pilot type rating authorising its holder to pilot an aircraft of the type covered by the rating in a multi-crew operation
multi-engine aeroplane	an aeroplane that has 2 or more engines, other than: <ul style="list-style-type: none"> › a multi-engine centre-line thrust aeroplane › an aeroplane prescribed by a legislative instrument under regulation 61.050 as an aeroplane included in the single-engine aeroplane class
multi-engine centre-line thrust aeroplane	an aeroplane with 2 or more engines that: <ul style="list-style-type: none"> › has the thrust line along the longitudinal axis of the aeroplane › has no asymmetric handling effect about the normal axis in the event of an engine failure
multi-pilot capable aircraft	an aircraft being operated as a multi-pilot aircraft that: <ul style="list-style-type: none"> › is certificated under Part 21 of CASR for single-pilot operations › is not an aircraft that, under CASR or CAR, must be flown with a crew of at least 2 pilots › is fitted with: <ul style="list-style-type: none"> » 2 flight control seats – from each of which a flight operation may be conducted by a pilot » flight instruments suitable for operation of the aircraft from either flight control seat <p>Note: Some examples of multi-pilot capable aircraft are Metro series aeroplanes, BE1900 aeroplanes</p>
new authorisation	a flight crew licence, rating or endorsement under Part 61
night VFR endorsement	an endorsement mentioned in column 1 of table 61.980

Term	Meaning
old authorisation	<ul style="list-style-type: none"> › a civil aviation authorisation to carry out an activity essential to, or associated with, the operation of an aircraft in flight (a flight activity) issued under either of the following before 1 September 2014: <ul style="list-style-type: none"> » Part 5 of CAR » a relevant CAO › includes the following: <ul style="list-style-type: none"> » an appointment as an approved person under a relevant CAO for a flight activity » an approval or certification, including a certification in a personal log book, under CAR or a relevant CAO to carry out a flight activity » a delegation under CAR to give a permission (however described) to conduct a flight activity
operational endorsement	any of the following endorsements: <ul style="list-style-type: none"> › an aerial application endorsement › a flight activity endorsement › a flight examiner endorsement › an instrument endorsement › a low-level endorsement › a night VFR endorsement › a night vision imaging system endorsement › a private instrument endorsement › a training endorsement › a flight engineer examiner endorsement › a flight engineer training endorsement
operational rating	any of the following ratings: <ul style="list-style-type: none"> › an aerial application rating › a flight examiner rating › an instructor rating › an instrument rating › a low-level rating › a night VFR rating › a night vision imaging system rating › a private instrument rating
operator proficiency check	an assessment conducted by an operator in accordance with their training and checking responsibilities under these regulations of whether a person has the aeronautical skills and knowledge required by the operator

Term	Meaning
overseas endorsement	an authorisation (however described) granted by the national aviation authority of a contracting state, in accordance with Annex 1 to the Chicago Convention, equivalent to a flight crew endorsement
overseas flight crew licence	an authorisation (however described) granted by the national aviation authority of a contracting state, in accordance with Annex 1 to the Chicago Convention, equivalent to a flight crew licence
overseas medical certificate	a medical certificate (however described) granted by the national aviation authority of a contracting state, in accordance with Annex 1 to the Chicago Convention, equivalent to a medical certificate
overseas rating	an authorisation (however described) granted by the national aviation authority of a contracting state, in accordance with Annex 1 to the Chicago Convention, equivalent to a flight crew rating
permissible copilot time	in relation to a person who was a permitted copilot, means time during which the pilot performed copilot duties in a multi-pilot capable aircraft in accordance with multi-crew procedures specified in the operations manual or exposition (whichever is applicable) of the AOC holder operating the aircraft
permitted copilot	a copilot of a multi-crew operation conducted in a multi-pilot capable aircraft that is operated by an AOC holder
pilot (noun)	person authorised under this Part to manipulate the flight controls of an aircraft during flight
pilot (verb)	<ul style="list-style-type: none"> › to manipulate the flight controls of an aircraft during flight › to occupy a flight control seat in an aircraft during flight
pilot in command under supervision	a pilot, other than a student pilot, who performs the duties and functions of the pilot in command of an aircraft under the supervision of a pilot who is authorised by the operator of the aircraft to conduct the supervision
pilot instructor	<ul style="list-style-type: none"> › a flight instructor › a simulator instructor
pilot licence	<p>means any of the following licences:</p> <ul style="list-style-type: none"> › an air transport pilot licence › a commercial pilot licence › a multi-crew pilot licence › a private pilot licence › a recreational pilot licence
private instrument endorsement	an endorsement mentioned in column 1 of table 61.935
privilege	in relation to a flight crew licence, rating or endorsement, means an activity that the holder of the licence, rating or endorsement is authorised, under this Part, to conduct
published lowest safe altitude	has the meaning given by subregulation 178(7) of CAR
rating	a flight crew rating
recent photograph	at a particular time, a photograph taken within 6 months before that time
recognised aeroplane	<p>an aeroplane:</p> <ul style="list-style-type: none"> › that is on the register of aircraft kept by a contracting state › that is a state aircraft

