



Australian Government
Civil Aviation Safety Authority

CASR PART

61

GUIDE FOR HELICOPTER CATEGORY FLIGHT CREW LICENSING

PLAIN ENGLISH GUIDE



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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 requirements.

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 (casa.gov.au/rules/regulatory-framework/casr/part-61-casr-flight-crew-licensing) 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, legislation.gov.au.

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 at casa.gov.au/resources-and-education/publications/guide-flight-crew-licensing-helicopter-category. Please visit the CASA website regularly for updates.

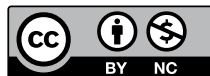
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For further information, visit CASA's website www.casa.gov.au

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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 (helicopter) 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).



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, 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 conducting 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 (formation flying).



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 flight examiner rating privileges and limitations and how you may apply for the rating.



Chapter 13 Transitioning a Part 5 of CAR licence

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



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

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



Chapter 15 Night vision imaging system rating and endorsement

Details the requirements for the training and issue of a night vision imaging system (NVIS) rating and 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, New Zealand professional flight crew licence holders (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 helicopter pilots**, flight training providers, aerial work operators and air transport operators. For other categories (for example, aeroplane category) please refer to the applicable plain English guide or Part 61.

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

- ✓ understand licensing purpose, function and key concepts
- ✓ 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.



Unlike aeroplane licences which have an associated multi-engine class, there is only a single-engine class rating for helicopters. However, there are separate single and multi-engine instrument ratings for helicopters.

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 2.



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 |
|----------------------------------|--|
| 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) |
| helicopter | a heavier-than-air aircraft supported in flight by the reaction of the air on one or more normally power-driven rotors on substantially vertical axes |
| 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 1 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) |
| 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

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

Flight Examiner Handbook

CASA's 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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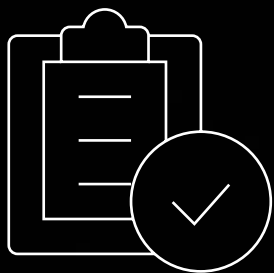
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CHAPTER 1

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)
- › recognising foreign states
- › how licences, ratings and endorsements relate to each other
- › an explanation of aircraft category, class and type ratings and design feature endorsements
- › conduct of unauthorised activities
- › how to gain 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
- › licence holder obligations
- › identity checks and providing photographs
- › what to do when required to produce your licence or medical certificate
- › logbook requirements
- › testing of aircraft without holding an Australian licence
- › conducting 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 to exercise those privileges.

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

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



This plain English guide is for the helicopter 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 2 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 [section 1.8](#) of this guide 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 operating 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) and 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 if applicable.

Australia also recognises the licences of contracting states (see [chapters 16](#) and [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 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 pilots must have before they are permitted to operate 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 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 processing and assessing applications for, and the 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.

Flight crew licensing is 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 (helicopters) 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 (medical records system (MRS), 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, 61.055, 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 helicopters
(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 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 enhances 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

(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 for recognising an overseas licence by CASA.

1.12 Recognised foreign states

(61.010 and 61.047)

The term 'recognised foreign state' is used in Part 61 to recognise the training and assessments of competency conducted by operators authorised or approved by the recognised foreign National Aviation Authority (NAA) to conduct the activity.

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.



See Appendix B for a list of current recognised foreign states.

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:

- › pilot licence being any of the following:
 - » recreational
 - » private
 - » commercial
 - » 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. formation flying
 - » an endorsement on an operational rating e.g. grade 1 training endorsement.

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 |
| 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 5.4 |
| 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 |
| Night vision imaging system (NVIS) rating | Chapter 15 |
| 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 | |
| Retractable undercarriage | Chapter 6 and section 4.6 |
| Gas turbine engine | Chapter 6 and section 4.6 |
| Float alighting gear | Chapter 6 and section 4.6 |
| Flight activity endorsements extend the rating to more specialised privileges | |
| Formation flying (helicopter) | 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. 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:

| Rating | Chapter/section of this guide |
|---|-------------------------------|
| instrument rating | 10.2 |
| private instrument rating | 10.3 |
| NVFR rating | 10.4 |
| pilot instructor rating | 11 |
| flight examiner rating | 12 |
| aerial application rating | 8 |
| low-level rating | 7 |
| night vision imaging system (NVIS) rating | 15 |

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

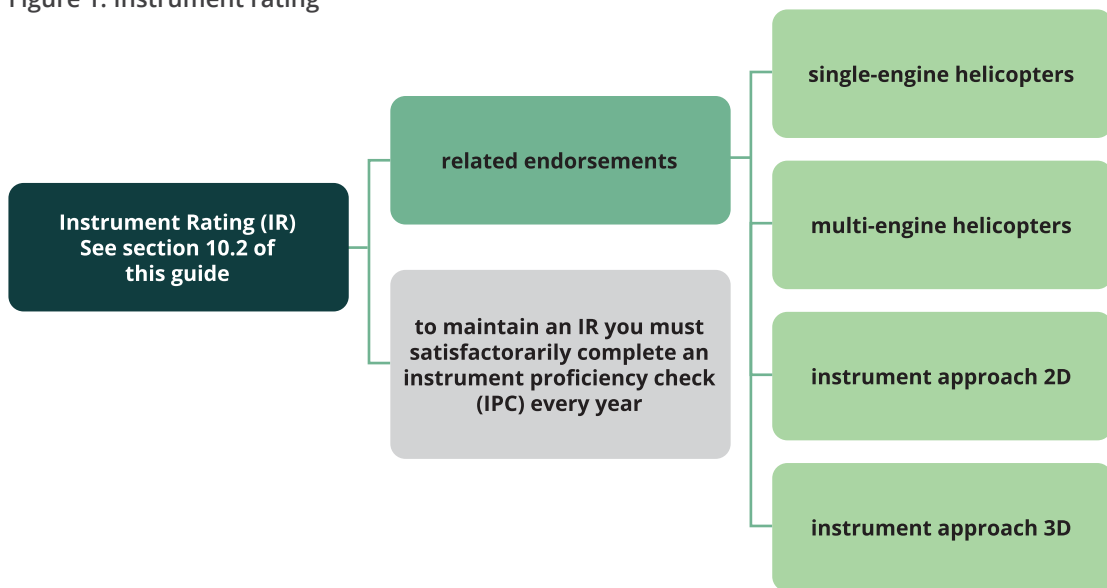


Figure 2: Private instrument rating

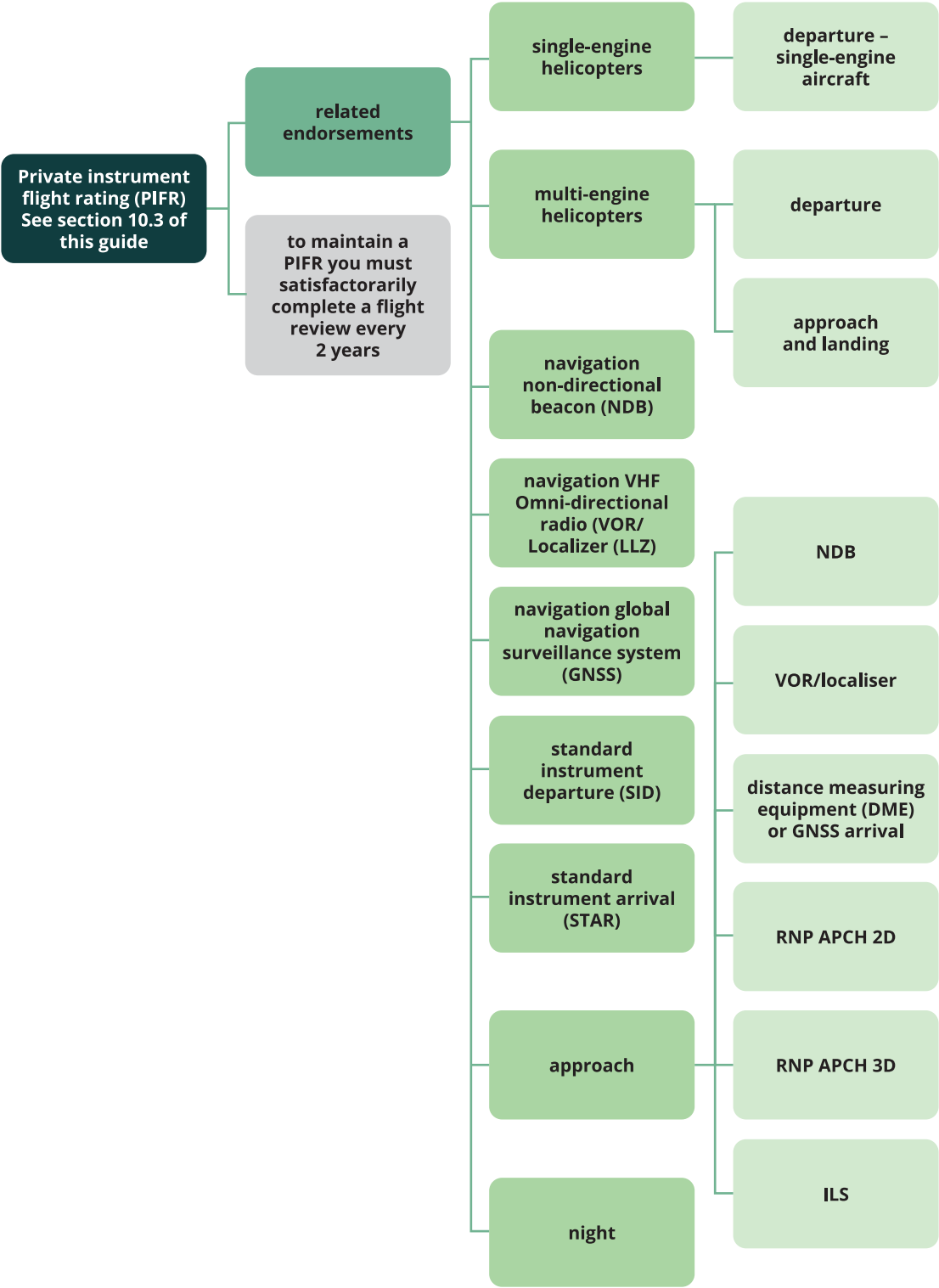


Figure 3: Night VFR rating



Figure 4: Aerial application rating

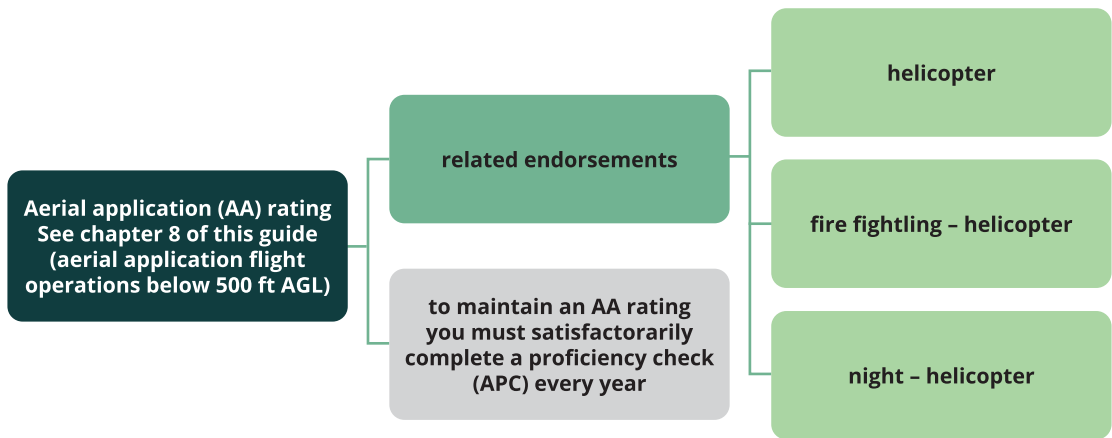
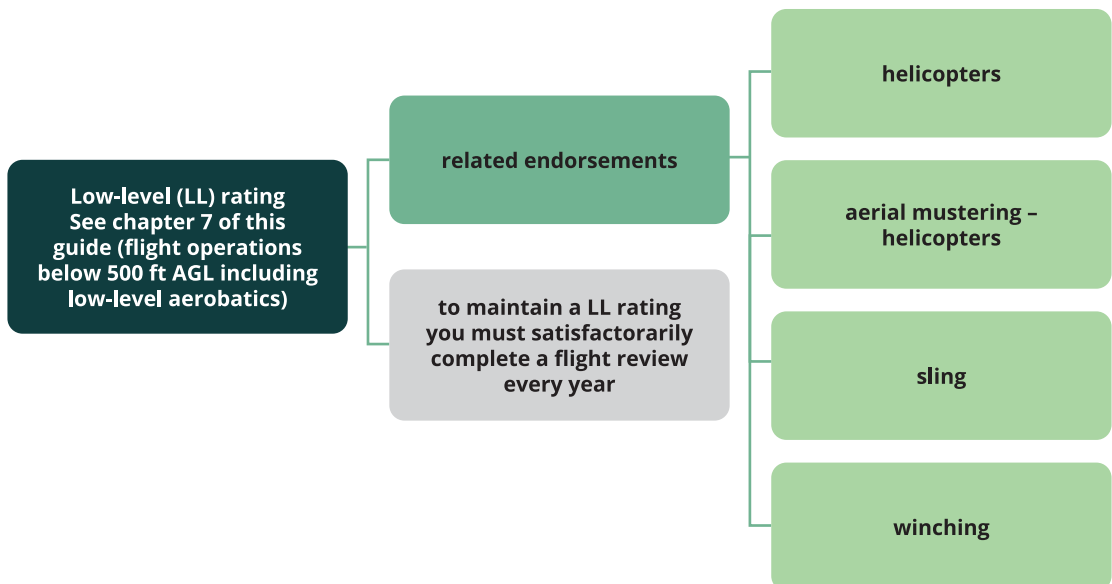


Figure 5: Low-level rating



Pilot instructor ratings and endorsements

To conduct flight training, you must hold a pilot instructor rating. There are 2 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)

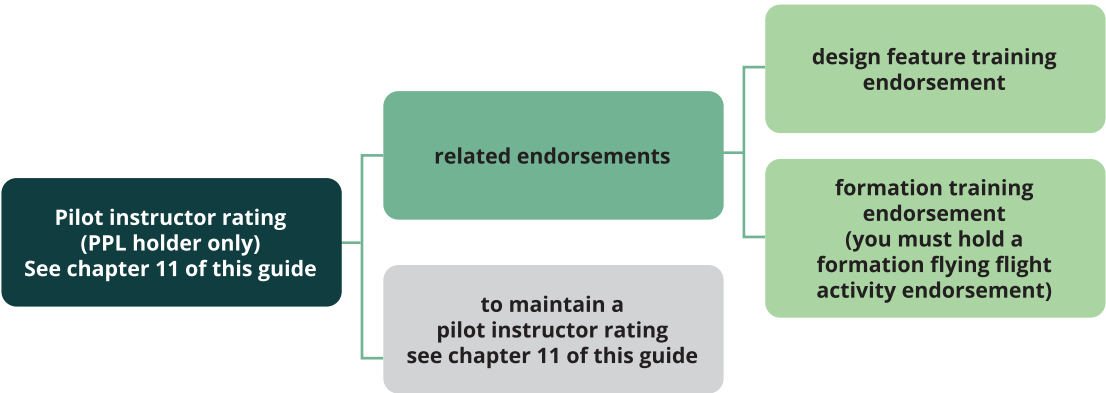
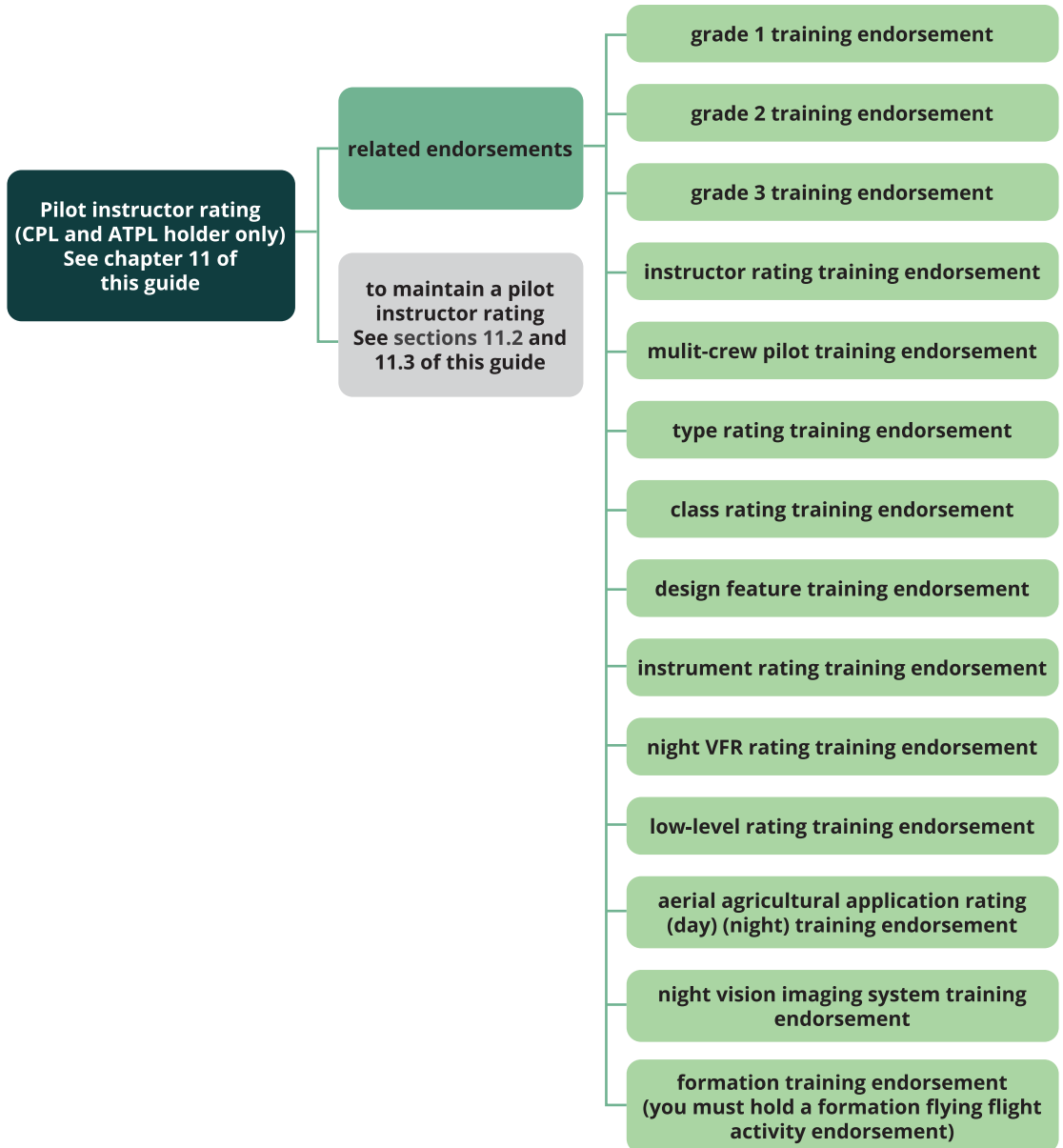


Figure 7: Pilot instructor rating (CPL and ATPL holders)



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 helicopter 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. The category rating is linked to your licence.

