

6.1.1 Introduction

Military flight crew are not permitted to fly civilian operations unless they have an appropriate civilian licence. When applying for licence, they usually request exemptions from the requirement for training, examinations, flight tests and aeronautical experience, citing their military qualifications and flying hours.

The CARs permit CASA to exempt Australian military flight crew from the requirements specified for a private or commercial licence if their military qualifications and aeronautical experience are equivalent to those required of civilian applicants.

The first part of this section explains the exemptions available to different categories of military applicants:

- Pilot graduates of an Australian Defence Forces (ADF) course recognised by CASA
- ADF pilots who did not complete their flying training course
- Graduates of ADF courses that are not recognised by CASA
- Overseas military pilots and flight engineers.

Qualifications and aeronautical experience are treated as separate elements. For example, although military pilots are not eligible for exemptions against the training requirements of an ATPL, their military flying hours may be counted towards the requirements for aeronautical experience.

The second part of the section provides a table detailing the requirements for each class of licence.

See also:

- [6.11 Recognised ADF Schools and Courses](#)
- [6.12 Recognised Aircraft Endorsements](#) (civilian equivalents of military aircraft endorsements).

6.2.1 Courses Recognised by CASA

CASA only recognises the qualifications of graduates of the ADF flying training courses listed in [6.11 Recognised ADF Schools and Courses](#).

6.2.2 Qualifications

Australian military pilots who have successfully completed a recognised ADF course (as referred to in [6.11 Recognised ADF Schools and Courses](#)) are deemed to be qualified for the issue of a private or commercial pilot's licence without undertaking any further training. They must, however, meet the experience requirements set out in the CARs for the licence sought.

Background to Negotiations about ADF Qualifications since 1992

CAR [Part 5](#) In December 1992, CAR [part 5](#) came into effect. The CARs provide the authority for qualifications issued by the ADF to be recognised if CASA is satisfied that the qualifications are at least equivalent to the licence sought. (Prior to this, policy on ADF recognition was reflected in Flying Operation Instructions (FOI). A summary of the relevant information is listed at the end of this section.)

However, the CARs do not allow for partial recognition of qualifications. In other words, aside from recognising aeronautical experience, credit cannot be given for partial completion of a military flying course; nor may an ADF qualification be considered equivalent if the pilot completes further training or a flight test.

The qualification is either equivalent or it is not.

If	Action
Equivalent	<ul style="list-style-type: none">• The pilot may be issued with the appropriate private or commercial pilot licence on application, provided he or she meets the aeronautical experience requirements for the licence.• The holder of an ADF flight engineer qualification may be issued with a flight engineer licence on application.
Not equivalent	<ul style="list-style-type: none">• The applicant must meet all requirements specified in the CARs for issue of the licence, including the theory exam and flight test.• The applicant may credit his or her flying hours with the ADF towards the experience requirements for the licence.



In the past, CASA determined whether an ADF qualification was equivalent by comparing the military training completed with the civilian training requirements in place at the time. Often, these determinations needed to be reviewed after changes to either the ADF or CASA flying training curricula.

The last major review followed the closure of IFTS. At that time, concerns were expressed that pilots who commenced training with 2FTS on PC9 aircraft lacked knowledge of and experience in piston-engine aircraft and, therefore, may not have been able to meet the standards set out in the private and commercial training syllabus.

As a consequence, in 1995 CASA introduced a requirement for 2FTS PC9 graduates seeking a:

- PP(A)L, to have 5 hours or more as PIC in a VH registered single piston aeroplane and pass the BAK(A) exam; or
- CP(A)L, to have 30 hours or more as PIC in a VH registered aeroplane including at least 5 hours as PIC in a VH registered single piston aeroplane and a pass in a BAK(A) exam.

The RAAF considered the five-hour experience required for PPL to be reasonable, but deemed the 30-hours experience for the CPL to be excessive. Similarly, it considered the option of requiring pilots to pass the CPL flight test in lieu of the 30 hours as inappropriate from both an operational and legal perspective, as it suggested that the ADF qualification was not equivalent to the licence sought.

All parties were in agreement that while ADF pilots receive more intensive training in some areas than civilian pilots, the courses currently run by the ADF do not adequately prepare military pilots for immediate entry into civilian operations. In particular, ADF pilots' knowledge of civilian air law and procedures prior to their operational conversion was limited, although the level of knowledge was considered sufficient for PPL standard.

Further negotiations occurred in 1996 when it was agreed that provided 2FTS PC9 graduates passed BAK(A) exam and held a single-engine aeroplane endorsement they could be deemed to hold an equivalent qualification under the CAR for the issue of a PP(A)L or a CP(A)L. As such they were exempt from the theory exam and the flight test for either licence.

As this arrangement was still not ideal, RAAF executives and CASA met again in early 1997 to develop a more equitable method of recognition. It was agreed that CASA would only accept a completion of operational conversion training a being of an equivalent standard to that required for the CPL.

Delaying the issue of a CPL to an ADF pilot until he or she has completed the conversion ensures that the pilot is better qualified for, and more knowledgeable about, the civilian General Aviation through exposure to civilian airspace and rules.



The requirement for experience in piston-engine aircraft prior to the issue of a licence has been deleted as the pilot must still qualify for the relevant type or class endorsement should he or she wish to fly that category of aircraft.

CASA only accepts the following ADF courses as being equivalent to a CPL:

- Operational Flying Training (OFT)
- RAAF Introductory Fighter Course (IFC)
- Army Regimental Officers Base Course (ROBs)
- Navy Lead-in Flying Training (LFT).