Term	Meaning
recognised foreign state	any of the following: <ul style="list-style-type: none"> › Canada. › Hong Kong › New Zealand › United States of America › the following EASA member States: <ul style="list-style-type: none"> » Belgium » Czech Republic » Denmark » Finland » France » Germany » Ireland » Italy » Netherlands » Norway » Portugal » Spain » Sweden » Switzerland » United Kingdom › any other foreign country prescribed by a legislative instrument under regulation 61.047
recognised powered-lift aircraft	a powered-lift aircraft: <ul style="list-style-type: none"> › that is on the register of aircraft kept by a contracting state › that is a state aircraft
recreational aircraft	a single-engine aircraft that: <ul style="list-style-type: none"> › is certificated for single-pilot operation › has a maximum certificated take-off weight of less than 1,500 kg › is not rocket-powered or turbine powered
recreational aviation medical practitioner's certificate	a certificate from a medical practitioner to the effect that the holder meets the modified Austroads medical standards
recreational pilot licence endorsement	an endorsement mentioned in regulation 61.485
regularly taking or using	taking or using the medication or substance on most days, in circumstances in which the disease or symptoms for which the person is taking or using the medication or substance can be expected to become significantly worse if the medication or substance is not taken or used on most days
simulated flight time	time spent in an approved flight simulation training device during which a pilot is performing the duties of a pilot

Term	Meaning
simulated IMC	flight in an aircraft or approved flight simulation training device during which the pilot is prevented from viewing the external horizon
simulator instructor	the holder of a simulator instructor rating
single-pilot operation	an operation in an aircraft, other than a multi-crew operation
single-pilot type rating	a pilot type rating authorising its holder to pilot an aircraft of the type covered by the rating in a single-pilot operation
single-place aircraft	an aircraft that has only one flight control seat
solo	in relation to a flight of an aircraft, means a flight in which the pilot is the sole occupant of the aircraft
specified category	a category of aircraft for which a flight instructor holds a grade 1 training endorsement, grade 2 training endorsement or grade 3 training endorsement
standard instrument departure	a departure under the IFR in accordance with an instrument departure procedure
student	<ul style="list-style-type: none"> › for aircraft other than Part 131 aircraft – a person who is authorised to pilot an aircraft under regulation 61.112 › for Part 131 aircraft – a person who: <ul style="list-style-type: none"> » does not hold a commercial pilot (balloon) licence within the meaning of subregulation 5.01(1) of CAR » is receiving balloon flight training within the meaning of that subregulation
successfully participating	<p>a person is successfully participating in an operator's training and checking system for an operation if:</p> <ul style="list-style-type: none"> › the person is employed by the operator › the operator's training and checking system covers the operation › the person has met the requirements under the system for entry into the system › the person is permitted under the system to be assigned by the operator for duty for the operation
training endorsement	an endorsement mentioned in column 1 of table 61.1235
training provider	<p>for a person undertaking flight training:</p> <ul style="list-style-type: none"> › the Part 141 or Part 142 operator conducting the training › the person conducting the training who holds an approval under regulation 141.035 or Part 142.040 to conduct the training
type rating	<ul style="list-style-type: none"> › a pilot type rating › a flight engineer type rating › a cruise relief type rating
type specific	a rating or endorsement is type specific if the rating or endorsement applies only to an aircraft type specified on the rating or endorsement
variant	in relation to an aircraft model (the first model), means another aircraft model CASA has prescribed by a legislative instrument under regulation 61.055 as a variant of the first model