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

Aircraft class ratings

By holding a class rating you are authorised to operate an aircraft in that class provided the aircraft does not require a specific type rating.

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 |

In this guide, a class of aircraft refers to a single-engine helicopter.



Unlike for aeroplane licences which have an associated multi-engine class, there is only a single-engine class rating for helicopters. However, there are separate single and multi-engine instrument ratings for helicopters.

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 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 with similar characteristics. These are based on the proposed or intended aircraft use and its 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

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 helicopters 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 instrument 2023.

Type-rating – single-pilot aircraft

(61.060)

Single-pilot aircraft type ratings are specified by CASA for aircraft that are certified to be flown with one pilot. These aircraft are sufficiently complex, or their performance or handling characteristics are such that additional training for pilots is required to ensure the aircraft are operated 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 for pilots is required to ensure the aircraft are operated safely.

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

- › completed flight training to meet the required competencies for operating a helicopter 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 a helicopter of the type rating
 - » successfully completed an operator proficiency check conducted as a single-pilot operation in a helicopter of the same type rating.

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

Types of aircraft for additional limitations on class ratings

(61.062 and CASR 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 your 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, to assess 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 section's requirements do not apply if:

- › you hold 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 1 September 2014)
- › the endorsement was for a type of aircraft prescribed in an instrument mentioned above in this section.

Prescription of types of single-engine helicopters for flight reviews

(61.063)

CASA may, by instrument, prescribe types of single-engine helicopters that may be used to satisfy the flight reviews for other types of single-engine helicopters. For example, a B206 is a single-engine helicopter (SEH) class aircraft that requires separate training and flight review to exercise the privilege of the SEH class.

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.

You must also hold the relevant ratings and endorsements, for the activity or activities you wish to conduct.

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 your licence validity and integrity 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 hold a valid Class 5 medical self-declaration (if applicable)
- › applicable training
- › the required 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 legally exercise your licence privileges.

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

For the issue of a Part 61 flight crew licence, you must have an aviation security status check.

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 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 available 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 identification i.e. your passport, birth certificate or driver licence)
- › address
- › date of birth
- › gender
- › phone numbers
- › nationality.

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

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



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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 document combinations 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 a plastic card, similar to a credit card. This only shows the highest licence you hold for each aircraft category. This licence style 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. Aircraft and operational ratings and endorsements can be added or recorded on your licence by your flight examiner or an authorised instructor. Flight examiners and authorised instructors also record proficiency checks and flight reviews on the licence. A reprint is only required if a new licence or category rating is issued or if requested by the holder who has paid the fee.

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. See [section 1.22](#) of this guide.

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 copy 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 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 helicopter 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
- › complete a licence reprint application and submit it to CASA.

1.23 Expired licences

(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 your 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).

You may apply in writing and a flight crew licence reflecting your licence's perpetual status 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 a flight crew licence or certificate of validation (CoV) holder (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. See [section 1.26](#) of this guide.

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 your licence, rating or endorsement
- › the requirements of Part 61 that apply to you.

1.25 Identity checks

(61.335)

As 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 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.

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.

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.

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

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 in this section.

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 flight segment
- › the flight time flown in each of the following capacities:
 - » pilot in command (PIC)
 - » copilot
 - » pilot in command under supervision (PICUS)
 - » pilot receiving flight training
 - » any flight time spent exercising the privileges of your flight instructor rating (if applicable)
 - » any flight time spent exercising the privileges of your flight examiner rating (if applicable)
 - » whether the flight was by day or night, or both
 - » any instrument flight time

- » the type of instrument approach procedure conducted (if applicable)
- › that the flight was a community service flight and record the details of the flight (if applicable, 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.



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 permits you to log co-pilot flight time on a flight that the regulations permit to be conducted as a single pilot operation although it is being conducted as a multi-crew operation by an AOC holder. 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 to meet 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 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 flight crew licence holder 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. The flight must be 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 transporting:

- › one or more patients so they can receive non-emergency medical treatment or services
- › 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 administering 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 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.

Note: CASA EX105/23 requires the PIC of a helicopter must have at least 10 hours of experience as the PIC of the type of helicopters being operated for a parachute descent by a trainee parachutist or tandem parachutist (or both).

1.33 Conduct of air displays

(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).

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).

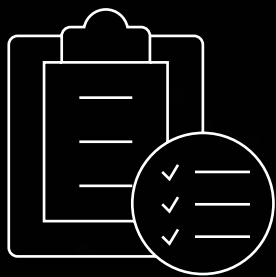
1.34 Operation of helicopter using auto flight control system without licence or rating

(61.130)

In helicopter operations, non-flight crew must occasionally take control of the aircraft when conducting operations requiring the use of winching, rappelling or some such apparatus, such as during ambulance or rescue activities.

As a person who is authorised to pilot a helicopter e.g., a crew person, you may have access to, and operate, specific onboard auto flight control systems, under the supervision of the PIC, for the required duration of the activity.





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 Part 61 MOS requirements and meet the applicable experience requirements.

This chapter details the legislative requirements for obtaining a pilot licence (helicopter) 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
- › 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 aviation body
- › recognition of hours for a helicopter 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 3 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 18](#) 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 via 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. Flight training providers play a key role in achieving high training standards. Training providers are authorised by Part 141 and Part 142 of CASR. There are 2 exceptions which can be conducted independently 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 2 types of courses to obtain your licence:

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

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.



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 100 hours. A non-integrated training course requires a minimum of 150 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 the other 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 (e.g., 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.



Single-person instructors are also referred to as sole instructors.

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 2 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. Assessment details 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 determine 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.

General English language proficiency (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) without 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.

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.



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.

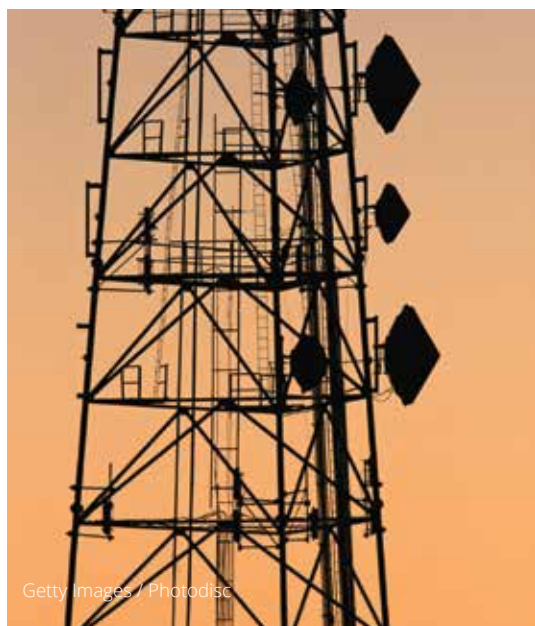
Regulation 91.625 of CASR states you must not transmit on an aviation safety radio frequency unless authorised or qualified to do so.

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, for example, 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. 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 F2019L01205 – Prescribed qualification standards for FSTD (MCC training – helicopter) instrument 2019 (Edition 1))

If you are conducting training in a FSTD for multi-crew cooperation (MCC), you must refer to the legislative instrument F2019L01205. 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.



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Table 3: Medical certificate requirements

| Licence type | Medical requirements | Certificate currency |
|---|---|--|
| Recreational pilot licence (RPL) holder | <div>hold one of the following:<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› a basic Class 2 medical certificate</div> | <div><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› for a basic Class 2 medical certificate the validity will be stated on the certificate</div> |

| Licence type | Medical requirements | Certificate currency |
|--|---|---|
| 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 › a basic Class 2 medical certificate | <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 later in this section of the guide for the currency specific to age range › for a basic Class 2 medical certificate the validity will be stated on the certificate |
| Relevant private pilot licence holder (see details below this table) | <p>hold an aviation medical certificate (basic Class 2).</p> <p><u>CASA Instrument CASA EX49/24 – Medical Certification (Private Pilot Licence Holders with Basic Class 2 Medical Certificate) Exemption 2024</u> applies</p> | as stated on the certificate |
| 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 a CPL holder, 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 later in this guide for the currency specific to age range |

| Licence type | Medical requirements | Certificate currency |
|---|--|---|
| 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 an ATPL holder, 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 later in this section of the 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 helicopter 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 Austroads 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. Validity periods 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 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 be flown in formation with another aircraft.

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:

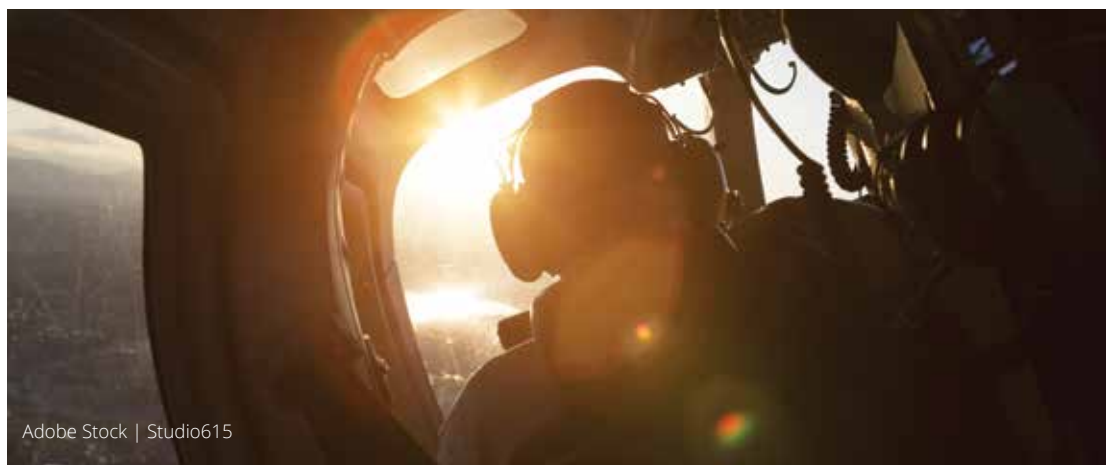
- › have acceptable correcting lenses available for use during all flights
- › have within reach a spare pair of spectacles for each pair of correcting lenses you require while performing duties essential to the operation of the aircraft.

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.



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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 1.31](#) 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 (2 years). After this time, if you have not passed all parts, you must undertake all examination parts again. See section 2.9 of this guide for an extension of time due to the impacts of COVID.

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 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 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 4.4](#) of this guide.



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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 photocopied documents or identity documents that have expired. Acceptable forms of ID are:

- › Australian aviation security identity card (ASIC)
- › a driver licence from any Australian state road transport licensing authority
- › a digital driver 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 MOS Schedule 4)

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

An exam may have separate parts, and you must pass all 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 to 1.2 and 1.4)

| Examination code | Examination subject | Pass standard % |
|---|---|-----------------|
| Recreational Pilot Licence (RPL) | | |
| RPLH | RPL – Helicopter | 70 |
| Private Pilot Licence (PPL) | | |
| PPLH | PPL – Helicopter | 70 |
| Commercial Pilot Licence (CPL) | | |
| CNAV* | CPL – Navigation | 70 |
| CMET* | CPL – Meteorology | 70 |
| CHUF* | CPL – Human Factors | 70 |
| CLWH | CPL – Flight Rules and Air Law | 80 |
| CADH | CPL – Aerodynamics | 70 |
| CSYH | CPL – Aircraft General Knowledge | 70 |
| CFPH | CPL – Operation, Performance and Planning | 70 |
| Air Transport Pilot Licence (ATPL) | | |
| AALW* | ATPL – Air Law | 80 |
| AHUF* | ATPL – Human Factors | 70 |
| AMET* | ATPL – Meteorology | 70 |
| ANAV* | ATPL – Navigation | 70 |
| AFPH | ATPL – Flight Planning | 70 |
| APLH | ATPL – Performance and Loading | 70 |
| AASH | ATPL – Aerodynamics and Aircraft Systems | 70 |
| IREX* | Instrument Rating | 70 |

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

Note: The IREX examination is optional as an ATPL(H) can be issued for day VFR operations only.

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, the exam, you should provide a copy of the KDR 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. You must also provide a detailed report of the retraining completed.

CASA does not stipulate the retraining required. Theory providers, flight schools and instructors should conduct retraining by going through each KDR item and the key elements in that particular subject, especially those that are safety related. It may not be necessary to repeat the whole course. You may also self-study in order to revise.

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, 61.245 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):

- › a current medical certificate of the class required for 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.
- › 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.

Flight crew rating flight test eligibility requirements

(61.235)

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;
- › for an operational rating, pass the applicable aeronautical knowledge examinations
- › 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.



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Consequences of taking a flight test when ineligible

(61.240)

If you complete a flight test without meeting all 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 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 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 its own flight examiner 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 the 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 not yet been 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 licence or passport [Australian or foreign])
- › 2 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 your flight crew licence privileges..

Part 61 of CASR 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: 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 |
| night visual imaging system (NVIS) rating | 12 months | 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 |

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.

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](#) of this guide for those requirements.



Under some exemptions, CASA also recognises training for type ratings or differences training conducted by training providers authorised by NAA's of certain foreign States.

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 a helicopter unless stated otherwise. For example, flight time in any category of aircraft or flight time in an aircraft would also include:

- › an aeroplane
- › 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 a helicopter 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

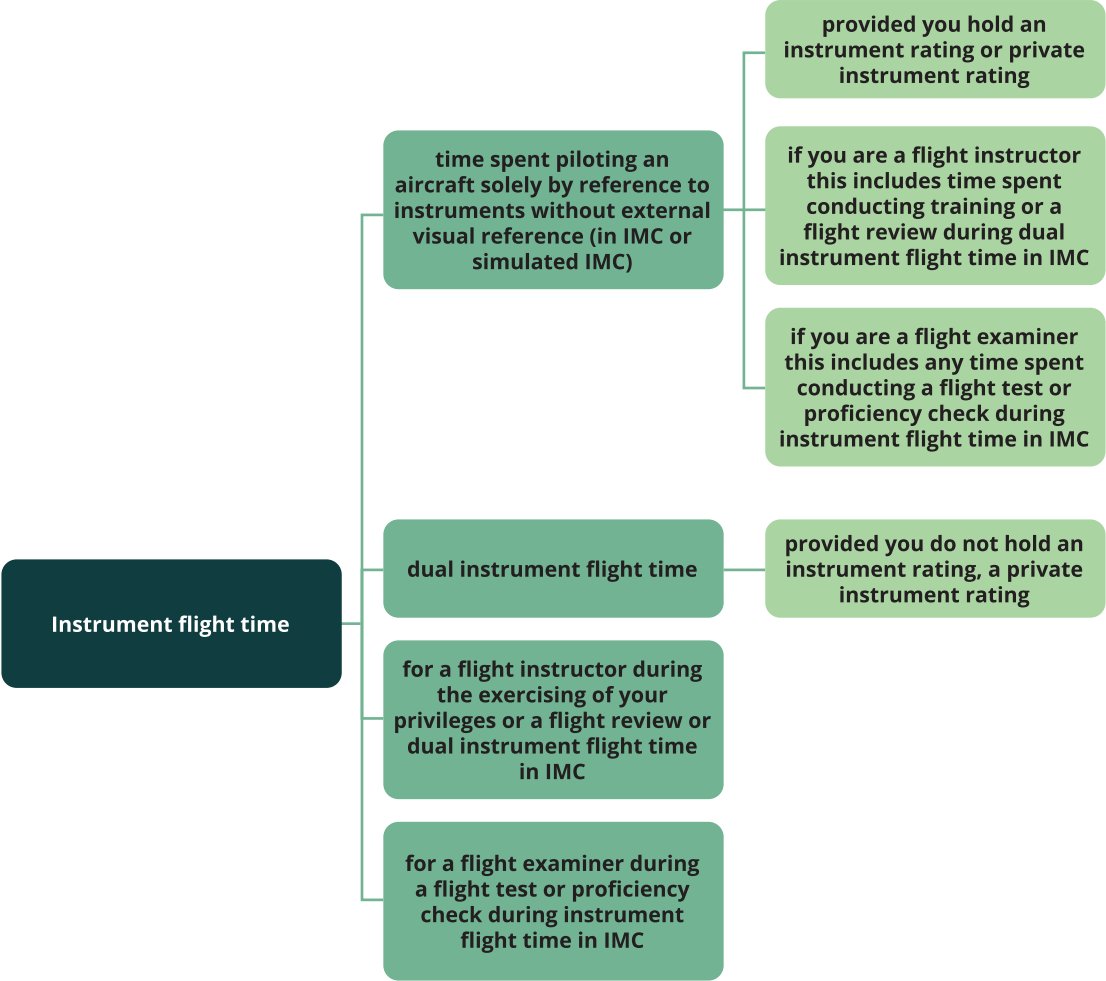
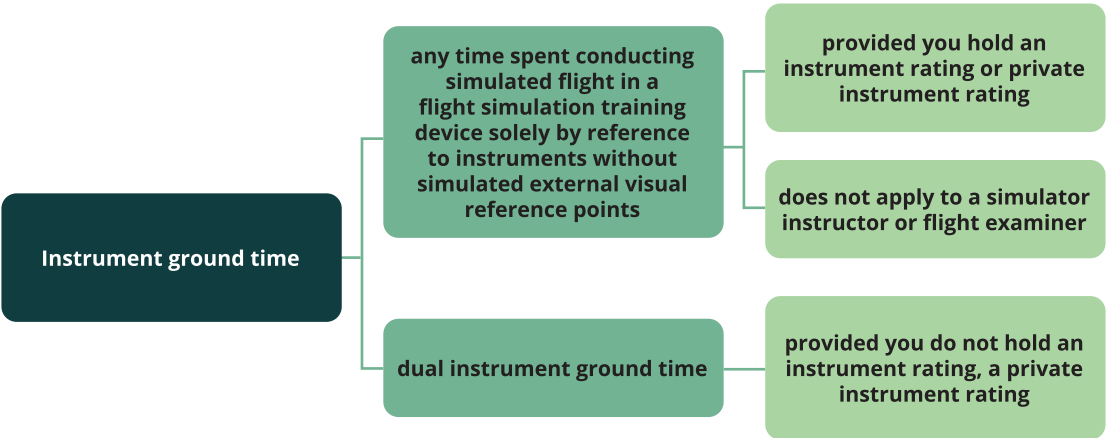


Figure 10: Instrument ground time



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 helicopter, you satisfy the flight review requirement for the single-engine helicopter class rating.

