



FLIGHT CREW LICENSING

Changing a training provider



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Students sometimes may have a need to change their training provider. There are many reasons for this—for example, changing location. The regulations provide for this possibility.

Who should read this information?

- › Flight training operators
- › Pilots

Can a student commence flight training with a training operator and transfer to another operator to complete their training?

Yes, although it depends on several factors.

- › **Transfer of training records**—Parts 141 and 142 have regulations that require the first operator to provide copies of student training records to the second operator—refer to 141.280 and 142.360. This is important as the second operator must determine what training has been completed and develop a plan for the remaining training that needs to be completed. An assessment flight or flights are also commonly undertaken.

- › **Qualifying with reduced aeronautical experience**—if an applicant for a licence plans to qualify with reduced aeronautical experience—for example a CPL(A) with 150 hours versus 200 hours—they need to complete the full integrated training course. This means a student can only qualify for a reduced hour licence if they have completed a full integrated course of training and have the minimum aeronautical experience at the time they apply.
- › **Registered and recognised aircraft**—if you are applying for a licence after completing an integrated training course, you must have logged the minimum flight times, specified in the regulations, in registered or recognised aircraft of the same category. For example, to obtain a CPL(A), you must have at least 140 hours of flight time in registered or recognised aeroplanes. Registered aircraft have a VH registration and recognised aircraft are either aircraft that are on the register of an ICAO Contracting State or a State aircraft. Aircraft registered with Recreational Aviation Australia (RAAus) are not VH registered aircraft.
- › Flight training in RAAus registered aircraft is not Part 141 or 142 flight training. Flight experience in RAAus registered aircraft can be used to meet the 200 hour CPL(A) requirement.





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- **Aircraft requirements for non-integrated training courses**—the requirements for flight time to be conducted in registered or recognised aeroplanes do not apply to the aeronautical experience requirements for non-integrated training courses.
- Most Part 142 training operators that conduct private pilot licence (PPL) and commercial pilot licence (CPL) integrated training also hold a Part 141 certificate to conduct PPL and CPL non-integrated training.
- Flight training in RAAus registered aircraft is not Part 141 or 142 flight training. Flight experience in RAAus registered aircraft can be used to meet the 200 hour CPL(A) requirement.

Examples of where a student can change training providers

If a student plans to change their training provider, in the first instance, check your current flight training provider and the proposed provider and see what certificates they hold and what flight training they are authorised to conduct.

Further information on CASA approved flight training operators can be found on the [flight training](#) webpage. Details outline whether the operators have a Part 141 or Part 142 certificate or both.

Example 1:

Claire commenced an integrated CPL(A) training course at Brightline Training (Part 142 operator) in Adelaide. Halfway through her course, she moved to Tamworth and chose High Flying (Part 142 operator) to complete her training. Brightline Training provides a copy of Claire's training records to High Flying who completes an assessment and creates a training plan for her to complete her integrated training course. All the training Claire has completed at the first school can be transferred to the second school. On completion of the training with High Flying, Claire can qualify for her CPL(A) with a minimum of 150 hours of aeronautical experience.

Example 2:

Patrick commenced an integrated PPL(H) training course at Finesse Air (Part 142) in Cairns. He decides to change training providers to Cracker Jack Aviation (Part 141)—also in Cairns—for his navigation training and to complete his PPL with them. Finesse Air provides a copy of Patrick's training records to Cracker Jack Aviation who completes an assessment and creates a training plan for Patrick to finish his training. Patrick can only qualify for his PPL(H) if he has 40 hours of aeronautical experience. If he completed his training with Finesse Air, he could have gained his licence with 35 hours.





Example 3:

Louise commenced a non-integrated CPL(A) training course at Brock Aero (Part 141) in Melbourne. On gaining her PPL, Louise decides to change training provider and chooses to complete her training with XtraAir. This operator has a Part 142 certificate for integrated training and a Part 141 certificate for non-integrated CPL(A) training. Brock Aero is not required to provide XtraAir with a copy of Louise's training records, although they may choose to do so. She could participate and complete XtraAir's 150 hour integrated training course or complete the remaining CPL(A) training under Part 141 and qualify with 200 hours.

Example 4:

Alex completed flight training with Assimilation Training and gained a Recreational Pilot Certificate (RPC) from RAAus. After logging 60 hours of flying RAAus aeroplanes, Alex decides to gain a CPL(A) and continues training with Assimilation Training which also holds a Part 141 certificate for CPL(A) flight training. Alex moves to Melbourne and chooses to complete their CPL(A) training with XtraAir. The training Alex needs to complete, and the experience requirements would be the same as the requirements Louise needs to meet. However, the RAAus experience can be used to meet the 200 hours of aeronautical experience required for the CPL(A).

What financial assistance is available to students?

Some flight training providers have partnerships with educational institutions to provide components of their courses. In some cases, financial assistance such as VET Student Loans are available where flight training is combined with an approved diploma or higher vocational education and training course. In some cases, the aeronautical knowledge requirements for the pilot licence are delivered by the education institution who provide the theory training for the licence examinations.

Completion of the diploma or higher qualification generally involves completing the CASR Part 61 licence requirement plus additional course material. However, completing the additional VET training is separate from qualifying for a licence granted by CASA.

Note: CASA is not responsible for VET qualification or any financial arrangements.

If you have received financial assistance for your training course, it is important that you check any relevant requirements before you change your course of study or flight training organisation.



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For more information, visit

- > [Australian Skills Quality Authority](#)
- > [Myskills.gov.au](#)
- > [VET Student Loans](#)