Appendix C: Part 61 Manual of standards references

Licence, rating, endorsement, activity	MOS Schedule	Relevant MOS code/ Section/Appendix	Notes
aerial application rating	Schedule 1 Section R Schedule 2 Section 5 Schedule 3 Section 2	Appendix R1-8 AA1-AA6 Section 2.3	
aeronautical radio operation	Schedule 2 Section 2	C3	
air transport pilot licence (ATPL)	Schedule 1 Section K	Appendix K.1	
aircraft rating standards	Schedule 2 Section 4	A1-TRFE	
aircraft type ratings	Schedule 3 Section 3.2	TYPA	
aviation English language proficiency	Schedule 2 Section 1	AEL	
commercial pilot licence (CPL)	Schedule 1 Section I	Appendix I.1	
common standards	Schedule 2 Section 2	C1-MCO	
design feature endorsements	Schedule 2 Section 4	DFE1-DFE9	
dictionary of abbreviations	Schedule 1 Section 1A		see Section 1A for a full list of aviation abbreviations
flight activity endorsement standards	Schedule 1 Section S Schedule 2 Section 6	Appendix S1-9 FAE1-8	
flight examiner rating	Schedule 1 Section U Schedule 2 Section 5 Schedule 3 Section 2	Appendix U1-12 FER Section 2.8	

Licence, rating, endorsement, activity	MOS Schedule	Relevant MOS code/ Section/Appendix	Notes
flight instructor ratings and endorsements	Schedule 1 Section T Schedule 2 Section 5 Schedule 3 Section 2	Appendix T1-23 FIR1-9 Section 2.4	
floating hull endorsement	Schedule 1 Section L	Appendix L.11	
floatplane endorsement	Schedule 1 Section L	Appendix L.12	
foreign licence conversion	Schedule 3 Section 4		aeronautical knowledge standards for conversions
gas turbine engine endorsement	Schedule 1 Section L	Appendix L.8	
general English language proficiency	Schedule 2 Section 1	GEL	
instrument rating standards	Schedule 1 Section M-N Schedule 2 Section 5 Schedule 3 Section 2	Appendix M1-10 Appendix N1-22 CIR-PIF Section 2.1-3	
low-level rating and endorsements	Schedule 1 Section Q Schedule 2 Section 5 Schedule 3 Section 2	Appendix Q1-9 LLA-LLW Section 2.6	
manual pitch propellor endorsement	Schedule 1 Section L	Appendix L.7	
multi-crew pilot licence (MPL)	Schedule 1 Section J	Appendix J.1	
multi-engine centreline thrust endorsement	Schedule 1 Section L	Appendix L.9	
multi-engine class rating	Schedule 1 Section L	Appendix L.4	
multi-engine type rating	Schedule 1 Section L	Appendix L.17	

Licence, rating, endorsement, activity	MOS Schedule	Relevant MOS code/ Section/Appendix	Notes
navigation and instrument flying standards	Schedule 2 Section 3	NAV-OGA	
night VFR rating	Schedule 1 Section O Schedule 2 Section 5 Schedule 3 Section 2	Appendix O.1-7 NVR1-3 Section 2.6	
operational ratings and endorsements	Schedule 2	Section 4	
pressurisation system endorsement	Schedule 1 Section L	Appendix L.10	
private pilot licence (PPL)	Schedule 1 Section H	Appendix H1	
recreational pilot licence (RPL)	Schedule 1 Section G	Appendix G.1-G.8	
retractable undercarriage endorsement	Schedule 1 Section L	Appendix L.6	
single-engine class rating	Schedule 1 Section L	Appendix L.1	
single-engine type rating	Schedule 1 Section L	Appendix L.15	
tailwheel aeroplane endorsement	Schedule 1 Section L	Appendix L.5	