Flight reviews

(61.400)

You must have completed a flight review if you hold an aircraft rating, operational rating or endorsements. 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 for 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 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

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. 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.

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:

- › instrument rating
- › aerial application rating
- › instructor rating
- › flight examiner rating
- › NVIS 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 also valid until the end of the 12th month after the month in which you complete the flight review. For example, if you pass a flight review on 17 June 2024, 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 |
| aerial application rating | section 8.7 |
| instrument rating | section 10.2 |
| flight instructor rating | section 11.12 |
| simulator instructor rating | section 11.13 |
| flight examiner rating | section 12.12 |

Operator proficiency check

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 any applicable operator requirements.

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.

If one of your qualifications (licence, rating or endorsement) is cancelled by CASA, CASA will provide you with a new licence document showing the remaining qualifications you hold.

2.18 Courses of training or professional development

(61.210)

Any training, that is required to be completed in the regulations, must be approved by CASA and conducted by a Part 141 or 142 operator or a person approved or authorised by CASA.

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
 - » a flight during which you exercise the privileges of your flight instructor rating (if applicable)
 - » a flight during which you exercise the privileges of your flight examiner rating (if applicable)
- › 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 a helicopter. Therefore, hours accumulated on other aircraft categories (for example an aeroplane) 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. helicopter.

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 helicopter, then only those aircraft on the Australian register or that of a contracting state can be counted towards the required hours.

A recognised helicopter means a helicopter that is either:

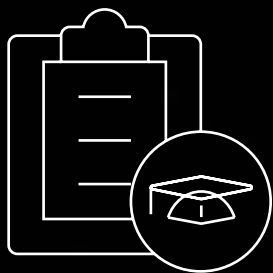
- › foreign registered aircraft
- › an aircraft operated by the defence force of Australia or foreign country.

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



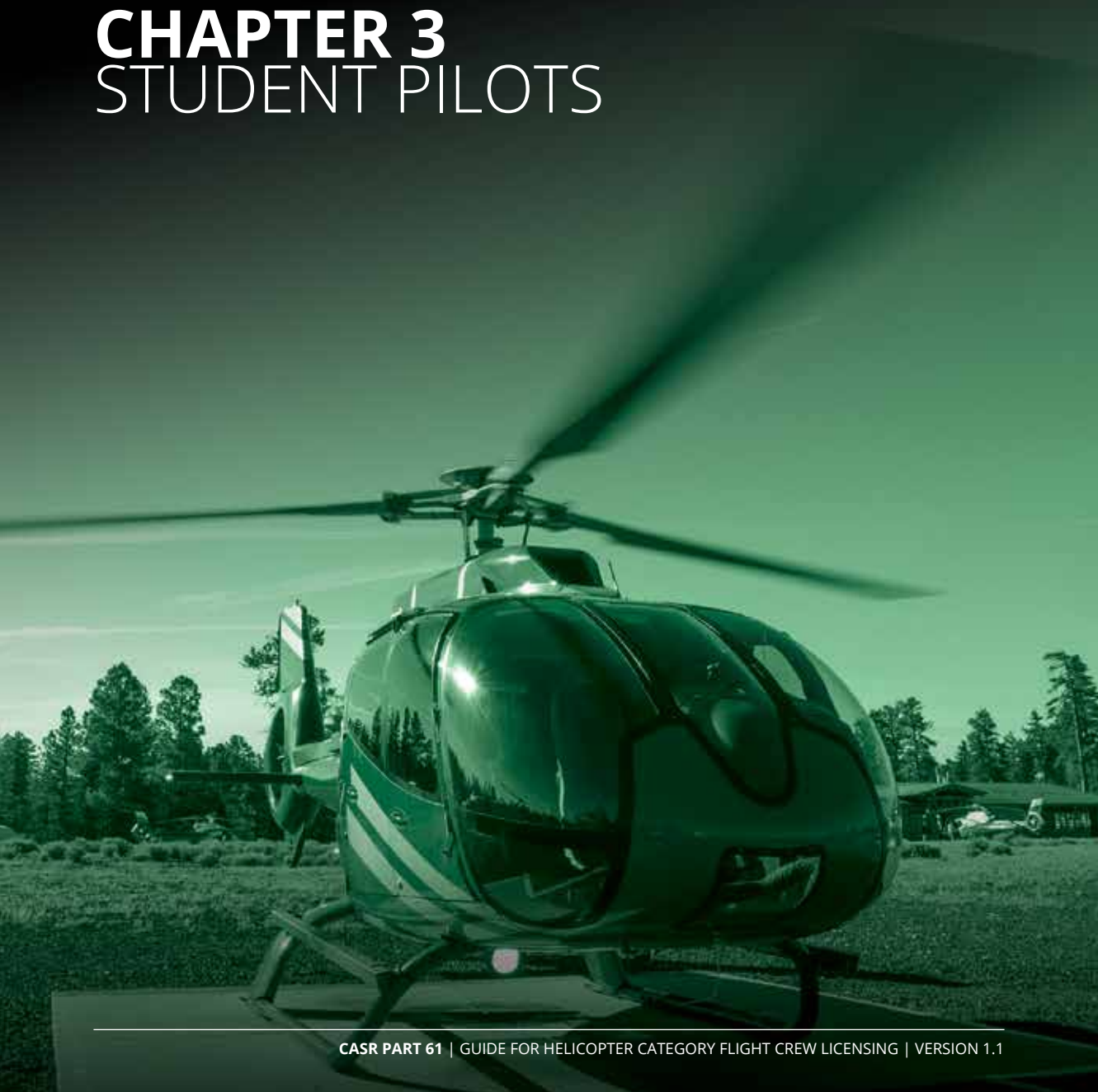
The requirement for hours to be in a recognised or registered helicopter apply to the aeronautical experience for the issue of a PPL or CPL conducted within an integrated program. (See [sections 4.12 and 4.13](#) of this guide.) This is distinct from the hours required for a PPL or a CPL where the training was conducted outside of an integrated training program (i.e., non-integrated training). In this situation no such requirement regarding a registered or recognised helicopter 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, aeroplanes etc. (See [sections 4.12 and 4.13](#) of this guide.)





CHAPTER 3

STUDENT PILOTS



3.1 Overview

This chapter describes administrative matters, medical requirements, recency and authorisations for student pilots..

There are 2 situations where we refer to you as a **student pilot** during your training:

- › you do not hold a licence at all
- › you may 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 licence or passport [Australian or foreign])
- › 2 Category C documents (for example, a Medicare card or private health membership card).



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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:
 - an Australian federal, state or territory government agency; or
 - 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. 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
- › is approved and supervised by a Part 141 or Part 142 certified flight instructor and is conducted in accordance with the flight instructor's approval 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 (a briefing) 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 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 exemption 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 either:

- › 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 1,500 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, 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 either:

- › 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).

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 helicopter 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.

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.



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 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:

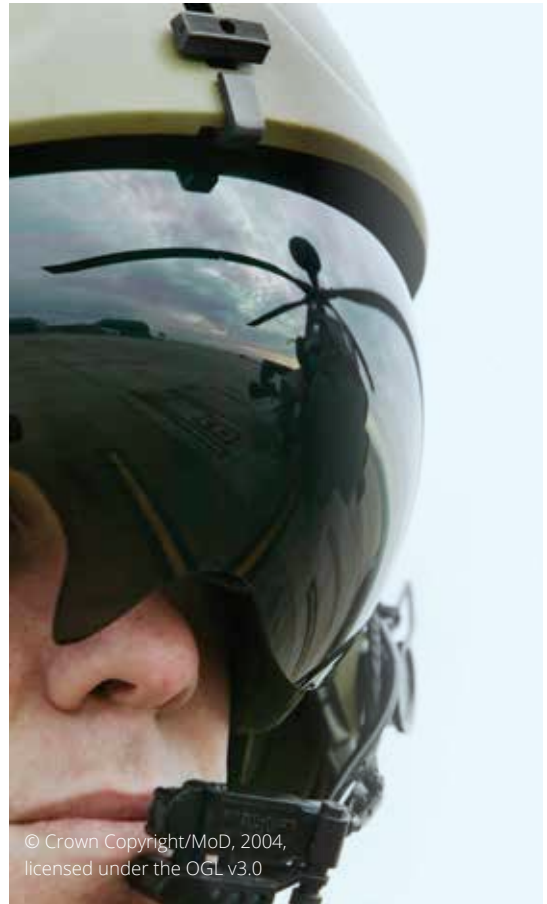
- › engaging in the activity is a prescribed purpose for subsection 27(9) of the Act
- › the operator of the aircraft does not hold an AOC that authorises the conduct of the activity.

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 helicopter in the activity to the standards of the MOS (Schedule 2) for the class or type of helicopter and the activity.

Airborne collision avoidance system

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



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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 helicopters.

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.

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 helicopter or a helicopter 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 helicopter 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 | |
| operation under the IFR (other than a private operation) | instrument rating | |
| operations at night under the VFR | either: › a night VFR rating › an instrument rating | |
| operations at night using night vision imaging system (NVIS) | night vision imaging system rating | |
| low-level operation | either: › a low-level rating › an aerial application rating | |
| aerial application operation below 500 ft AGL | aerial application rating | |
| Flight activity endorsements | | |
| formation flying | formation flying (helicopter) flight activity endorsement | helicopter category rating |
| Design feature endorsements | | |
| a helicopter with float alighting gear | float alighting gear design feature endorsement | you must have either the appropriate: |
| a helicopter with a retractable undercarriage | retractable undercarriage design feature endorsement | › helicopter class rating |
| a helicopter with a gas turbine engine | a gas turbine engine design feature endorsement | › the appropriate helicopter class/type rating |
| Flight instruction | | |
| conduct flight training for pilot licences, ratings and endorsements (in a helicopter 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 a helicopter or flight simulator) | flight instructor rating or simulator instructor rating | |
| conduct differences training for variants of type ratings (in a helicopter or flight simulator) | flight instructor rating or simulator instructor rating | |
| conduct training for ratings and endorsements listed in this table above (in a helicopter or flight simulator) | flight instructor rating or simulator instructor rating | |

| Activity you wish to undertake | Rating/endorsement required | Other conditions or requirements |
|--|--|---|
| conduct flight reviews (in a helicopter or flight simulator) | grade 1 or grade 2 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 a helicopter | 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 | |
| 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 a helicopter carrying passengers by day, during take-off and landing if, within the previous 90 days, you have been in control of a helicopter 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 a helicopter 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 a helicopter operation
 - » the operator holds an approval under regulation 61.040 for the system in the helicopter category.

Note: A **relevant check** or review means:

- › an instrument proficiency check
- › a night vision imaging system proficiency check
- › an instructor proficiency check
- › an operator proficiency check
- › a flight review.



At night

You may pilot a helicopter carrying passengers by night, during take-off and landing if, within the previous 90 days, you have been in control of a helicopter 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 a helicopter 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 a helicopter operation at night
 - » the operator holds an approval under regulation 61.040 for the system in the helicopter category of operation.

Note: A **relevant check** or review means:

- › an instrument proficiency check
- › a night vision imaging system 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, this information 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 you have a current aviation English language proficiency (AELP) assessment.

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

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 2.4](#) 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:

- › 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 helicopter 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 [section 4.11](#) below.

Requirements for granting an RPL (61.265, 61.475 and 61.495 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 or older and hold a medical certificate or other equivalent documents as detailed in [section 2.7](#) of this guide.

For a helicopter 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 flight
 - » 5 hours solo flight time
- › passed the RPL flight test in a helicopter.

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 or notify CASA online in myCASA.

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 aeronautical knowledge examination requirements and flight test for an RPL if:

- › you have a helicopter 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 if you have also successfully completed a flight review.

Kinds of endorsements

(61.475, 61.485, 61.490, 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 a helicopter 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 a helicopter 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 a helicopter 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 a helicopter, 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 either:</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 helicopter 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.

You may also:

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

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.

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.

Limitations

(61.465 and 61.470)

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

Table 11: RPL authorisations and limitations

| 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 hold a current Class 1 or 2 medical certificate and 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 hold a current Class 1 or 2 medical certificate and occupy a control seat |
| pilot an aircraft outside: <ul style="list-style-type: none">› 25 NM of the departure aerodrome› a flight training area› the direct route between the departure aerodrome and the flight training area | you must hold a recreational navigation endorsement see section 4.11 of this guide |
| pilot an aircraft in controlled airspace | you must hold a controlled airspace endorsement see section 4.11 of this guide |
| pilot an aircraft at a controlled aerodrome | you must hold a controlled aerodrome endorsement see section 4.11 of this guide |
| pilot an aircraft in a contracting state's airspace | you must have permission from the contracting state see section 4.11 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
- › flights where a control seat is occupied by a person who is authorised to conduct the operation as the PIC and holds a Class 1 or 2 medical certificate.

In addition, you are limited to carrying a maximum of one passenger and not permitted to fly 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.

Recency and flight review requirements

(61.395 and 61.400)

For you to carry passengers, you must meet the requirements detailed in [section 4.7](#) 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 2.16](#) of this guide.

Carrying passengers with an RPL

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

- › hold a Class I or Class 2 medical certificate
- › fly with another pilot who:
 - » holds a Class I 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 helicopter 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 the 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 the helicopter category have:

- › passed the PPL aeronautical knowledge exam
- › completed the PPL flight training
- › passed the PPL flight test in a helicopter
- › met the aeronautical experience 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 at least level 4. See [section 2.4](#) of this guide.

Aeronautical experience requirements

Integrated training courses

(61.530 and FCLM 6.4.2)

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 | up to 5 hours may be completed in an approved flight simulator training device or in a tethered helicopter |
| 30 hours of flight time as a pilot of a recognised or registered helicopter | nil |
| 10 hours of solo flight time in a recognised or registered helicopter | nil |
| 5 hours of solo cross-country flight time in a recognised or registered helicopter | including one flight of at least 100 NM with a landing at 2 landing areas other than the one from the flight began |
| 2 hours of dual instrument flight time | including one hour in a registered or recognised helicopter |

Other than integrated training courses

(61.550 and FCLM 6.4.2)

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 | up to 5 hours may be completed in an approved flight simulator training device or in a tethered helicopter |
| 35 hours flight time as a pilot | nil |
| 30 hours flight time as a pilot of a helicopter | nil |
| 10 hours of solo flight time in a helicopter | nil |
| 5 hours solo cross-country flight time in a helicopter | including one flight of at least 100 NM with a landing at 2 landing areas other than the one from the flight began |

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.

You may also:

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

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, 61.422 and 61.465)

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

- › a current AELP assessment (see [section 2.4](#) 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
- › flights where a control seat is occupied by a person who is authorised to conduct the operation as the PIC and holds a Class 1 or 2 medical certificate.

In addition, you are limited to carrying a maximum of one passenger and not permitted to fly 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, you must also operate in accordance with the authorisations and limitations shown in table 14.

Table 14: PPL authorisations and limitations

| 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 or a Class 5 medical self-declaration or RAMPC› 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 4.7](#) of this guide.

You may only exercise the privileges of your PPL if you meet the flight review requirements of [section 2.16](#) of this guide.

4.13 Commercial pilot licence (CPL)

(61.1.1)

Overview

This section details the requirements for obtaining a CPL for the helicopter 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 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 or older, hold a medical certificate or other equivalent documents as detailed in [section 2.7](#) of this guide and for a helicopter category have:

- › passed the CPL aeronautical knowledge exams
- › completed the CPL flight training
- › passed the CPL flight test in a helicopter
- › met the aeronautical experience 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 at least level 4. See [section 2.4](#) of this guide.

Aeronautical experience requirements

Integrated training courses

(61.595)

If you complete an integrated training course to obtain your CPL and for the associated aircraft category rating, you must have a minimum 100 hours of aeronautical experience as a pilot, including the hours shown in table 15.

Table 15: Requirements for a CPL – integrated course

| Requirement | Condition |
|---|--|
| 100 hours aeronautical experience | including a maximum of 10 hours in an approved flight simulator training device or as tethered flight time |
| 90 hours of flight time in a registered or recognised helicopter as a pilot | nil |
| 35 hours of flight time as PIC of a registered or recognised helicopter | nil |
| 10 hours of cross-country flight time as PIC of a registered or recognised helicopter | including one flight of at least 150 NM with a landing at 2 landing areas other than the one from the flight began |
| 10 hours of instrument flight time | 5 hours must be in a registered or recognised helicopter |

Note: No more than 5 hours of the required aeronautical experience detailed in the table may be completed as tethered flight time.

Other than integrated training courses

(61.615)

If you have not completed an integrated training course to obtain your CPL and for the associated aircraft category rating, you must have the aeronautical experience shown in table 16.

Table 16: Requirements for a CPL – non-integrated course

| Total aeronautical experience | Minimum specific aeronautical experience required |
|--|--|
| 150 hours OR | 140 hours of flight time as a pilot |
| | 70 hours of flight time as a pilot of a helicopter |
| | 35 hours of flight time as PIC of a helicopter |
| | 10 hours cross-country flight time as PIC of a helicopter which must include a flight of at least 150 NM with a landing at 2 landing areas, other than the one from which the flight began |
| 105 hours Note: you must also have completed the training requirements specified in the MOS applicable to the issue of a CPL | 105 hours of flight time as a pilot of a helicopter |
| | 35 hours of flight time as PIC of a helicopter |
| | 10 hours cross-country flight time as PIC of a helicopter which must include a flight of at least 150 NM with a landing at 2 landing areas, other than the one from which the flight began |

Note: Any required aeronautical experience that is not completed as flight time as a pilot must be completed as either:

- › simulated flight time in an approved flight simulation training device for the purpose
- › tethered flight time to a maximum of 5 hours.

As the holder of a CPL, you may also:

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

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 helicopter in an air transport operation
 - » a helicopter certified for single pilot operations with a MTOW greater than 3,175 kg if you have less than 750 hours of flight time as a pilot of a helicopter
- › conduct multi-crew operations if you have completed an approved course of multi-crew cooperation.

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 the 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.