Aeronautical examinations table Schedule 4

Examination	relevant MOS Section	Appendix
ADF conversion	3	4.1
aerial application rating	1	2.3
ATPL	1	1.4
CPL	1	1.2
flight instructor rating	1	2.4
foreign licence conversion	3	3.1–3.2
MPL	1	1.3
PIFR	1	2
PPL	1	1.1
RPL	1	1.0

Aeronautical knowledge standards table – Schedule 3

subject	exam code	relevant MOS Section
aerial application endorsement	AAGR	2.3
Aerodynamics	AD	1.3
ATPL aircraft general knowledge	AG	1.4
ATPL performance and loading	PL	1.11
basic aeronautical knowledge	BAK	1.1
class ratings	MECR	3.1
examiner rating	FERC	2.8
flight planning	FP	1.10
flight rules and air law	FR	1.5
foreign licence conversion	CPL/MPL/ATPL	4.1–4.2
general aeronautical knowledge	AK	1.2
human factor and principles	HF	1.6
instructor ratings	FIRC	2.4
instrument rating	IREX	2.1
low-level rating	LLLR	2.5
meteorology	MT	1.8
navigation	NV	1.7
night VFR rating	NVFR	2.7
night visioning images systems rating	NVIS	2.6
operations, performance and planning	OP	1.9
private IFR rating	PIFR	2.2
type ratings	TYPA	3.2

Appendix D: Part 61 Exemptions included in this guide

Exemption/Instrument	Repeal Date	Section in this guide
CASA 09/19 Civil Aviation (Community Service Flights – Conditions on Flight Crew Licences) Instrument 2019	18 March 2025	Section 1.31
CASA 59/21 Part 2 Flight Training and Flight Tests (Miscellaneous) Approvals 2021	31 August 2024	Section 8.8, 11.12 and 11.13
CASA EX42/22 Flight training and test (low-fidelity simulators) Exemption 2022	30 April 2025	Sections 5.4, 11.12, 11.13, 12.7
CASA EX64/22 – Flight Training and Flight Tests by Grade 1 Training Endorsement Holders (Exemptions and Approvals) Instrument 2022	31 August 2025	Sections 11.7, 11.12
CASA 05/23 Flight Training and Flight Tests for Grant of Aerial Mustering Endorsements Approval 2023	28 February 2026	Sections 7.7, 7.8
CASA EX28/23 Class 1 Medical Certificate (Certain Flights by Holders of a Commercial Pilot Licence or Air Transport Pilot Licence) Exemption 2023	28 February 2026	Section 2.7
CASA EX88/23 – Overseas Training and Assessment, and Instrument Proficiency Check, Exemption 2023	31 August 2026	Sections 16.2, 16.4
CASA EX01/24 Flight Crew Medical Status (Class 5 Medical Self-declaration) Exemption 2024	08 February 2027	Section 2.7
CASA EX07/24 Low-level Operations (Air Displays and Aerobatic Manoeuvres) Exemption 2024	31 January 2027	Sections 1.33, 7.9
CASA EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024	31 May 2027	Sections 1.28, 2.7, 4.13, 4.14, 5.3, 5.4, 5.5, 7.6, 7.10, 11.7, 11.9, 11.10, 12.10, 17.2, 18.3
CASA EX105/23 – Part 105 (Parachute Operators and Pilots) Instrument 2023	1 December 2026	Section 1.32
CASA EX49/24 – Medical Certification (Private Pilot Licence Holders with Basic Class 2 Medical Certificate) Exemption 2024	28 February 2025	Section 2.7
CASA EX11/24 – ATPL(A) Flight Test Standards (Satellite-based Navigation) Exemption 2024	28 February 2027	Section 4.14
CASA 56/24 – Flight Training and Flight Tests (Miscellaneous) Approvals 2024	31 August 2027	Section 7.7, 7.8
CASA EX64/22 – Flight Training and Flight Tests by Grade 1 Training Endorsement Holders	30 September 2025	Section 11.7, 11.12
CASA 31/23 – Flight Training and Flight Tests for Grant of Sling Operations, Winch and Rappelling Operations, and Firefighting Endorsements Approval 2023	28 February 2026	Section 11.12

Version history

Updated: January 2025 (version 1.2)

Latest print version: 1.2

Version 1.2 January 2025	Details
Throughout this guide	<p>Changes made to Appendix numbers.</p> <p>Form number references have been removed.</p> <p>Changes made to references.</p> <p>Additional cross references to guide sections have been inserted to assist the reader with cross referencing relevant sections of the guide.</p> <p>Hyperlinks have been included to external references e.g. CASA Instruments and Exemptions</p> <p>Various formatting changes have been made that do not impact the intent of the content.</p>
Section 1.16 Page 32	Inserted 'Australian'
Section 1.20 Page 35	Second light bulb under the heading – Digital pilot licences: the word 'may' has been changed to 'will'.
Section 2.4 Page 46	The first note has been amended to read 'may' instead of 'does'.
Section 2.4 Page 48	<p>The section regarding Alternative AELP and GELP means of assessment has been amended to read: Alternate GELP assessment</p> <p>You are also a GELP holder if you provide evidence of having satisfied the assessor (approved person) that you:</p> <ul style="list-style-type: none"> › meet the requirements of the GELP unit (specifically 5.1.2) › have sufficient general English language proficiency to: <ul style="list-style-type: none"> » safely conduct a solo flight if you are a student pilot » safely exercise the privileges of an RPL if you are an applicant for an RPL » safely transmit on an aviation radio if you propose to do so.
Section 2.5 Page 49	<p>The content of the section – Flight activities without a rating or endorsement, has been amended to: You may undertake activities for which you do not hold the relevant rating or endorsement provided:</p> <ul style="list-style-type: none"> › you are a licensed pilot › the activity is approved and conducted under the supervision of your flight instructor › you either: <ul style="list-style-type: none"> » meet the applicable aeronautical experience requirements for the rating or endorsement » are receiving flight training or taking a flight test to gain the rating or endorsement. <p>[LIGHTBULB]: A flight activity includes solo night circuit training where you are the pilot in command, but you do not hold a rating that permits you to undertake the flight.</p>

Version 1.2 January 2025	Details
Section 2.5 Page 49	The content of the second light bulb under the section – Flight activities without a proficiency check or flight review: A flight activity includes formation flying with an instructor or flight examiner who is assessing your competency.
Table 3 Page 51	This table has been updated and replaced.
Section 2.7 Page 53	The third note on the page has been amended to read: You may only exercise the privileges of your relevant private pilot licence (this includes exercising the privileges of any related operational rating, instrument endorsement or flight activity endorsement) if there are no medical limits to you doing so and you are undertaking a single-pilot operation and: etc.
Section 2.7 Page 54	The second paragraph in the second column of the page has been amended to read: In addition, any flight test you undertake cannot carry passengers or conduct any flight activities (i.e. formation or aerobatic flying).
Section 2.11 Page 60	The section – Licence flight test eligibility requirements, has been replaced in full.
Table 6 Page 65	A note has been added to the fourth column of the table: Note: An instructor, with the appropriate approvals, may conduct the flight review for a night VFR rating or private instrument rating (see chapter 11 of this guide).
Figure 9 Page 67	<p>The top, far right sections of the chart (in light green) have been amended to read:</p> <ul style="list-style-type: none"> › provided you hold an instrument rating or private instrument rating › if you are a flight instructor this includes time spent conducting training or a flight review during dual instrument flight time in IMC › provided you do not hold an instrument rating, a private instrument rating
Section 2.16 Page 69	<p>The content of the bullet points under the section – Proficiency check, has been amended to include:</p> <ul style="list-style-type: none"> › instructor rating › flight examiner rating.
Table 17 Page 99	1,500 changed to 1,500 hours and 1,400 hours of flight time changed to 1,400 hours of flight time as a pilot
Section 4.14 Page 100	<p>A new paragraph has been inserted after the note in the section – Limitations: As the holder of an ATPL you may only pilot an aircraft in a single-pilot operation under the IFR if you have:</p> <ul style="list-style-type: none"> › passed the flight test for an instrument rating in a single pilot aircraft › completed an instrument proficiency check in a single pilot aircraft.
Table 19 Page 102	The third entry in the right column has been changed from ‘the same category of aircraft’ to ‘an aircraft’.
Section 5.3 Page 111	A note has been added to the section – Requirements for granting an aircraft class rating: Note: You meet the requirements above if you hold a certificate of validation (CoV) of an overseas class rating that is equivalent to the required class rating.