Limitations

(61.415 and 61.422)

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

- › a current AELP assessment.
See [section 2.4](#) 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 licence privileges.

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)

To carry passengers, you must meet the requirements detailed in [section 4.7](#) 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 2.16](#) of this guide.

4.14 Air transport pilot licence (ATPL)

(61.665 and 61.700)

Overview

This section details the requirements for obtaining an ATPL for the helicopter 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 and meet the applicable experience requirements detailed in this section.

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 with the same category rating (helicopter) and have:

- › passed the ATPL aeronautical knowledge exams
- › completed the ATPL flight training
- › passed the ATPL flight test, conducted in either:
 - » a turbine powered helicopter that is certified for night VFR operations, and configured for flight and operated with a copilot
 - » an approved flight simulator
- › met the aeronautical experience requirements listed in [table 17](#) below
- › 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, [CASA EX32/24 Flight Crew Licensing and Other Matters \(Miscellaneous Exemptions\) Instrument 2024](#). If you are the holder of a CPL and apply for an ATPL, you are exempt having to complete approved MCC training.

Aeronautical experience requirements

(61.710)

To obtain your ATPL, you must have a minimum of 1,000 hours of aeronautical experience as a pilot in the helicopter category, including the hours shown in table 17.

Table 17: Requirements for an ATPL

| Requirement | Condition |
|--|--|
| 1,000 hours of aeronautical experience | in the helicopter category |
| 100 hours | You may meet this requirement as flight time as a pilot, OR as: <ul style="list-style-type: none">› simulated flight time 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› tethered flight time to a maximum of 5 hours |
| 900 hours of flight time as a pilot | if you have not met this flight time requirement as a pilot, then it must be completed either as: <ul style="list-style-type: none">› simulated flight time 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› tethered flight time to a maximum of 5 hours |
| 750 hours of flight time as a pilot in a registered or recognised helicopter | nil |
| 250 hours of flight time as PIC or PICUS of a helicopter | nil |
| 70 hours of flight time as PIC of a helicopter | must be in a registered or recognised helicopter |
| 200 hours of cross-country flight time in a helicopter | must be in a registered or recognised helicopter |
| 100 hours of cross-country flight time as PIC or PICUS in a helicopter | must be in a registered or recognised helicopter |
| 50 hours of flight time at night in a helicopter | must be in a registered or recognised helicopter |
| 30 hours of instrument flight time | 20 hours must be in a registered or recognised helicopter |

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 helicopter, you may include these hours as aeronautical experience as if the flight time was copilot time in a helicopter.

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 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.

You may also:

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

You may also pilot a helicopter 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 helicopter, you must hold a valid IPC for a multi-engine helicopter.

You may exercise the following privileges as the holder of an ATPL:

- › 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.

Limitations

(61.415, 61.422, 61.670, 61.675 and 61.680)

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

- › a current AELP assessment.
See [section 2.4](#) 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.

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.

In addition, you may only pilot a helicopter under the IFR if you also hold an instrument rating. 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 | <p>you must have conducted a circling approach under the IFR either:</p> <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 the checking system 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 | <p>you must have conducted a 3D instrument approach operation during:</p> <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 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 4.7](#) 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 a helicopter | must be conducted in the same category of aircraft (helicopter) 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 helicopter, you must hold a valid instrument proficiency check for a multi-engine helicopter.

Table 20: Instrument proficiency check (IPC) requirements

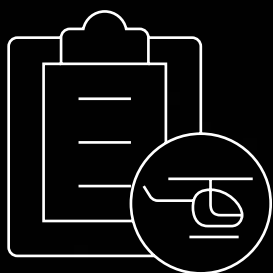
| Instrument proficiency check requirements are met by completing any of the following | Validity period of IPC | Conditions (if applicable) |
|--|---|---|
| pass an ATPL flight test | from when you pass the flight test to the end of the 12th month after the month that you pass the flight test | nil |
| 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 helicopter 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 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.

Note: At any time you fail a check in a helicopter category, multi-engine helicopter or that type of helicopter, your IPC is no longer valid for the helicopter category or multi-engine helicopter.



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 the helicopter category and a single-engine helicopter class rating. You will also require a type rating depending on the helicopter(s) you wish to operate.

Note: The Part 61 flight crew licensing rules do not make provision for a multi-engine helicopter (MEH) class rating i.e. all multi-engine helicopters require type ratings. However, [Instrument CASA EX49/22 Multi-Engine Helicopters Exemption 2022](#) creates a class-like system for specified single-pilot certified multi-engine helicopters enabling you to gain authorisation to fly specified multi-engine helicopters without needing a type rating.

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.

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 a helicopter.

Note: An aircraft category rating has effect only in conjunction with the pilot licence for which it is granted.

Requirements for granting an aircraft category rating

(61.730)

To be granted an aircraft category rating (in this case helicopter category) you need to be applying for or holding:

- › a pilot licence
- › 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 a helicopter, you must hold a helicopter category on your pilot licence.

You may only exercise the privileges of your licence in the specific category (e.g. helicopter) 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 a single-engine helicopter.



Unlike for aeroplane licences which have an associated multi-engine class, there is only a single-engine class rating for helicopters. However, there are separate single and multi-engine instrument ratings for helicopters.

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

(61.747 and 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
- › 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 requirement above if you hold a certificate of validation (CoV) which is deemed to be an equivalent flight crew licence in the appropriate category.

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 CASA EX49/22 Multi-Engine Helicopters Exemption 2022

The Part 61 flight crew licensing rules do not make provision for a multi-engine helicopter (MEH) class rating i.e. all multi-engine helicopters are annotated as type ratings as per the Part 61 Prescription of aircraft ratings.

This instrument creates a class-like system for specified single-pilot certified multi-engine helicopters enabling you to gain authorisation to fly specified multi-engine helicopters without needing a type rating. Table 21 sets out the relevant multi-engine helicopters.

This means if you hold a multi-engine helicopter type rating (first helicopter) you may be able to fly other specified multi-engine helicopters (second helicopters) without needing to hold multiple type ratings. You will still need type specific training and an assessment (equivalent to a flight review) in the second helicopter.



CASA does plan to make changes to Part 61 to create a class rating in the future.

Table 21: Relevant helicopters and pilot type ratings

| Type certificate holder or manufacturer | Helicopter models | Pilot type ratings |
|--|---|--------------------|
| Agusta Westland | A109 (all A and C models) A109 E A109 K2 A109 S A109 SP | A109 |
| Agusta Bell Helicopters | BH/AB 212 BH/AB 412 | BH212/412 |
| Airbus Helicopters Aerospatiale Eurocopter Kawasaki Messerschmitt Bolkow | AS355 AS355N | AS355 |
| Airbus Helicopters Aerospatiale Eurocopter Kawasaki Messerschmitt Bolkow | BK117 (all A and B models) BK117 C-1 BK117 C-2 (EC145 models) BK117 D-2 (H145 models) and BK117 D-3 (H145 D-3 models) | BK117/EC145 |

| Type certificate holder or manufacturer | Helicopter models | Pilot type ratings |
|--|---|--------------------|
| Airbus Helicopters Aerospatiale Eurocopter Kawasaki Messerschmitt Bolkow | EC 135 (excluding H and CPDS models) EC135 (all CPDS models) H135 (T3H and P3H models) | EC135 |
| Airbus Helicopters Aerospatiale Eurocopter Kawasaki Messerschmitt Bolkow | SA 365 (excluding all N and N3 models) SA/AS 365 (N models excluding N3 models) AS 365 N3 AS 365 N3+ EC 155 | AS365/EC155 |
| Airbus Helicopters Aerospatiale Eurocopter Kawasaki Messerschmitt Bolkow | BO105 (all models) | BO105 |
| Bell Helicopters | Bell 206LT | BH206LT |
| Bell Helicopters | Bell 222 Bell 230 Bell 430 | BH222/430 |
| Bell Helicopters | Bell 427 | BH427 |
| Bell Helicopters | Bell 429 | BH429 |
| MD Helicopters | MD 900 Explorer MD 902S | MD900 |
| Sikorsky | S 76A series S 76B series S 76C series S 76D series | SK76 |

For each subsequent helicopter within the same pilot rating group, you will need to complete type-specific training in accordance with the MOS and a biennial assessment (equivalent to a flight review). You do not need to pass a flight test.

Note: The training must be conducted by either:

- › an instructor for a Part 141 operator that is authorised to conduct the flight training
- › the holder of an approval to conduct the flight training.

Note: Your flight training must not be conducted in a helicopter:

- › with a maximum certificated passenger seating capacity of more than 9 if there is an approved flight simulator for the training available in Australia
- › with a maximum certificated passenger seating capacity of more than 19 or a maximum certificated take-off weight of more than 8,618 kg if there is an approved flight simulator for the training available outside Australia for the pilot type rating that relates to a helicopter.

Your assessment may be completed by either successfully completing:

- › a flight review for a multi-engine helicopter type rating you hold
- › an assessment for another model of helicopter in the same pilot rating group that you have authorisation to fly.

When you complete an assessment equivalent to a flight review in a model of helicopter in the same pilot rating group you meet the flight review requirements for:

- › any other multi-engine helicopter type rating in that group
- › single-engine helicopter type ratings
- › single-engine helicopter class rating.

To pass the assessment, your instructor, or approval holder, must be satisfied you meet the competency standards for a flight review, for the pilot type rating relating to the second helicopter, as detailed in the MOS.

The assessment must be completed in the second helicopter or an approved flight simulator.

Note: The person conducting your assessment can be:

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

Once your assessment is completed CASA will enter your details onto your record and you with a letter confirming that you are authorised to fly the type and model of aircraft that you completed the training and assessment in.

Instrument proficiency check

If you hold a valid instrument proficiency check in a model of multi-engine helicopter in that cell, your instrument proficiency check is valid for the other.

Flight instructors

If you are a flight instructor and train on more than one helicopter, you can also conduct flight training or flight tests for the subsequent specified multi-engine helicopter. You do not need to hold a training or examiner endorsement for each type of helicopter in the class.

If you hold a type training endorsement for at least one multi-engine type of helicopter in the class, you can conduct:

- › training
- › flight reviews and assessments equivalent to flight reviews
- › differences training.

You can conduct these activities for any other specified multi-engine helicopters provided you:

- › are authorised to fly that multi-engine helicopter type
- › have accrued at least 25 hours as PIC in that multi-engine helicopter type.

After conducting an assessment equivalent to a flight review, you need to notify CASA in same way you would for a flight review.

Flight examiners

If you are a flight examiner and train on more than one helicopter, you can also conduct flight training or flight tests for the subsequent specified multi-engine helicopter. You do not need to hold a training or examiner endorsement for each type of helicopter in the class.

As an examiner, you can conduct flight tests for any other specified multi-engine helicopters so long as you:

- › hold a type rating flight test endorsement for at least one of the multi-engine helicopters in that group
- › are authorised to fly and conduct training for another multi-engine helicopters without holding a type-specific testing endorsement.

To do this, you will need to either:

- › hold the relevant type-specific training endorsement
- › become authorised to conduct training for the type.

To gain the authorisation, you will need to complete:

- › type-specific training
- › an assessment for the specified helicopter type (this assessment is equivalent to a flight review)
- › accrue at least 25 hours 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:

- › 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.

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 (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 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.

Requirements for the granting of an aircraft type rating

(61.810 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.

The training must be conducted by:

- › 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.

Privileges

(61.775, 61.780, 61.785, 61.790 and 61.820)

To exercise the privileges of your licence in either a multi-crew helicopter or a helicopter 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 helicopter type.

Note: See [section 1.15](#) of this guide for single pilot type ratings.

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 this exemption..

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 of an aircraft covered by the rating.

Note: You are not required to have the 25 hours of flight time mentioned above if you have for a turbine-powered helicopter either:

- › 1,000 hours of flight time as a pilot of a turbine powered-helicopter
- › 2,000 hours of flight time including 500 hours flight time as pilot of a turbine powered-helicopter.

Exemption – logging of permissible copilot time

Instrument [CASA EX32/24 Flight Crew Licensing and Other Matters \(Miscellaneous Exemptions\) Instrument 2024](#)

If you have 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-engine 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 which 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 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
- › you have successfully completed an operator proficiency check that covers operations in the type
- › you have passed a proficiency check in an aircraft of the type or an approved flight simulation device that is:
 - » an instrument proficiency check
 - » aerial application proficiency check
 - » an instructor proficiency check
 - » an examiner proficiency check
- › you have completed a flight review or equivalent for a relevant class rating.

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.

If the aircraft covered by the rating is a type of single-engine helicopter prescribed by regulation 61.063 (see [section 1.15](#) of this guide), your flight review must be conducted in:

- › a helicopter of the type covered by the rating
- › a type of single-engine helicopter prescribed as equivalent to the type covered by the rating
- › an approved flight simulator for either types of helicopter

In any other case your flight review must be conducted in:

- › an aircraft of the type covered by the rating
- › an approved flight simulator for that type of aircraft.

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 from 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 (if applicable)
- › 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 22 shows the period during which you will hold a valid IPC.

Table 22: Valid instrument proficiency check

| 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› a private IFR rating› 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. 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 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 |

| Requirement | Conditions (if applicable) | Validity period |
|---|---|---|
| you successfully complete an instrument proficiency check for the aircraft type | <p>the IPC must be undertaken in the relevant helicopter 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 | 24th month after the month in which you complete the flight review. For example, if you pass an instrument proficiency check on 17 June 2024, 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](#) Parts 14 to 18 have been included in table 22.

If you hold an instrument proficiency check that is still valid (the existing check) you may complete an instrument proficiency check within 3 months before the validity of the existing check expires e.g., in this case, the validity will be the end of the 24th month your existing check expired. For example, if your existing instrument proficiency check expires on the 31 July 2024, you may undertake an IPC in May, June or July of 2024 and your new validity will be the 31 July 2026.



If at any time you fail an instrument proficiency check (IPC), your IPC is no longer valid for the type of aircraft in which you attempted the check:

- › a helicopter category
- › multi-engine helicopter
- › that type of aircraft.

5.5 Differences training requirements

(61.200, 61.780 and MOS 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:

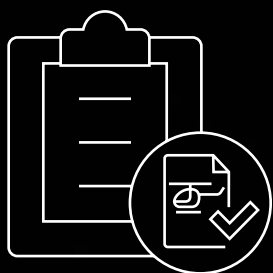
- › be trained and assessed in all the applicable units of competency in the MOS to ensure that you are as competent as if you had undertaken the training for the type rating in the variant in the first instance
- › receive a course completion certificate from the applicable operator or approval holder 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 a helicopter with a design feature if you hold the applicable design feature endorsement.

6.2 Granting of a design feature endorsement

(61.195 and 61.765)

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 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 the requirement above 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

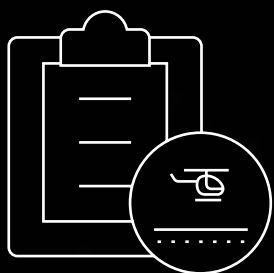
(61.755 and 61.760)

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.

Table 23: Design feature endorsements

| Design feature you wish to operate | Endorsement required |
|---|--|
| a helicopter with float alighting gear | float alighting gear design feature endorsement |
| a helicopter with a retractable undercarriage | retractable undercarriage design feature endorsement |
| a helicopter with a gas turbine engine | a gas turbine engine 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
- › miscellaneous dropping operations.

A low-level rating is required for low-level flight operations (below 500 ft AGL, including 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. (See below in this chapter for more details).

Also see [section 1.13](#) 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 56/24 — Flight Training and Flight Tests \(Miscellaneous\) Approvals 2024](#) has been made and contains the approvals and requirements for the operator, trainer and assessor who wish to conduct the training. See [sections 7.7](#) and [7.8](#) 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 (helicopters), you are taken to meet the requirements for the granting of a helicopter low-level endorsement.

7.3 Low-level and mustering endorsement requirements

(61.1050, 61.1075 and 61.1085)

As the holder of a low-level rating, you may conduct activities detailed in [table 24](#) if you hold the required endorsement(s).

Table 24: Minimum requirements

| Activity | Endorsement | Requirements |
|--|---|--|
| low-level operations (other than: › aerial mustering › sling operations › winch and rappelling) | helicopter low-level endorsement | <ul style="list-style-type: none"> › hold a helicopter category rating › hold a valid low-level rating › have at least 5 hours of dual flight in a helicopter 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 – helicopter endorsement | <ul style="list-style-type: none"> › hold a helicopter category rating › hold a valid helicopter low-level rating › hold a helicopter low-level endorsement › have at least 5 hours of dual flight while receiving training in aerial mustering in a helicopter › completed flight training for the endorsement › passed the flight test for the endorsement detailed in Schedule 5 of the MOS |
| sling operations | sling operations endorsement | <ul style="list-style-type: none"> › private pilot licence, commercial pilot licence or air transport pilot licence with helicopter category rating › hold a valid low-level rating › completed flight training for the endorsement › passed the flight test for the endorsement detailed in Schedule 5 of the MOS |
| winch and rappelling operations | winch and rappelling operations endorsement | <ul style="list-style-type: none"> › commercial pilot licence or air transport pilot licence with helicopter category rating › hold a valid low-level rating › 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 a helicopter low-level endorsement towards the aeronautical experience for the issue of any other endorsement noted in the Endorsement column in table 24.



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](#) above).

7.5 Recency requirements

(61.1055)

Table 25: 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 either:</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 | <p>either:</p> <ul style="list-style-type: none">› 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. You are required to undertake a flight review every 24 months when you apply Exemption 32/24. See this section of the guide.

Also see [section 2.16](#) of this guide.

Flight review requirements with an aerial mustering endorsement

To exercise the privileges of your low-level rating, you must have completed a low-level flight review in the past 12 months or successfully completed:

- › 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 your low-level rating, you must have completed a low-level flight review in the past 24 months or successfully completed:

- › 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.

Exemption

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

You do not need to meet the flight review requirements above if, within the previous 24 months, you:

- › have successfully completed a flight review for the rating
- › have passed a flight test for the rating
- › have passed a flight test for the grant of a low-level endorsement (as long as it is more than 6 months after passing the flight test for the rating); or
- › have successfully completed an aerial application proficiency check
- › have successfully completed an operator proficiency check that covers:
 - » operations under the rating
 - » operations under the aerial application rating
- › are successfully participating in an operator's approved training and checking system for an operation under the rating.

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 helicopter mustering is approved under regulations 141.035 and 141.050 to provide flight training for an aerial mustering endorsement (helicopter), provided:

- › the Head of Operations (HOO) manages the flight training
- › the person conducting the flight training:
 - » holds an aerial mustering endorsement
 - » is approved to conduct flight training for the grant of an aerial mustering endorsement
 - » is 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 helicopter 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 helicopter used must be airworthy and suitable for training.

You may undertake the above training provided you:

- › have a minimum of 100 hours in a helicopter
- › 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 the person:

- › holds a CPL or ATPL
- › is employed by an approved operator (employment may be by contract or other arrangement)
- › holds a mustering endorsement (helicopter)
- › has a minimum of:
 - » 3 years of aerial mustering operational experience (in any aircraft category)
 - » 2,000 hours of PIC conducting aerial mustering in a helicopter
- › is qualified in principles and methods of instruction through completion of one of the following qualifications:
 - » an approved course conducted by a Part 141 operator
 - » a Certificate IV in Training and Assessment
 - » a tertiary teaching qualification
- › has 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 (helicopter). 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 and helicopter
- › hold a valid proficiency check that includes a competency test in the low-level training endorsement (helicopter).

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 (helicopter)
- › an aerial mustering endorsement (helicopter).

7.9 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 a helicopter (in flight) below 500 ft AGL:

- › 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.

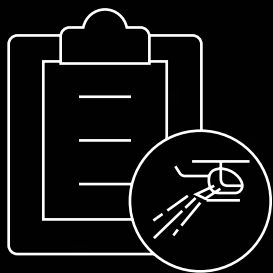
Note: A relevant article does not include any substance that may be sprayed or broadcast.

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 a helicopter as the PIC, you must:

- › hold a low-level rating and a low-level endorsement – both for helicopters
- › 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 1.13](#) of this guide for a diagram depicting the aerial application rating and associated endorsements.

The holder of an aerial application rating is required to meet recency requirements and have a valid proficiency check (that is valid for 12 months) before they 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 a helicopter to apply application material
- › a flight by a helicopter 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 26
- › have passed the flight test mentioned in Schedule 3, Appendix 2, section 2.3 of the MOS for the aerial application rating (this test must be conducted in an aircraft).

8.3 Aerial application endorsement requirements

(61.1100, 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 26
- › have passed the flight test detailed in Schedule 3, Appendix 3 of 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.
- › completing an aeronautical knowledge course and passing the 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 26 if you hold the required endorsement(s).

Table 26: Aerial application endorsement requirements

| Activity | Endorsement | Requirements |
|--|---|---|
| aerial application operations (other than firefighting) below 500 ft AGL by day pilot a helicopter conducting low-level operations | helicopter aerial application endorsement | <ul style="list-style-type: none"> › helicopter category rating › at least 200 hours of flight time as pilot of a helicopter › at least 5 hours of dual flight in a helicopter while receiving training in low-level operations › at least 25 hours of dual flight in a helicopter while receiving training in aerial application operations |
| firefighting operations below 500 ft AGL pilot a helicopter conducting low-level operations | helicopter firefighting endorsement | <ul style="list-style-type: none"> › helicopter category rating › at least 200 hours of flight time as pilot of a helicopter › at least 5 hours of dual flight in a helicopter while receiving training in low-level operations › at least 5 hours of dual flight in a helicopter while receiving training in firefighting operations |
| aerial application operations below 500 ft AGL under the night VFR pilot a helicopter under the VFR at night during a night circuit pilot a helicopter 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 helicopter aerial application endorsement | <ul style="list-style-type: none"> › helicopter aerial application endorsement › at least 750 hours of flight time as pilot in command of a helicopter 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 including a further minimum of 10 hours of direct supervision.

The supervision requirement reflects the complexity and hazardous nature of these operations.

The direct and indirect supervision must be conducted by either:

- › 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 and 61.1105)

As the holder of an aerial application rating, you must:

- › hold the appropriate endorsement listed in table 26 (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 your 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, within the previous 12 months, you have successfully completed either:

- › an operator proficiency check in aerial application operations below 500 ft AGL
- › an aerial application proficiency check.

As the holder of a night aerial application endorsement, you must, within the past 45 days, have completed either:

- › a night aerial application operation below 500 ft AGL that includes a take-off and landing at night
- › 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 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.

- › 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 AGL as per Schedule 3, Appendix 2, section 2.3 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 until the end of the 12th month after the month in which you successfully complete the 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 aerial application proficiency check is valid from 17 June 2024 to 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.

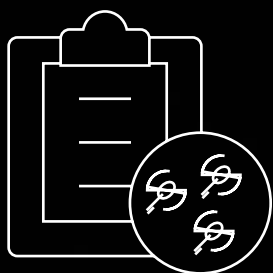
8.7 Aerial application proficiency check validity and requirements

(61.1110)

Your aerial application proficiency check is valid until the end of the 12th month after the month in which you:

- › 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

Note: Instrument number [CASA EX32/24 Flight Crew Licensing and Other Matters \(Miscellaneous Exemptions\) Instrument 2024](#) states if you are the holder of a helicopter aerial application endorsement or a helicopter firefighting endorsement, you may complete an operator proficiency check with the head of flight operations of an aerial application operator, instead of a flight examiner who holds an aerial application rating flight test endorsement.



CHAPTER 9

FLIGHT ACTIVITY ENDORSEMENTS



9.1 Overview

This chapter details the specific requirements for obtaining a helicopter flight activity endorsement.

There is only one flight activity endorsement issued for the helicopter category, namely formation flying.

Note: Unlike for the aeroplane category, aerobatic flight activity endorsements are not able to be issued as a helicopter flight activity endorsement. Helicopter aerobatic flight is handled on a case-by-case basis.

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 Formation flight activity endorsement

(61.1145)

The authorised activities and requirements of your formation flight activity endorsement are detailed in table 27.

Table 27: Kinds of flight activity endorsements

| The activity you wish to conduct | Endorsement required | Requirements to be issued the endorsement |
|----------------------------------|--|---|
| formation flying | formation flying flight activity endorsement | helicopter category rating |

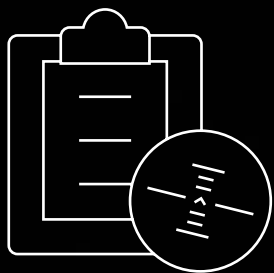
9.3 Requirements for the grant of a flight activity endorsement

(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.

Note: You meet the requirement above if you hold a certificate of validation (CoV) which is deemed to be an equivalent flight crew licence in the appropriate column.



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 1.13](#) 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 granting 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 helicopter class or type rating (to fly a single-engine helicopter)
 - » a multi-engine instrument endorsement, which must be a multi-engine helicopter class or type rating for you (to fly a single-engine or multi-engine helicopter)
- › 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 a helicopter or flight simulation device
- › pass the flight test for the instrument rating in the helicopter category rating
- › meet the following minimum aeronautical experience requirements:
 - » hold at least 50 hours of cross-country flight time as PIC in a helicopter (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 must represent the helicopter in which the flight test is conducted.

Your flight test must be conducted in a helicopter unless you have previously held:

- › an instrument rating
- › an overseas rating that is CASA is satisfied is equivalent to an instrument 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) (helicopter).

Note: You may only exercise the privileges of your rating in a multi-engine helicopter if your proficiency check was successfully undertaken in a multi-engine helicopter.

There are a number of alternatives to holding a valid instrument rating proficiency check. These must be completed in a relevant helicopter or approved flight simulator. See table 28.

Table 28: 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 | 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 to 30 June 2025.

If you hold an instrument proficiency check (resulting from the above) 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 an 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 helicopter.

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 (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:
 - » in 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 29. To hold any endorsements detailed in this section, you must first hold an instrument rating and:

- › completed flight training for the endorsement
- › met the aeronautical experience requirements (if any)
- › passed the flight test mentioned in the MOS for the endorsement.

Table 29: Authorised activities and associated limitations

| What I want to do | Endorsement required | Conditions that must be met |
|--|---|---|
| fly a helicopter (multi-engine or single-engine) under the IFR or under the NVFR | multi-engine helicopter instrument endorsement | <p>hold a multi-engine helicopter type rating for the type of multi-engine helicopter and:</p> <ul style="list-style-type: none"> › at least 10 hours dual instrument time in a multi-engine helicopter or an approved flight simulation device › at least 5 hours of aeronautical experience at night as the pilot of a helicopter or an approved flight simulation training device including a minimum of: <ul style="list-style-type: none"> » 3 hours dual flight time » 1 hour of solo night circuits |
| fly a single-engine helicopter under the IFR or at under the NVFR | single-engine helicopter instrument endorsement | <p>hold a single-engine helicopter class rating or type rating for the type of single-engine helicopter and:</p> <ul style="list-style-type: none"> › at least 10 hours of dual instrument time in a helicopter or an approved flight simulation device › at least 5 hours of aeronautical experience at night as the pilot of a helicopter or an approved flight simulation training device including a minimum of: <ul style="list-style-type: none"> » 3 hours 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 3 D 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 30.

Table 30: 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 helicopter |
| 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 31 unless you:

- › have successfully completed an operator proficiency check that covers IFR operations within the previous 3 months
- › are successfully participating in an operator’s training and checking system for an IFR operation and the operator holds an approval under regulation 61.040 for the system for this subregulation.

Table 31: 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:</p> <ul style="list-style-type: none"> › you have successfully completed an OPC that covers IFR operations (within last 3 months) › you are successfully participating in an operator's regulation 61.040 approved training and checking system |
| pilot a helicopter under the IFR | 3 instrument approach operations | in a helicopter or approved flight simulation training device in last 90 days |
| | 1 instrument approach | in a helicopter 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 condition to be removed
- › 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 in which 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.

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.

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 helicopter private instrument endorsement or multi-engine helicopter 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 an ADF member.

Flight review requirements

(61.925)

You may exercise the privileges of your private instrument rating in a single-engine helicopter (only) provided you hold a valid flight review that was conducted in a single-engine helicopter or an approved flight simulator.

To fly a multi-engine helicopter under the IFR, with a valid private instrument rating, the flight review or test must be conducted in a multi-engine helicopter under the same conditions detailed in table 32.

There are several alternatives to holding a valid flight review. These must be completed in a relevant helicopter as detailed in table 32.



Table 32: 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 a helicopter or an approved flight simulator within the previous 24 months |
| you pass the flight test for a private instrument endorsement (see section 10.3 of this guide) | the test is conducted more than 6 months from the flight test for the rating (but within 24 months) in a helicopter or an approved flight simulator |
| you successfully complete an instrument proficiency check | the check is conducted in a helicopter 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 a helicopter:

- › under the IFR only if you also hold an endorsement detailed in table 33
- › pilot an aircraft at night under the IFR only if you also hold a night private instrument endorsement.

To be granted an endorsement you must:

- › hold a private instrument rating
- › a rating or endorsement as detailed in this section
- › have:
 - » completed the flight training for the endorsement
 - » met the aeronautical experience requirements for the endorsement
 - » passed the flight test as detailed in the MOS for the endorsement.

Table 33: Aircraft category/class endorsements for a private instrument rating

| Activity you wish to conduct | Endorsement required | Conditions (as applicable) |
|--|---|--|
| pilot a single-engine helicopter under the IFR | single-engine helicopter private instrument endorsement | <ul style="list-style-type: none">› single-engine helicopter class rating› at least 10 hours of dual instrument flight time in a helicopter |
| pilot a multi-engine helicopter under the IFR | multi-engine helicopter private instrument endorsement | <ul style="list-style-type: none">› multi-engine helicopter class rating› at least 10 hours of dual instrument flight time in multi-engine helicopter |

In addition, you may only conduct an activity detailed in table 34 if you hold the applicable endorsement and meet the required conditions.

Table 34: 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: nil <ul style="list-style-type: none"> › NDB private instrument endorsement › VOR/LLZ private instrument endorsement › GNSS private instrument endorsement | |
| 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 helicopter › multi-engine helicopter | as applicable to the helicopter: <ul style="list-style-type: none"> › departure – single-engine aircraft private instrument endorsement › departure – multi-engine aircraft private instrument endorsement | as applicable to the helicopter you must hold a: <ul style="list-style-type: none"> › single-engine helicopter private instrument endorsement › multi-engine helicopter private instrument endorsement (see table 33 of this section) |
| 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: › 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: › navigation – GNSS private instrument endorsement › approach – RNP APCH–2D private instrument endorsement |
| an instrument approach operation using either: › 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 a helicopter under the IFR at night | night private instrument endorsement (helicopter) | at least 10 hours of aeronautical experience at night in a helicopter or an approved flight simulation training device for the purpose, including at least: › 3 hours of dual cross-country flight time at night › 5 hours of flight time at night in a helicopter › 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 helicopter if you hold both the approach and landing multi-engine helicopter 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 PIC if in the previous 6 months you have:

- › conducted the same kind of instrument approach in a helicopter or an approved flight simulation training device
- › piloted an aircraft under the IFR.

10.4 Night VFR rating (NVFR)

Privileges

(61.955)

If you hold an NVFR rating and helicopter licence, you may fly at night under the VFR, except:

- › in an operations using a night vision imaging system
- › in a night aerial application operation below 500 ft AGL.

Requirements for the granting of a night VFR rating

(61.975 and 61.990)

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 helicopter 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)
- › have completed flight training for the endorsement
- › have met the aeronautical experience requirements
- › 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 a helicopter 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 a helicopter or approved flight simulator)
- › a flight test for the rating (in a helicopter 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 a helicopter or approved flight simulator)
- › an IPC or OPC that covers NVFR operations in a helicopter
- › active participation in an operator’s regulation 61.040 approved training and checking system that covers NVFR operations in a helicopter.

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, 61.980 and 61.985)

As the holder of an NVFR rating, you may pilot a helicopter at night under the VFR only if you also hold an endorsement detailed in table 35. By holding the endorsement you are permitted to conduct the activity described in table 35.

Table 35: Aircraft category/class endorsements for a private instrument rating

| Activity you wish to conduct | Endorsement required | Conditions (as applicable) |
|-----------------------------------|----------------------------------|---|
| pilot a helicopter under the NVFR | helicopter night VFR endorsement | at least 5 hours of aeronautical experience at night as pilot of a helicopter or an approved flight simulation training device for the purpose, including at least 3 hours of dual flight and one hour of solo night circuits at least 3 hours of dual instrument time in a helicopter or approved flight simulation training device |

Recency

(61.395 and 61.965)

You are authorised to use the privileges of your NVFR rating in a helicopter providing that within the previous 6 months you have either:

- › conducted at least one night take-off and landing in a helicopter that you are controlling
- › been assessed as competent to conduct a flight at night in a helicopter. 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 completed one of the following within the last 90 days in a helicopter or approved flight simulator:

- › 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 a helicopter.

Note: A relevant check or review means either an instrument proficiency check, an instructor proficiency check, an operator proficiency check or a flight review.



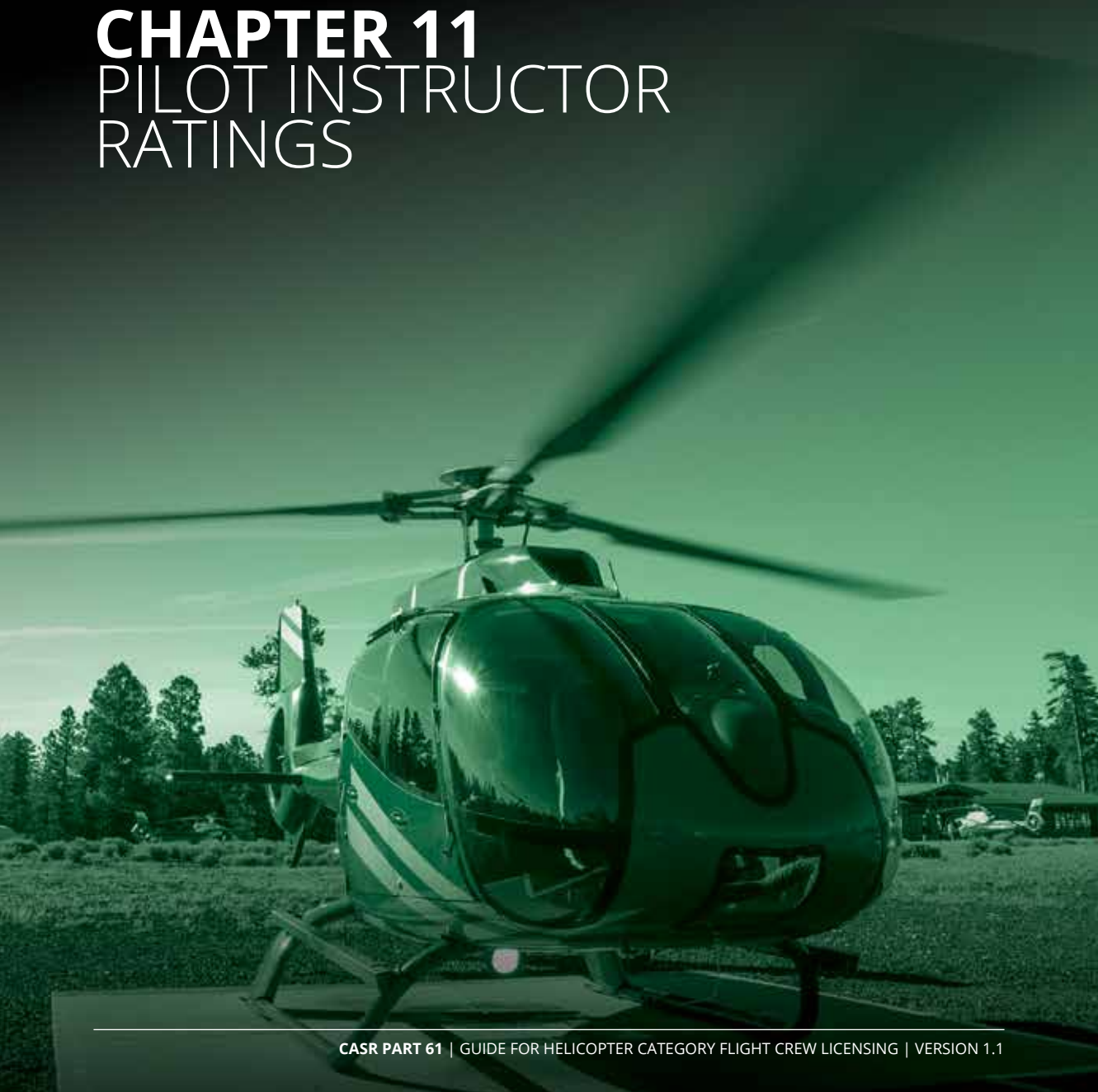
While instrument flying proficiency is essential to the safe conduct of night flying, there are no regulated instrument flying recency requirements specified for NVFR operations. You should be mindful of the degradation of unused skills and consider undertaking training with a flight instructor if there 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 requirements. 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 an 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 instruction (PMI).