Version 1.2 January 2025	Details
Table 25 Page 117	A paragraph has been added above the table: To exercise the privileges of your pilot type rating under the IFR you must hold a valid instrument proficiency check (IPC) for the relevant aircraft type. Table 25 shows the period during which you will hold a valid IPC.
Table 25 Page 118	The validity period information at the top of the table on page 118 has been amended to read: your instrument proficiency check is valid until the end of the 24th month after the month in which you complete the flight review e.g. if you pass an instrument proficiency check on 17 June 2024 then your instrument proficiency check is valid from 17 June 2024 until 30 June 2026.
Table 26 Page 119	The validity period information in the fourth line has been amended to read: your instrument proficiency check is valid until the end of the 24th month after the month in which you complete the flight review e.g. if you pass an instrument proficiency check on 17 June 2024 then your instrument proficiency check is valid from 17 June 2024 until 30 June 2026.
Section 6.2 Page 122	<p>A new paragraph has been added to the section: Upon successful completion of your training your training provider must issue you a course completion certificate. The certificate must state that you have received training in all required units of competency and that you have been assessed as competent in those units.</p> <p>To apply for a design feature endorsement you must:</p> <ul style="list-style-type: none"> › hold an aircraft class rating that covers the aircraft with the design feature › either: <ul style="list-style-type: none"> » have passed the flight test for the class rating in an aircraft with the design feature » have completed flight training for the endorsement. <p>Note: You meet these requirements if you hold a certificate of validation (CoV) of an overseas class design feature endorsement that is equivalent to the required design feature endorsement.</p>
Section 6.3 Page 122	A new paragraph has been added to the section: Upon successful completion of your training your training provider must issue you a course completion certificate. The certificate must state that you have received training in all required units of competency and that you have been assessed as competent in those units.
Section 7.2 Page 124	The first bullet point has had additional information added: (including a CoV that is equivalent to a PPL, CPL or ATPL).
Section 7.8 Page 129	The first bullet point has been amended to read: before 31 August 2014 and not by 31 August 2014.
Table 37 Page 148	<p>The second column of the first line of the table has the following words added: or a multi-engine night VFR endorsement</p> <p>A new light bulb has been added beneath the table which reads: If you hold a valid multi-engine (aeroplane) private instrument rating you, may also fly a single-engine aeroplane privately under the IFR.</p>

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Section 10.3 Page 151	<p>The first bullets under the heading (within the note) have been amended to:</p> <ul style="list-style-type: none"> › you have conducted at least one instrument approach using that system › you have conducted at least one simulated instrument approach operation using that system in an approved flight simulation training device.
Section 10.4 Page 151	5,000ft AGL has been amended to 500 ft AGL.
Table 39 Page 153	The second column of the first line of the table has the following words added: or a multi-engine night VFR endorsement.
Section 11.12 Page 160	<p>The first bullet has been amended to read: hold a PPL, CPL or ATPL (this may be a certificate of validation of an overseas flight crew licence equivalent to a PPL, CPL or ATPL).</p> <p>The fifth bullet point has been amended to read: have, in an aeroplane, at least 200 hours of flight time as a pilot and at least 100 hours of flight time as a PIC, unless you:</p>
Section 11.12 Page 161	<p>Solo has been amended to read first solo.</p> <p>Additional information has been added to the last bullet point in the section – Privileges of flight instructor ratings: (grade 1 or grade 2 training endorsement holders only)</p>
Section 11.13 Page 169	The last paragraph has been amended to read: When suitably qualified as a simulator instructor, you can conduct training in specialist areas such as multi-crew cooperation training and differences training for variants of type ratings. You may also conduct flight reviews. To conduct a flight review you must have a grade 1 or grade 2 training endorsement and a training endorsement for the rating requiring the flight review.
Table 44 Page 171	The grade of rating in the first line has been amended from grade 2 to grade 1 or 2.
Table 45 Page 173	The 14th month in the first line of the time period in the table has been amended to the 12th month.
Section 11.14 Page 174	The second paragraph under the heading Obligations regarding student pilots and RPL holders has been amended to read: You must only authorise the holder of a recreational pilot licence to pilot a non-recreational aircraft if:
Section 12.1 Page 178	In the first paragraph the wording of associated endorsement has been amended to associated testing endorsements.
Section 12.3 Page 180	<p>The fourth paragraph has been replaced with: To be granted a flight examiner rating, or to add a flight examiner endorsement to your rating, you must:</p> <ul style="list-style-type: none"> › meet the experience criteria › make an application to undertake training by participating in the CASA Flight Examiner Rating Course › submit your application following the instructions provided in the submission checklist on the CASA website.