A PMI training course is designed to ensure the trainee instructor gains 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 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 11: Grade 3 training endorsement



Figure 12: Grade 2 training endorsement

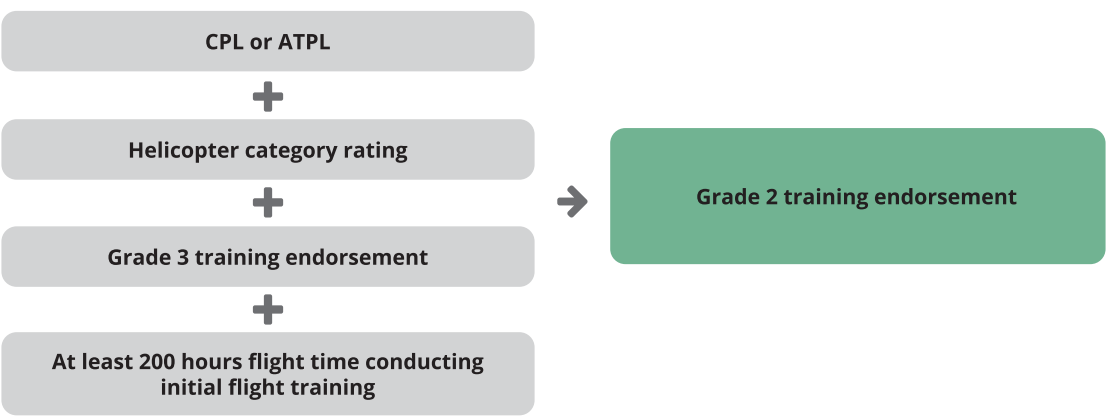
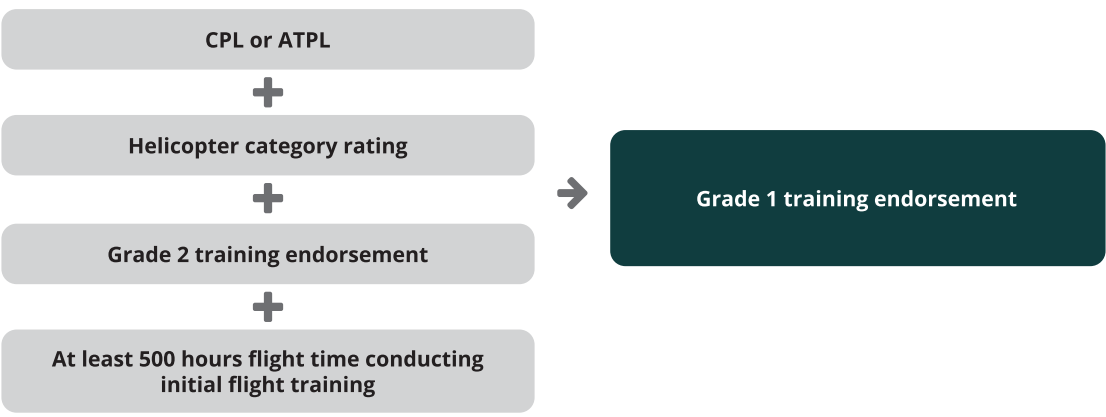


Figure 13: Grade 1 training endorsement



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 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 Part 141 or 142 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.

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.

Part 9 of CASR of instrument [CASA EX32/24](#) should be reviewed for the requirements to be met before conducting basic instrument flight.

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 your instructor rating flight test, and thereafter every 24 months. There are other circumstances that can meet this requirement. See [section 11.12](#) (Flight instructor proficiency checks) and [section 11.13](#) (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.

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 two way communications with the flight crew members.



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.

11.10 Basic instrument flight training

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

Instrument number [CASA 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 (helicopter)
- › is authorised to conduct BIF in a helicopter.

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 [CASA 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.

In such circumstances, 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.



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

(61.T.1)

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 in this section)
- › 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 a helicopter, at least 250 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 a helicopter
 - » meet the licence requirements of that aircraft category rating.

Note: You have met the requirements detailed above in relation to the flight test and aeronautical experience if you:

- › hold:
 - » a commercial pilot licence with a helicopter category rating
 - » a low-level rating and a helicopter low-level endorsement
 - » one of the following combinations:
 - a night VFR rating and a helicopter night VFR endorsement
 - an instrument rating and a single-engine helicopter instrument endorsement
 - an instrument rating and a multi-engine helicopter instrument endorsement
- › completed your flight training for the licence in an integrated training course
- › have passed the flight test mentioned in the MOS for the flight instructor rating in a helicopter.



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 (detailed later in this section)
- › 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) 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 a formation 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 provided you meet the relevant endorsement requirements detailed in table 36.

Table 36: 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 | grade 2 training endorsement (category specific) |
| 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 | |

| What I want to be able to do as an instructor | Minimum endorsement requirements |
|--|---|
| helicopter category rating | grade 3 training endorsement (category specific) |
| 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 helicopter, other than the student's first solo flight in an helicopter | multi-crew pilot training endorsement |
| a single-engine helicopter class rating | |
| air transport pilot licence | |
| multi-crew cooperation | type rating training endorsement (type specific) |
| the pilot type rating or cruise relief copilot type rating for aircraft of the specified type | |
| differences training for variants of the specified aircraft type | |
| aircraft class rating for the specified class | class rating training endorsement (class specific) |
| 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 a helicopter | instrument rating training endorsement (category specific) |
| basic instrument flight training for a helicopter | instrument rating training endorsement (category specific) or NVFR rating training endorsement (category specific) |
| NVFR rating or NVFR endorsement in a helicopter | NVFR rating training endorsement (category specific) |
| low-level rating in a helicopter | low-level rating training endorsement (category specific) |
| a low-level endorsement | |
| aerial application rating (day) in a helicopter | aerial application rating (day) training endorsement (category specific) |
| aerial application endorsement, other than a firefighting operation, below 500 ft AGL by day | |
| aerial application rating (night) in a helicopter | aerial application rating (night) training endorsement (category specific) |
| aerial application rating including a firefighting endorsement in a helicopter | aerial application rating (helicopter) Firefighting endorsement (helicopter) |
| | Note: reference should be made to CASA 56/24 — Flight Training and Flight Tests (Miscellaneous) Approvals 2024 as a flight instructor rating is not required provided the requirements and experience of this instrument are met |
| NVIS rating | NVIS endorsement |

| What I want to be able to do as an instructor | Minimum endorsement requirements |
|---|--|
| flight instructor rating, simulator instructor rating or training endorsement in a helicopter | instructor rating training endorsement (category specific) |
| flight training for a night vision imaging system (NVIS) rating or night vision imaging system endorsement | night vision imaging system (NVIS) rating training endorsement |
| Training for a flight activity | |
| formation flying (helicopter) flight activity endorsement | formation (helicopter) training endorsement |
| sling operations rating | sling operations training rating |
| winch and rappelling operations rating | winch and rappelling operations training rating |
| Other authorisations | |
| <ul style="list-style-type: none"> › 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 | training endorsement that authorises the instructor to conduct flight training in 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 | <ul style="list-style-type: none"> › 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 | <ul style="list-style-type: none"> › 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: [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
- › formation 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 37 below
- › 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 37: Minimum requirements for the issue of training endorsements

| Training endorsement wanted | Minimum requirements |
|--|---|
| aerial application rating (day) training endorsement (category specific – helicopter) | <ul style="list-style-type: none"> › CPL or ATPL › aerial application rating › aerial application endorsement for the specified aircraft category (helicopters) › at least 100 hours of aeronautical experience in aerial application operations below 500 ft AGL |
| aerial application rating (night) training endorsement (category specific – helicopter) | <ul style="list-style-type: none"> › CPL or ATPL › aerial application rating › night aerial application endorsement for the specified aircraft category (helicopters) |
| 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 (helicopter) training endorsement | <ul style="list-style-type: none"> › PPL, CPL or ATPL with an helicopter category rating › formation flying (helicopter) flight activity endorsement |
| grade 1 training endorsement (category specific – helicopter) | <ul style="list-style-type: none"> › CPL or ATPL with the specified aircraft category rating (helicopters) › grade 2 training endorsement › at least 500 hours of flight time conducting initial flight training in an aircraft of the specified category (helicopter) |
| grade 2 training endorsement (category specific – helicopter) | <ul style="list-style-type: none"> › CPL or ATPL with the specified aircraft category rating (helicopters) › grade 3 training endorsement › at least 200 hours of flight time conducting initial flight training in an aircraft of the specified category (helicopter) |
| grade 3 training endorsement (category specific) | <ul style="list-style-type: none"> › CPL or ATPL with the helicopter category rating (helicopters) |

| Training endorsement wanted | Minimum requirements |
|--|--|
| instrument rating training endorsement | › CPL or ATPL |
| low-level rating training endorsement | › CPL or ATPL › low-level rating |
| multi-crew pilot training endorsement | › CPL and instrument rating, or ATPL › at least 100 hours of aeronautical experience in multi-crew operations |
| night vision imaging system (NVIS) rating training endorsement | › CPL and ATPL › night vision imaging system (NVIS) rating › at least 50 hours experience using a night vision imaging system (NVIS) |
| night VFR rating training endorsement | › CPL or ATPL › at least 20 hours of aeronautical experience at night as a pilot of an aircraft |
| sling operations training endorsement | › CPL and ATPL › low-level rating › sling operations endorsement |
| type rating training endorsement | › CPL or ATPL with pilot type rating for the specified aircraft type |
| winch and rappelling operations training endorsement | › CPL or ATPL with helicopter category rating › low-level rating › winch and rappelling operations endorsement |

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
- › for the conduct of flight training involving a simulated engine failure, you have completed at least 100 hours of flight training.

Limitations on the exercise of a grade 2 training endorsement

If you hold a grade 2 training endorsement that is granted on the basis of regulation 202.272 (Grant of equivalent new authorisations for certain holders of old authorisations), you may only conduct training activities if you also meet the requirements for that activity.

Limitations on the exercise of low-level training endorsements

(61.1247)

If you hold 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 the following table 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 38: 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 helicopters) | 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 |
| formation (helicopter) training endorsement | formation (helicopter) training endorsement |
| NVIS rating training endorsement | NVIS rating training endorsement |
| sling training endorsement | low-level rating training endorsement with sling training endorsement |
| winching and rappelling training endorsement | low-level rating training endorsement with winching and rappelling operations 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, helicopters.

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 39.

Table 39: Flight instructor proficiency checks

| Activity | Time Period |
|--|--|
| pass the flight test for the rating | <p>date of passing the flight test until the end of the 12th month after the month of passing the test</p> <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 | <p>date of passing the endorsement test flight until the 24th month after the month of passing the endorsement test flight</p> <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>pass an operator proficiency check that:</p> <ul style="list-style-type: none"> › covers operations under the rating › was conducted by a flight examiner who holds a flight instructor test endorsement | <p>date of passing the endorsement test flight until the 24th month after the month of passing the endorsement test flight</p> <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 |
| <p>complete an instructor proficiency check in an aircraft or an approved flight simulator training device and:</p> <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 | <p>date of passing the endorsement test flight until the 24th month after the month of passing the endorsement test flight</p> <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 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 an 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 training session if the flight is not going to plan if 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 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 simulated 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 present 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.

As a qualified 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 FSTD.

Privileges of a simulator instructor rating

(61.1190)

As a simulator instructor you are authorised to:

- › conduct flight training in an approved 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
 - » 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, a helicopter), you can exercise the rating's privileges in a 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 40 only if you hold the endorsement and meet all applicable requirements.

Table 40: 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 (helicopter) |
| an ATPL | multi-crew pilot training endorsement |
| multi-crew cooperation | |
| differences training for variants of the specified aircraft type | type rating training endorsement (helicopter) |
| aircraft class rating for the specified class | class rating training endorsement (helicopter) |
| 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 (helicopters) | instrument rating training endorsement (helicopter) |
| basic instrument flight training for an aircraft of the specified category (helicopters) | instrument rating training endorsement (helicopter) or NVFR rating training endorsement (helicopter) |
| NVFR rating or NVFR endorsement in an aircraft of the specified category (helicopters) | NVFR rating training endorsement (category specific) |
| low-level rating in an aircraft of the specified category (helicopters) | low-level rating training endorsement (helicopter) |
| a low-level endorsement | |
| aerial application rating (day) in an aircraft of the specified category (helicopters) | aerial application rating (day) training endorsement (helicopter) |
| 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 (helicopters) | aerial application rating (night) training endorsement (helicopter) |

| Simulator instructor authorised to conduct | Minimum endorsement requirements Notes and/or conditions |
|---|--|
| flight instructor rating, simulator instructor rating or training endorsement in an aircraft of the specified category (helicopters) | instructor rating training endorsement (helicopter) |
| class rating (multi-engine helicopter) training endorsement | multi-engine helicopter class rating instructor training endorsement |
| Training for a flight activity | |
| formation flying (helicopter) flight activity endorsement | formation (helicopter) training endorsement |
| Other authorisations | |
| <ul style="list-style-type: none"> › 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 | training endorsement that authorises the instructor to conduct flight training in the aircraft |
| flight review for a rating on a pilot licence | <ul style="list-style-type: none"> › 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 2.6](#) 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.

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 41.

Table 41: 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, if you conduct the test on 17 March 2024 your instrument proficiency check is valid until 30 April 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. Note: Your instructor proficiency check is only valid for operations with that specific operator. |
| 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 a valid instructor proficiency check (see table 41) 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 an 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.

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
 - » 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.

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:

- › 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 (helicopter) 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 (helicopter).

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 2 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 (i.e. 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 flying 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 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 and 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.

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 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
- › 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 (FTM)
- › meet the proficiency 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).

To conduct flight tests, you must meet the proficiency and professional development requirements outlined below in [section 12.12](#) of this guide.

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 42](#).

To hold the required endorsements listed in [table 43](#) to undertake a flight test, proficiency check or assessment you must hold:

- › a flight examiner rating
- › the licences and endorsements detailed in the tables below as 'other requirements'.

Table 42: 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 helicopter 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 | |
| air transport pilot licence (ATPL) | air transport pilot licence flight test endorsement | both: › an air transport pilot licence (helicopter) › instrument rating flight test endorsement |
| instrument rating | | |
| a specified aircraft category rating on an ATPL | | |
| 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 | instrument rating training endorsement (helicopter) |
| private instrument rating | | |
| instrument endorsement | | |
| private instrument endorsement | | |
| night VFR rating | night VFR flight test endorsement | night VFR rating training endorsement (helicopter) |
| night VFR endorsement | | |
| night vision imaging system rating | night vision imaging system rating flight test endorsement | night vision imaging system training endorsement |
| night vision imaging system endorsement | | |
| night vision imaging system proficiency check | | |
| low-level rating | low-level rating flight test endorsement | low-level training endorsement (helicopter) |
| low-level endorsement | | |
| aerial application rating | aerial application rating flight test endorsement (category specific) | aerial application (day) training endorsement (helicopter) |
| aerial application endorsement | | |
| low-level rating | | |
| low-level endorsement | | |

| The flight test I wish to conduct | Endorsement required | Other requirements |
|-----------------------------------|---|---|
| flight instructor rating | flight instructor rating flight test approval (category specific) | grade 1 training endorsement (helicopter) |
| simulator instructor rating | | |
| training endorsement | | |

To undertake any flight test detailed above 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 the table above 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 43: Endorsement requirements to conduct a proficiency check

| The proficiency check I wish to undertake | Endorsement required | Other requirements |
|---|--|--|
| instrument proficiency check | instrument rating flight test endorsement (category specific) | instrument rating training endorsement (helicopter) |
| aerial application proficiency check | aerial application rating flight test endorsement (category specific) | aerial application (day) training endorsement (helicopter) |
| instructor proficiency check | flight instructor rating flight test approval (category specific – helicopter) | grade 1 training endorsement (helicopter) |
| night vision imaging system proficiency check | night vision imaging system rating flight test endorsement | night vision imaging system training endorsement |

- Note:** Before being issued any required endorsement from the table above 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 44: 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: |
| general English language proficiency assessment | | <ul style="list-style-type: none">› PPL flight test endorsement› CPL flight test endorsement› pilot type rating flight test endorsement |

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 or ATPL 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:

- › an aerial application proficiency check
- › an instructor proficiency check
- › an instrument proficiency check
- › a night vision imaging system 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 aircraft's nationality and registration if the check was conducted in an aircraft
 - » the identifying number for the flight simulator if the check was conducted in a flight simulator.

As the flight examiner, you 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 (for example, due to their geographical location or communication availability).

12.9 Pilot in command (PIC) during a flight test

You are the PIC of the flight when you are occupying a control seat.

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 two-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 45.

Table 45: 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 fight 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, if you conduct the test on 17 March 2024, your instrument proficiency check is valid until the 30 April 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 an examiner proficiency check (resulting from the above), you may complete an examiner proficiency check for the rating within 3 months before the expiry of your previous check. For example, if your existing examiner 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.

See also the requirements of [section 12.2](#) of this guide.

Flight review and subject matter proficiency check requirements
(61.1280)

In addition to the requirements of [section 12.2](#), you must also meet the requirements of table 46 specific to the flight test you wish to conduct.

Table 46: Flight review and subject matter proficiency check requirements

| The flight test I wish to conduct | Flight review and subject matter proficiency check requirements |
|------------------------------------|---|
| air transport pilot licence | valid instrument proficiency check |
| instrument rating | valid instrument proficiency check |
| night vision imaging system rating | valid night vision imaging system 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 |

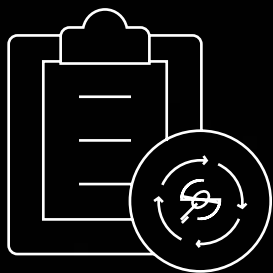
Professional development requirements

(61.1270)

You must participate in a professional development program (PDP) every 2 years.

The PDP must be either:

- › conducted by CASA
- › an approved course conducted by the holder of an approval under regulation 61.040.



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 flying operations.

13.2 Grant of a new authorisation based on an old authorisation

(CASR 202.272 and 202.274)

As the holder of an old authorisation, you are understood 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 of the old authorisation would have ended.

If your old authorisation was subject to a condition and the if the old authorisation had remained in force, 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 or 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 using the Lodgement 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

(CASR 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

(CASR 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

(CASR 202.304, 202.305, 202.308, 202.309 and 202.310)

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, a R22 and AS350 which are now in the single-engine helicopter class.

Under Part 61 qualifications are now issued on the basis of class and type ratings for each aircraft category, the following table shows a comparison between the 2 sets of regulations regarding aircraft qualifications:

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 a helicopter 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 a formation (helicopter) flight activity endorsements, you will need to supply additional documentation to support the transition to a Part 61 licence.

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:

- › retractable undercarriage
- › gas turbine engine
- › 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 instructor 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..

The following table identifies the ratings that exist under CAR Part 5 and their equivalent CASR Part 61 rating or new Part 61 rating.

Table 47: 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 and fish spotting, 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 (helicopter) 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 CAR Part 5.

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.

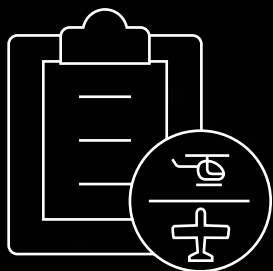
The following documents are required as appropriate:

- › certified copies of your logbook page showing the stamp/entry made by an approved person giving the privilege to conduct training for that endorsement
- › 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.



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CHAPTER 14

CONVERTING AN AEROPLANE CATEGORY LICENCE TO A HELICOPTER CATEGORY LICENCE



14.1 Overview

This chapter details the specific requirements for holders of an Australian helicopter pilot licence wishing to obtain an Australian helicopter category licence.

14.2 Knowledge and experience requirements

(61.475, 61.545, 61.550, 61.610, 61.615, 61.700, 61.705, 61.710, FCLM 5.2, 6.4, 7.2, 8.2 and 8.3)

Table 48 shows the differences between the requirements for licences already held in the helicopter category of aircraft, compared to a helicopter category licence.

It is important to note that for aeronautical experience to be considered it may need be flown in specific aircraft categories.

The hours detailed below for conversion to a PPL(A) and CPL(A) are those pertaining to a non-integrated training program.

Table 48: 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(A)) | recreational pilot licence (RPL(H)) | <ul style="list-style-type: none">› pass the RPL(H) or PPL(H) basic helicopters knowledge exam (BAKH) for helicopters› pass the RPL(H) flight test› have at least 25 hours flight time in helicopters, 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(A)) | recreational pilot licence (PPL(H)) | <ul style="list-style-type: none">› pass the RPL(H) or PPL(H) basic aeronautical knowledge exam (BAKH) helicopters› have at least 25 hours flight time in helicopters, which includes at least:<ul style="list-style-type: none">» 20 hours dual» 5 hours solo› pass the RPL(H) flight test <p>Note: simulator time does not count.</p> |
| | private pilot licence (PPL(H)) | <ul style="list-style-type: none">› pass either the helicopter category-specific PPL(H) exam or all 7 CPL exams, including the 4 helicopter category-specific CPL exams within 2 years (one window).› have aeronautical experience that includes at least:<ul style="list-style-type: none">» 40 hours of aeronautical experience» 35 hours of flight time as a pilot, including 30 hours of flight time as a pilot of a helicopter» 10 hours of solo flight time in a helicopter» 5 hours of solo cross-country flight time in a helicopter› pass the helicopter category PPL 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)) | <ul style="list-style-type: none"> › pass all 7 CPL exams, including the 4 helicopter category-specific CPL exams within 2 years (one window) › pass the helicopter category CPL flight test › have at least: 150 hours of aeronautical experience (10 hours can be in a flight simulator), of which at least: <ul style="list-style-type: none"> » 140 hours of flight time as a pilot » 70 hours of flight time as pilot of a helicopter » 35 hours of flight time as PIC of a helicopter » 10 hours of cross-country flight time as PIC of a helicopter including at least one flight of 150 NM with a landing at 2 landing areas other than the one from which the flight began <p>or</p> <ul style="list-style-type: none"> › 105 hours of aeronautical experience that includes: <ul style="list-style-type: none"> » 105 hours of flight time as a pilot of a helicopter » 35 hours of flight time as PIC of a helicopter » 10 hours of cross-country flight time as PIC of a helicopter including a flight of 150nm with a landing at 2 landing areas other than the one from which the flight began |
| commercial pilot licence (CPL(A)) | recreational pilot licence (RPL(H)) | <ul style="list-style-type: none"> › pass the RPL(H) or PPL(H) basic aeronautical knowledge exam helicopters (BAKH) › have at least 25 hours flight time in helicopters, which includes at least: <ul style="list-style-type: none"> » 20 hours dual » 5 hours solo » pass the RPL(H) flight test <p>Note: simulator time does not count.</p> |
| | private pilot licence (PPL(H)) | <ul style="list-style-type: none"> › pass either the helicopter category-specific PPL(H) exam or all 7 CPL exams, including the 4 helicopter category-specific CPL exams › have aeronautical experience that includes at least: <ul style="list-style-type: none"> » 20 hours of flight time as a pilot of a helicopter » 10 hours of solo flight time in a helicopter » 5 hours of solo cross-country flight time in a helicopter › pass the helicopter category PPL 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)) | <ul style="list-style-type: none">› pass the 4 helicopter-category-specific CPL exams within 2 years (one window). The required exams are:<ul style="list-style-type: none">» flight rules and air law (helicopter) (CLWH)» operation, performance & flight planning (helicopter) (CFPH)» aircraft general knowledge (helicopter) (CSYH)» aerodynamics (helicopter) (CADH)› pass the helicopter category CPL flight test› have at least 150 hours aeronautical experience that includes:<ul style="list-style-type: none">» 140 hours of flight time as a pilot» 70 hours of flight time as a pilot of a helicopter» 35 hours of flight time as PIC of a helicopter» 10 hours of solo cross-country flight time as PIC of a helicopter including one flight of at least 150 NM with a landing at 2 landing places other than the one from which the flight began or <ul style="list-style-type: none">› 105 hours of aeronautical experience that includes:<ul style="list-style-type: none">» 105 hours of flight time as a pilot of a helicopter» 35 hours of flight time as PIC of a helicopter» 10 hours of cross-country flight time as PIC of a helicopter including a flight of 150nm with a landing at 2 landing areas other than the one from which the flight began |
| air transport licence (ATPL(A)) | recreational pilot licence (PPL(H)) | <ul style="list-style-type: none">› pass the RPL(H) or PPL(H) basic aeronautical knowledge exam helicopters (BAKH)› have at least 25 hours flight time in helicopters, which includes at least:<ul style="list-style-type: none">» 20 hours dual» 5 hours sol» pass the RPL(H) flight test <p>Note: simulator time does not count.</p> |

| Licence that you already hold | Licence that you wish to obtain | What you need to do (in addition to what you have already done) |
|-------------------------------|-----------------------------------|--|
| | private pilot licence (PPL(H)) | <ul style="list-style-type: none"> › pass either the helicopter category-specific PPL(H) exam or all 7 CPL exams, including the 4 helicopter category-specific CPL exams › have aeronautical experience that includes at least: <ul style="list-style-type: none"> » 20 hours of flight time as a pilot of a helicopter » 10 hours of solo flight time in a helicopter » 5 hours of solo cross-country flight time in a helicopter » 2 hours of dual instrument flight time including 1 hour of dual instrument flight time in a helicopter › pass the helicopter category PPL flight test |
| | commercial pilot licence (CPL(H)) | <ul style="list-style-type: none"> › pass the 4 helicopter-category-specific CPL exams within 2 years (one window). The required exams are: <ul style="list-style-type: none"> » flight rules and air law (helicopter) (CLWH) » operation, performance & flight planning (helicopter) (CFPH) » aircraft general knowledge (helicopter) (CSYH) » aerodynamics (helicopter) (CADH) › pass the helicopter category CPL flight test › have at least 150 hours of aeronautical experience that includes: <ul style="list-style-type: none"> » 140 hours of flight time as a pilot of a helicopter » 70 hours of flight time as a pilot of a helicopter » 35 hours of flight time as PIC of a helicopter » 10 hours of solo cross-country flight time as PIC of a helicopter including one flight of 150 NM with a landing at 2 landing areas other than the one at which the flight began or › 105 hours of aeronautical experience that includes: <ul style="list-style-type: none"> » 105 hours of flight time as a pilot of a helicopter » 35 hours of flight time as PIC of a helicopter » 10 hours of cross-country flight time as PIC of a helicopter including a flight of 150nm with a landing at 2 landing areas other than the one from which the flight began |

| 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(H)) | <ul style="list-style-type: none">› pass the 4 helicopter-category-specific ATPL exams within 2 years (one window). The required exams are:<ul style="list-style-type: none">» flight planning (helicopter) (AFPH)» aerodynamics and aircraft systems (helicopter) (AASH)» performance and loading (helicopter) (APLH)› have at least 1,000 hours of aeronautical experience that includes at least:<ul style="list-style-type: none">» 900 hours of flight time as a pilot» 750 hours flight time in a helicopter» 250 hours as PIC or PICUS of a helicopter, of which at least 70 hours must be as PIC» 200 hours of cross-country flight time in a helicopter» 100 hours of cross-country flight time as PIC or PICUS of a helicopter» 50 hours of flight time at night pilot of a helicopter» 30 hours of instrument flight time, of which at least 20 hours must be in a helicopter› pass the helicopter category ATPL flight test in a turbine powered helicopter certified for Night VFR operations, which is configured for and operated with a co-pilot. (This can be done in a flight simulation training device) |

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 aeroplane and helicopter categories.

For a CPL(H) 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(H) 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

NIGHT VISION IMAGING SYSTEM RATING AND ENDORSEMENT



15.1 Overview

An NVIS flight is defined as a flight conducted using a night vision imaging system. The term encompasses every flight of an aircraft that uses NVIS.

Part 61 requires pilots using NVIS to obtain a rating and certain endorsements. The construction of Part 61 prohibits the use of NVIS by pilots in Australian aircraft other than helicopters.

You must ensure, when conducting an NVIS flight, that you comply with the MOS requirements.



Night Vision Imaging Systems multi-part advisory circular [AC 91-13](#), [AC 133-09](#) and [AC 138.06, Version 1.2](#), provides further guidance to operators and crew on the conduct of helicopter operations using NVIS.

15.2 Where to find NVIS content

The following list summarises the Part 61 MOS content:

- › Schedule 2, Competency standards: NVIS
- › Schedule 3, Aeronautical knowledge standards, Section 2.6: NVIS Rating
- › Schedule 5, Flight test standards, Section P
- › Schedule 6, Appendix 3: NVIS rating proficiency check

15.3 Requirements for the grant of an NVIS rating

(61.1020)

For an NVIS rating, you must:

- › hold a commercial pilot licence (CPL) or air transport pilot licence (ATPL)
- › meet the requirements for the grant of at least one NVIS endorsement (see [section 15.5](#) of this guide).

Note: if you hold a certificate of validation (CoV) for an overseas crew licence, that is equivalent to a CPL or ATPL, then CASA may grant you an NVIS rating.

15.4 Limitations

(61.1000)

You are authorised to pilot a helicopter of the same type using night vision goggles (NVG) provided at least one of the following applies:

- › you have successfully completed an operator proficiency check that covers operations at night using NVG
- › you have a valid NVIS proficiency check in a helicopter of the same type or in an approved flight simulation training device
- › you have passed the flight test for the NVIS rating
- › you have been assessed (by a flight instructor with an NVIS training endorsement) as competent to pilot a helicopter of the same type using NVG during a dual flight with the instructor.

The holder of an NVIS rating is authorised to pilot a helicopter using NVG only if the helicopter is equipped for NVG ops.



15.5 Requirements for NVIS endorsements

(61.1005, 61.1025 and 61.1035)

To be granted an NVIS endorsement you must hold:

- › an NVIS rating
- › each applicable rating or endorsement detailed in table 49.

Note: You meet the above requirements if you hold a CoV, rating or endorsement that is equivalent to the required rating or endorsement.

In addition to table 49, you must also have:

- › completed flight training for the endorsement, including the training (if any) mentioned in column 3
- › met the aeronautical experience requirements
- › passed the flight test mentioned in the Part 61 MOS for the endorsement (Schedule 2, NVI)
- › before starting the 5 hours of dual flight using NVG, hold:
 - » a CPL or ATPL
 - » each rating or endorsement
 - » the class or type rating for the helicopter used in the training
 - » each flight activity endorsement e.g. formation flying, that is to be covered by the training
- › you must complete:
 - » the 250 hours of flight time
 - » at least 10 hours of the flight time at night.

Table 49: Night vision imaging system endorsements

| Activities authorised | Endorsement | Requirements |
|--|--------------------------|--|
| pilot a helicopter using NVG | Grade 1 NVIS endorsement | <ul style="list-style-type: none">› helicopter category rating› single-engine or multi – engine helicopter instrument endorsement› minimum 250 hours flight time in a helicopter› minimum 5 hours dual flight using NVG in a helicopter› minimum 20 hours nighttime flying experience (either in a helicopter or an approved flight simulator), without using NVG, with at least 10 of those hours being actual flight time. minimum 20 hours instrument time, with at least 5 of those hours with an instructor in a helicopter |
| pilot a helicopter using NVG other than during an IFR flight | Grade 2 NVIS endorsement | <ul style="list-style-type: none">› helicopter category rating› helicopter night VFR endorsement› minimum 250 hours flight time in a helicopter› minimum 5 hours dual flight using NVG in a helicopter› minimum 20 hours nighttime flying experience (either in a helicopter or an approved flight simulator), without using NVG, with at least 10 of those hours being actual flight time minimum 20 hours instrument time, with at least 5 of those hours with an instructor in a helicopter |

15.6 Recent experience requirements – NVG

(61.1010)

As the holder of an NVIS rating, you are authorised to pilot a helicopter using NVG only if:

- › you have:
 - › completed at least 3 hours of flight time at night under the VFR using NVG within the previous 6 months
 - › conducted at least 3 take-offs and at least 3 landings at night using NVG within the previous 6 months
- › you have, within the previous 6 months, become authorised to pilot any type of helicopter using NVG
- › you are successfully participating in an operator’s training and checking system for an operation at night using NVG and the operator holds an approval under regulation 61.040 for the system.

15.7 Proficiency check requirements

(61.1015)

As the holder of an NVIS rating, you are authorised to exercise the privileges of the rating only if you have a valid NVIS proficiency check.

Your NVIS proficiency check is valid during the time periods specified in table 50.

Table 50: NVIS 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» for example, to calculate the validity period, the intent is if you conduct the test on 17 June 2024, then your NVIS proficiency check is valid from 17 June 2024 – 30 June 2025. |
| pass the flight test for an NVIS 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 flight test until the end of the 12th month after the month of passing the test» for example, to calculate the validity period, the intent is if you conduct the test on 17 June 2024, then your NVIS proficiency check is valid from 17 June 2024 – 30 June 2025. |
| 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 an NVIS rating flight test endorsement | <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» for example, to calculate the validity period, the intent is if you conduct the test on 17 June 2024, then your NVIS proficiency check is valid from 17 June 2024 – 30 June 2025. |
| 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 NVIS proficiency check | <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» for example, to calculate the validity period, the intent is if you conduct the test on 17 June 2024, then your NVIS proficiency check is valid from 17 June 2024 – 30 June 2025. |
| you have a valid NVIS existing proficiency check within 3 months before the validity of the existing check expires, you successfully complete an NVIS proficiency check | <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» for example, to calculate the validity period, the intent is if you conduct the test on 17 June 2024, then your NVIS proficiency check is valid from 17 June 2024 – 30 June 2025. |

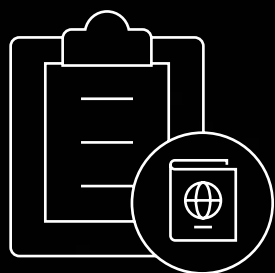


If at any time you fail an instructor proficiency check, you no longer hold a valid instructor proficiency check and can no longer exercise the privileges of your instructor rating.

You successfully complete an NVIS proficiency check if:

- › the proficiency check is conducted in a helicopter or an approved flight simulation training device for the proficiency check
- › CASA, a flight examiner, or a holder of an approval under regulation 61.040, must assess your competency to pilot a helicopter using an NVIS as meeting the standards in Part 61 MOS (Schedule 2, NVI) for each NVIS endorsement that you hold
- › your licence is endorsed to reflect that you have completed the NVIS proficiency check on the date stated.





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. If you are 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 licence or passport [Australian or foreign])
- › 2 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., helicopter.

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 51 for specific licences below.

Table 51: 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 (HOO) 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 (helicopter) rating |
| helicopter 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 (HOO) 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: Instrument number [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 61.820. 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 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 certificate of validation (CoV).

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 (FCLM 15.4.5)

For a flight crew licence, other than a PPL(H) you will be required to also pass the conversion exam.

For a commercial pilot licence (CPL) (helicopter), you must:

- › hold a valid foreign equivalent to the Australian CPL(H) or ATPL(H) licence before you submit a flight crew licence application form
- › pass both the CPL human factors exam (CHUF) and CPL overseas conversion (helicopter) exam (COSH).



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. The window is 2 years.

For an air transport pilot licence (ATPL) (helicopter) you must:

- › pass both the ATPL human factors exam (AHUF) and ATPL overseas conversion (helicopter) exam (AOSH) within one 'window'.
- › pass the instrument rating exam (IREX) unless seeking a day VFR only ATPL(H).



Verification of your foreign licence

(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.

Grant of certificates of validation

(61.290, FCLM 11.2 and 11.6)

You may apply to CASA for the grant of a certificate of validation (CoV) if you are the holder of an overseas flight crew licence. A CoV can be granted if you are authorised to exercise the privileges of your overseas flight crew licence and passed an examination or flight test that CASA has determined is required.

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.

CASA must verify (with the issuing authority for your licence) that you are authorised to exercise the privileges of your foreign licence. The verification requirements include 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 that is 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.

Certified/notarised copies 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.

Your CoV will specify the classes and/or aircraft types 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. They are:

- › for private day VFR operations which permits you to conduct private flying operations under the day VFR only whilst on holiday in Australia.
- › 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
- › the CoV is restricted to flights with a particular operator.

These conditions will be considered and determined by CASA and will be reflected on your 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 application on the basis of foreign civil qualifications form.

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
- › foreign pilots who 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 contracting state that 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.



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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 CoV, includes granting you a new certificate of validation if you are the holder of:

- › a current CoV
- › a CoV issued for a period of less than 12 months and renewing for the remainder of a continuous 12-month period
- › a CoV that has expired within the previous 3 months.

The renewed CoV must be for the same overseas flight crew licence, rating or endorsement as the CoV being renewed.