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Section 12.4 Page 180	The second bullet point has been amended to read: meet the requirement of at least one flight test endorsement.
Table 46 Page 182	The headings within the table have been amended to: The flight test I wish to conduct.
Table 46 and Table 47 Page 182 and 184	The words in brackets (aeroplane) removed where not required.
Table 48 Page 185	The title of the table has been amended to: Endorsement requirements to conduct and aviation English language assessment.
Section 12.11 Page 187	The second and third bullet have been amended to: <ul style="list-style-type: none"> › If you are conducting a flight test for a pilot licence, you must meet the recency requirements of the licence for which the flight test is conducted. › If you are conducting a flight test for an endorsement on a pilot licence, you must meet the recency requirements of the rating to which the endorsement relates.
Section 12.12 Page 189	The paragraph at the top of the page has been changed to: If you hold a flight examiner proficiency check (resulting from any of the above) you may complete a flight examiner proficiency check for the rating within 3 months before the expiry of your previous check. For example, if your existing instructor proficiency check expires on 31 July 2025, you may undertake a flight review in May, June or July of 2025.
Table 50 Page 189	The headings within the table have been amended to: The flight test I wish to conduct.
Table 51 Page 196	The fifth entry has been amended to: approved testing officer.
Section 14.2 Page 200	The third paragraph has been amended to: It is important to note that for aeronautical experience to be considered it may need to be flown in specific aircraft categories.
Section 16.2 Page 211	Section titled – Application process, has been amended to: You will need to complete a flight crew licence application on the basis of the overseas civil qualifications application on the CASA website.
Section 17.2 Page 219	An additional bullet point has been added: <ul style="list-style-type: none"> › have a current medical issued by CAA NZ
Appendix C Page 246	Deleted.
Appendix D Page 247	Now Appendix C and all references changed.
Appendix E Page 251	Now Appendix D. Various dates and sections amended in the table and exemption instrument added. All references changed.
Appendix F Page 252	Deleted.
Appendix G Page 253	Deleted.

Version 1.1 October 2024	Details
Section 2.16 Page 68 and 70	Example of validity period amended to ensure policy position is clear.
Section 4.14 Page 103	Example of validity period amended to ensure policy position is clear.
Section 4.15 Page 108	Example of validity period amended to ensure policy position is clear.
Section 5.3 Page 113	Example of validity period amended to ensure policy position is clear.
Section 5.4 Page 116, 117, 119	Example of validity period amended to ensure policy position is clear.
Section 5.4 Page 119	Date changed to different year.
Section 8.8 Page 135	Example of validity period amended to ensure policy position is clear.
Section 9.2 Page 139	Spinning manoeuvres you wish to conduct changed from 300 ft AGL to 3,000 ft AGL.
Section 10.2 Page 144	Example of validity period amended to ensure policy position is clear.
Section 11.12 Page 168 (x 4)	Example of validity period amended to ensure policy position is clear.
Section 11.13 Page 173 (x 4)	Example of validity period amended to ensure policy position is clear.
Section 12.12 Page 188 (x3)	Example of validity period amended to ensure policy position is clear.



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