Certificate of validation holders

(61.340)

CASA may direct you, as the holder of a 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

(Instrument number CASA EX88/23 – Part 5 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:

- › an air transport pilot licence (ATPL)
- › a pilot type rating (other than a single-engine turbojet helicopter type)
- › a pilot type rating (single-engine turbojet helicopter 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 helicopter or helicopter 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 and 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 helicopter or helicopter 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 [CASA EX88/23](#) 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.



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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 (CAA NZ) 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 CAA NZ and provided them with the required form to release the details of your flight crew licence to CASA
- › have an ARN
- › have a current medical issued by CAA NZ
- › hold a current New Zealand CPL or ATPL that is not suspended, cancelled, or restricted
- › 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 CAA NZ before submission to CASA.



A NZ licence holder must complete an Application for Licence Verification form from CAA NZ website along with identification.



Exemption

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

If you wish to apply for an ATPL (helicopter) and CASA has granted you a CPL (helicopter) and a helicopter 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(H) without meeting this aeronautical knowledge requirement.

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 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.

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.



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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 CASA flight crew licence, rating, or endorsement (excluding a flight examiner rating) if you hold, or have held, an equivalent flight crew qualification granted by the ADF.

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 which of your ADF qualifications that are recognised.

18.3 General requirements

(61.285, MOS Schedule 3 and FCLM 14)

Table 52 details the conversion requirements as a member, or former member, of the ADF.



Department of Defence

Table 52: 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 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 validity of any evidence required for the recognition of your ADF qualifications.

18.5 Recognised ADF courses

(FCLM 14.12)

CASA only recognises the qualifications of graduates from the courses detailed in table 53. 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 requirements as civilian pilots when seeking a civilian licence.

Table 53 shows those ADF qualifications that have a civilian equivalent.

In all cases listed below, you must provide a signed logbook entry and either:

- › a course completion certificate
- › record of attainment report (army only).

Table 53: Civil recognition of ADF qualifications (abbreviations can be found beneath the table)

| ADF qualification | Civil recognition | Conditions and notes |
|--|--|----------------------|
| graduate of: BFTS/1FTS/IPC | hours for aeronautical experience | nil |
| Army graduate BFTS/1FTS and Helicopter Qualification Course/AAvntC | PPL-H if ADF aeronautical experience meets CASR minimum hours (broken- down) SEH Class, GTE, Low Level – Helicopter, Formation Flying – H | application required |
| Navy Graduate of BFTS/1FTS and LFT – Lead-in Flying Training (RAN)/HATS HATS – Helicopter Aircrew Training System | CPL-H if ADF aeronautical experience meets CASR minimum hours (broken- down) SEH Class, GTE, NVFR-H, Low Level – Helicopter, Formation Flying – H | application required |

| ADF qualification | Civil recognition | Conditions and notes |
|-------------------------------------|---|---|
| Army Graduate BFTS/1FTS and of ROBC | CPL-H if ADF aeronautical experience meets CASR minimum hours (broken- down) SEH Class, GTE, NVFR-H, Low Level – Helicopter, Formation Flying – H | application required |
| night | night VFR | application required |
| NVD | aeronautical experience as per 61.1025 for NVIS (Grade 1 and 2) for a Grade 1 you must hold an Instrument Rating prior to issue and for Grade 2 an NVFR rating | application required |
| formation | formation (H) | application required |
| low flying | low-level rating (H) | application required |
| qualified flight instructor (QFI) | FIR Grades 2 or 3 and additional training endorsements under CASR 61.1235 Note: Additional training endorsements that are applied for must meet the requirements of CASR 61.285 | application required must pass a flight test before the rating can be granted |
| ADF instrument rating | instrument rating | application required must pass IREX and a flight test before rating can be granted |
| sling | low-level rating with sling operations endorsement (evidence of sling load ops must be provided) | application required |
| winch | low-level rating with winching and rappelling operations endorsement (evidence of winch and rappelling must be provided) | application required |

Table specific abbreviations:

| Abbreviation | Definition |
|--------------|------------------------------------|
| 2FTS | 2nd flight training school |
| BFTS/1FTS | basic/first flight training school |
| GTE | gas turbine engine |
| IPC | intermediate pilots course |
| NVD | night-vision device |
| RU | retractable undercarriage |
| 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 helicopters

(FCLM 14.18)

The ADF awards their pilots a ‘first pilot’ rating (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.

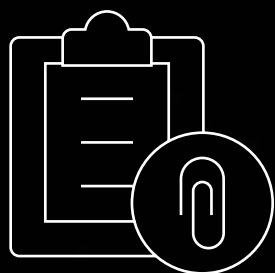
Note: Type ratings must be listed in the latest edition of the Prescribed of aircraft and ratings CASR Part 61.

Any design features for recognised aircraft as appropriate will be awarded.

Table 54: Recognised helicopters

| ADF endorsement | | CASA aircraft rating |
|---------------------|------------------------|----------------------|
| Helicopters | Aircraft type or class | Design feature |
| Blackhawk | SK70 | gas turbine engine |
| Iroquois/UH-1 | single-engine class | gas turbine engine |
| Kiowa | single-engine class | gas turbine engine |
| Seahawk (S70-L) | SK70 | gas turbine engine |
| Sioux | single-engine class | nil |
| Squirrel | single-engine class | gas turbine engine |
| EC135 | EC135 | gas turbine engine |
| Seahawk Romeo MH60R | SK70 | gas turbine engine |





APPENDICES



Appendix A: Acronyms and abbreviations

| Term | Meaning |
|--------|--|
| AA | aerial application |
| AC | advisory circular |
| ADF | Australian Defence Force |
| AELP | aviation English language proficiency |
| AGL | above ground level |
| AIP | aeronautical information publication |
| AMC/GM | acceptable means of compliance/ guidance manual |
| AOC | air operators certificate |
| APCH | approach |
| ARN | aviation reference number |
| ASIC | aviation security identification card |
| ATPL | airline transport pilot licence |
| AVID | aviation identification |
| BAK | basic aeronautical knowledge |
| BIF | basic instrument flight |
| BIFT | basic instrument flight training |
| CAA | United Kingdom Civil Aviation Authority |
| CAANZ | Civil Aviation Authority of New Zealand |
| 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 |

| Term | Meaning |
|------|---|
| CSF | community service flight |
| DAME | designated aviation medical examiner |
| DDL | digital driver's licence |
| EAP | enterprise aviation processing |
| EASA | European Aviation Safety Agency |
| ELP | English language proficiency |
| FAA | Federal Aviation Administration (United States of America) |
| FCL | flight crew licensing |
| FCLM | flight crew licensing manual |
| FEH | flight examiner handbook |
| FERC | flight examiner rating course |
| FRL | federal register of legislation |
| FSTD | flight simulation training device |
| FTO | flight training operator |
| 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 |
| IR | instrument rating |

| Term | Meaning |
|-------|--|
| IREX | instrument rating aeronautical knowledge examination |
| KDR | knowledge deficiency report |
| LL | low-level |
| LSALT | lowest safe altitude |
| MCC | multi-crew cooperation |
| MEH | multi-engine helicopter |
| MOS | Manual of Standards |
| MPL | multi-crew pilot licence |
| MSL | mean sea level |
| MTOW | maximum take-off weight |
| NAA | national aviation authority |
| NDB | non-directional beacon |
| NM | nautical mile |
| NVFR | night VFR rating |
| NVG | night vision goggles |
| NVIS | night vision imaging system |
| OPC | operator proficiency check |
| PDP | professional development program |
| PEXO | pilot examination office |
| PIC | pilot in command |
| PICUS | pilot in command under supervision |
| PIFR | private IFR rating |
| PIRC | pilot instructor rating common (exam) |
| PMI | principles and methods of instruction |
| PPL | private pilot licence |

| Term | Meaning |
|---------|--|
| RAMPC | recreational aviation medical practitioner's certificate |
| RFCQ | records of flight crew qualifications |
| RNP | required navigation performance |
| RPL | recreational pilot licence |
| RTO | registered training organisations |
| SID | standard instrument departure |
| SMS | safety management system |
| SPL | student pilot licence |
| STAR | standard terminal arrival route |
| TTMRA | Trans-Tasman Mutual Recognition Act |
| VFR | visual flight rules |
| VOR/LLZ | VHF omnirange / localiser navigation system |

Appendix B: Definitions

(61.010, 61.015 and 31.020)

| 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, windscreens, 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 Civil Aviation Act 1988 |
| 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), 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 a helicopter to apply application material › a flight by a helicopter 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 a helicopter 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 |
| 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 (CoV) | 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 |
| class of aircraft | under regulation 61.020 a class of aircraft means: <ul style="list-style-type: none"> › single-engine aeroplane › multi-engine aeroplane › single-engine helicopter › powered-lift aircraft › single-engine gyroplane › airship |
| 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 |

| Term | Meaning |
|--------------------------------|--|
| 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 |
| contracting state | see section 3 of the Act |
| 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 |
| 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 |

| Term | Meaning |
|---|---|
| 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 |
| eligible person (as relates to a Class 5 medical) | a person: <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 | an individual who: <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 | a person who: <ul style="list-style-type: none"> › is an applicant for the grant of an ATPL(H) › has been granted a commercial pilot licence, with the helicopter category rating and an instrument rating, in accordance with the Trans-Tasman Mutual Recognition Act 1997 |

| Term | Meaning |
|--|---|
| flight | under regulation 61.070, means flight in: › a helicopter |
| flight activity endorsement | an endorsement mentioned in column 1 of table 61.1145 |
| flight control seat | the same meaning as in the definition of conduct in regulation 61.010 of CASR being: › 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 |
| 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: › 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 (FSTD) | › 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: › a simulator that simulates the aircraft in ground and flight operations and comprises: › › 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. |

| Term | Meaning |
|--|--|
| 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 |
| flight time (pilot in command under supervision) | under regulation 61.095: the duration of a flight where the person: <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) | 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 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 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 If you are a flight examiner you can log instrument flight time during a flight test or proficiency check if you are in IMC |
| flight time (instrument ground time) | 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 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 |
| flight training | for a flight crew licence, rating or endorsement, means the training mentioned in regulation 61.195 for the licence, rating or endorsement |

| Term | Meaning |
|------------------------------------|--|
| 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"> » simulates the aircraft in ground and flight operations to the extent of the systems installed in the device » 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 » 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 |
| indirect supervision | <p>of a pilot conducting a flight, means doing the following:</p> <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 flight time (instrument flight time) |
| instrument ground time | see flight time (instrument ground time) |
| instrument proficiency check (IPC) | 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 (KDR) | a report prepared and given to a person, under regulation 61.230 |

| Term | Meaning |
|---|---|
| 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 |
| 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-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 |
| new authorisation | a flight crew licence, rating or endorsement under Part 61 |

| Term | Meaning |
|----------------------------------|--|
| night VFR endorsement | an endorsement mentioned in column 1 of table 61.980 |
| 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 (OPC) | 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 |
| 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 |

| Term | Meaning |
|--|--|
| 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) | to manipulate the flight controls of an aircraft during flight to occupy a flight control seat in an aircraft during flight |
| pilot in command (PIC) | the pilot designated by the operator of the aircraft as being in command and charged with the safe conduct of the flight |
| pilot in command under supervision (PICUS) | 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 | means any of the following licences: <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 | an aeroplane: <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 | <p>any of the following:</p> <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 | <p>a powered-lift aircraft:</p> <p>that is on the register of aircraft kept by a contracting state</p> <p>that is a state aircraft</p> |
| recreational aircraft | <p>a single-engine aircraft that:</p> <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 (RAMPC) | 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 |
| simulated IMC | flight in an aircraft or approved flight simulation training device during which the pilot is prevented from viewing the external horizon |

| Term | Meaning |
|-------------------------------|---|
| 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 1 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 | <p>a pilot type rating</p> <ul style="list-style-type: none"> › 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 section and appendix | Notes |
|--|--|---|--|
| aerial application rating | Schedule 1 Schedule 2 Schedule 3 | Section R Appendix R2, R5 and R7 Section 5 Section 2 Appendix 2 | |
| aeronautical radio operation | Schedule 1 Schedule 2 Schedule 3 | Section B Appendix B.5, G.2 and G.7 Section 2 Section 1.2 | |
| air transport pilot licence (ATPL) | Schedule 1 Schedule 3 | Section K Appendix K.1 Section 1.4 | |
| aircraft rating standards | Schedule 2 | Section 4 | |
| aircraft type ratings | Schedule 3 | Section 3.2 | |
| aviation English language proficiency | Schedule 1 Schedule 2 | Sections 6 And 7 Appendix B.1 Section 1 | |
| commercial pilot licence (CPL) | Schedule 1 Schedule 2 Schedule 3 | Section I Appendix I.2 and I.2a Section H1 Section 1.1 – 1.9 Appendix 1 | |
| common standards | Schedule 2 | Section 2 | |
| design feature endorsements | Schedule 1 Schedule 2 | Section T Appendix T.7 Section 4 | |
| dictionary of abbreviations | Schedule 1 | Section 1a | see section 1A for a full list of aviation abbreviations |
| flight activity endorsement standards | Schedule 1 Schedule 2 | Section S Appendix S9 Section 6 | |

| Licence, rating, endorsement, activity | MOS schedule | Relevant MOS section and appendix | Notes |
|--|---|---|---|
| flight examiner rating | Schedule 1 Schedule 2 Schedule 3 | Section U Appendix U1 Section 5 Section 2.4 Appendix 2 | |
| flight instructor ratings and endorsements | Schedule 1 Schedule 2 Schedule 3 | Section T Appendix T.1-T.3, T.4, T.5, T.7-T.14, T.16-T.18 and T.21 Section 5 Section 2.4 Appendix 2 | |
| foreign licence conversion | Schedule 3 Schedule 4 | Section 4 Appendix 4 Section 3 Appendix 3.1 | Reserved sections Overseas Conversion Examinations |
| gas turbine engine endorsement | Schedule 1 Schedule 2 | Section L Appendix L.8 Section 4 | |
| general English language proficiency | Schedule 1 Schedule 2 | Appendix B.1 Section 1 | |
| instrument rating standards | Schedule 1 Schedule 2 Schedule 3 | Section M-N Appendix M1, M4 and M5 Section 3 Appendix N1-22 Section 2 Appendix 2.1 and 2.2 | |
| low-level rating and endorsements | Schedule 1 Schedule 2 Schedule 3 | Section Q Appendix Q.2, Q.6 Section 5 Section 2.5 | |
| multi-engine class rating | CASA EX49/22 – Multi-Engine Helicopters Exemption 2022 | | The Part 61 flight crew licensing rules do not make provision for a multi-engine helicopter (MEH) class rating. All multi-engine helicopters have type ratings. |
| multi-engine type rating | Schedule 1 Schedule 2 | Section L Appendix L.17 Section 4 | |

| Licence, rating, endorsement, activity | MOS schedule | Relevant MOS section and appendix | Notes |
|--|--|--|-------|
| navigation and instrument flying standards | Schedule 2 | Section 3 | |
| night vision imaging systems (NVIS) | Schedule 1 Schedule 2 Schedule 3 | Section P Appendix P.1 Sections 1–4 Section 2.6 Appendix 2 | |
| operational ratings and endorsements | Schedule 2 | Section 5 | |
| pressurisation system endorsement | Schedule 1 Schedule 2 | Section L Appendix L.10 Section 4 | |
| private pilot licence (PPL) | Schedule 1 Schedule 3 | Section H Appendix H.2 and H.2a Section 1.1 Appendix 1 | |
| recreational pilot licence (RPL) | Schedule 1 Schedule 3 | Section G Appendix G.2 Section 1.2 Appendix 1 | |
| retractable undercarriage endorsement | Schedule 1 Schedule 2 | Section L Appendix L.6 Section 4 | |
| single-engine class rating | Schedule 1 | Section L Appendix L.2 | |
| single-engine type rating | Schedule 1 Schedule 2 | Section L Appendix L.15 Section 4 | |

Aeronautical examinations table Schedule 4

| Examination | Relevant MOS section | Appendix | notes |
|----------------------------|----------------------|----------|-------|
| ADF conversion | 4 | 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 | |
| PIFR | 1 | 2 | |
| PPL | 1 | 1.1 | |
| RPL | 1 | 1.0 | |

Aeronautical knowledge standards table – Schedule 3

| Subject | Exam code | Relevant MOS section | notes |
|---------------------------------------|--------------|----------------------|-------|
| 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 and instruments included in this guide

A list of included exemptions and cross references are to be included here once confirmed with the SME as to the content under the instrument or entered within the CASR at time of guide publication.

| 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 EX42/22 Flight training and test (low-fidelity simulators) Exemption 2022 | 30 April 2025 | section 12.7 |
| CASA EX64/22 – Flight Training and Flight Tests by Grade 1 Training Endorsement Holders (Exemptions and Approvals) Instrument 2022 | 30 September 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 7.1, 7.7, 7.8 |
| CASA 56/24 — Flight Training and Flight Tests (Miscellaneous) Approvals 2024 | 31 August 2027 | sections 7.1, 7.7, 7.8 |
| 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 | section 1.33 |
| CASA EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024 | 31 May 2027 | sections 1.28, 2.7, 2.16, 4.13, 4.14, 5.3, 5.4, 5.5, 7.6, 7.9, 8.7, 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 EX49/22 Multi-Engine Helicopters Exemption 2022 | 31 July 2025 | sections 5.1, 5.3 |
| CASA 56/24 – Flight Training and Flight Tests (Miscellaneous) Approvals 2024 | 31 August 2027 | section 11.12 |
| CASA 62/20 – Conditions on Flight Crew Authorisations (Edition 3) Instrument 2020. | as amended and in force on 23 October 2024 | section 11.12 |

Version history

Updated: January 2025 (version 1.1)

Latest print version: 1.1

| Version 1.1 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> |
| Table 17 Page 100 | 1,000 changed to 1,000 hours of aeronautical experience. |
| Section 12.3 Page 178 | <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. |
| Table 42 Page 181 | The words in brackets (category specific) and (helicopter) where not required and have been removed. |
| Section 12.10 Page 184 | In the first bullet the term single-place has been amended to single-piloted. |
| Section 16.2 Page 210 | 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. |
| Appendix C Page 244 | Changed from Prescribed aircraft and type ratings to Part 61 Manual of standards references. |

| Version 1.1 January 2025 | |
|-------------------------------------|---|
| | Details |
| Appendix D Page 248 | Changed from Part 61 Manual of standards references to Part 61 Exemptions and instruments included in this guide. |
| Appendix E | Deleted. |
| Appendix F | Deleted. |
| Appendix G | Deleted. |



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