Graduates of basic ADF Pilot courses who have not completed their operational conversion may be issued with the relevant Private Pilot Licence.

Flight Radio Operator Licence

All qualified military pilots applying for a FROL are exempted from the:

- Flight radiotelephone theory exam
- Flight radiotelephone practical test.

ATPLs and Flight Engineers

For ATPLs, military applicants must obtain the qualifications specified in the CARs for civilian applicants.

See [6.4.1 Flight Engineers](#) in for the qualifications specified for flight engineers.

6.2.3 Aeronautical Experience

Military applicants must meet the requirements for aeronautical experience specified in the CARs for the type of licence they apply for.

- You may credit all flying hours recorded in a pilot's service logbook towards the experience requirements for the licence
- Military pilots record the civilian equivalent of **pilot-in command (PIC) hours as Captain and in command under supervision (ICUS) hours as First Pilot**
- Only in the case of an ATP(A)L, you may consider ICUS hours in lieu of PIC hours.

CP(A)L

CAR 5.115 As military pilots **do not meet the definition of a Commercially Trained Person** set out in CAR 5.103, they must satisfy the experience requirements in:

- CAR 5.115—that is, **the 200 flying hours option**
or

CAR 5.113,
5.114

- If they hold a PP(H)L or CP(H)L, CARs 5.113 or 5.114, whichever is appropriate.

Adjustment of Flight Time for 1FTS Trainees

Unlike civilian trainee pilots, trainees at 1FTS did not include taxi time when logging training flights. To bring a 1FTS graduate's aeronautical experience into line with a civilian trainee, flight time logged as a trainee may be increased by 10 minutes per flight (or by 0.2 where the time is logged as a decimal).

6.3.1 Definition of Pilot Non-graduates

Pilot non-graduates are applicants who:

- Attended, but did not complete, a recognised ADF flying course
- Completed only the screening training at a private flying school contracted to an ADF school.

Note: Applicants who cannot provide a service logbook or a statement from their commanding officer confirming that they have graduated from a recognised ADF course must be treated as non-graduates.

6.3.2 Screening Training at Contracted Civilian Flying Schools

A number of civilian training schools are contracted to provide screening training for ADF pilots. Trainee pilots who attended these screening courses do not obtain any qualification on completion.

- The BAe Systems Flight Training (Australia) Pty Ltd Academy at Tamworth, NSW, provides screening for RAAF/RAN trainees. The screening consists of 15 hours of dual flying time. There is no PIC or solo flying time, or theory content.
- The civilian flying training schools contracted to the Australian Defence Force Helicopter School (ADFHS) to provide initial training for Army pilots include some theoretical instruction and about 60 hours of flying time on fixed wing aircraft. However, the trainee pilots do not complete a formal theory exam or flight test and, therefore, cannot be granted an exemption against these examinations for a PPL. The 60 hours can be credited towards the experience required for the licence.

6.3.3 Qualifications

No Exemptions

CASA does not recognise the military screening qualifications of these trainee pilots, except for aeronautical experience gained.

No exemptions are available to them. They are not permitted to “mix and match” their qualifications—that is, they cannot obtain the equivalent to a recognised ADF qualification by completing the outstanding requirements. Nor can they be deemed to hold an equivalent ADF qualification and be granted exemptions against the prescribed theory exams and flight test by completing the remaining training in accordance with the appropriate Day VFR syllabus.

Exception for FROLs

All military pilots applying for a FROL who hold an equivalent ADF qualification are exempted from the:

- Flight radiotelephone theory exam
- Flight radiotelephone practical test.

Required Qualifications

Non-graduates must complete the training, theory exams and flight tests specified in the CARs for the type of licence they are applying for.

However, applicants for a PP(A)L, PP(H)L and CP(A)L are not required to complete all relevant parts of the Day VFR syllabus if they can satisfy the CFI supervising their training that they meet the requirements or standards of the syllabus, whichever is relevant. Applicants for a CP(H)L are treated differently (see the table on the following page). They must complete all relevant parts of the Day VFR syllabus for that licence.



Day VFR Syllabus

CAR 5.77(1), 5.86	PP(A)L	<ul style="list-style-type: none"> CAR 5.77(1) requires the applicant to satisfy the requirements of the Day VFR(A) syllabus CAR 5.86 requires that the applicant be recommended for a PP(A)L flight test by a CFI CAR 5.83 gives the CFI the power to decide that a military pilot satisfies all the requirements of the syllabus without the pilot completing all relevant parts of the syllabus.
CAR 5.87(1), 5.94	PP(H)L	<ul style="list-style-type: none"> CAR 5.87(1) requires the applicant to satisfy the standards of the Day VFR(H) syllabus CAR 5.94 requires that the applicant be recommended for a PP(H)L flight test by a CFI The CFI may not recommend a pilot who does not satisfy the standard. However, the CFI may deem that a military pilot satisfies the standards of the syllabus without completing all relevant parts of the syllabus.
CAR 5.104(1), 5.119	CP(A)L	<ul style="list-style-type: none"> CAR 5.104(1) requires the applicant to satisfy the standards of the Day VFR(A) syllabus CAR 5.119 requires that the applicant be recommended for the CP(A)L flight test by a CFI The CFI may not recommend a pilot who does not satisfy the standard. However, the CFI may deem that a military pilot satisfies the standards of the syllabus without completing all relevant parts of the syllabus
CAR 5.120(1), 5.128	CP(H)L	<ul style="list-style-type: none"> CAR 5.120(1) requires the applicant to satisfy the requirements of the Day VFR(H) syllabus CAR 5.128 requires that the applicant be recommended for the CP(H)L flight test by a CFI. <p>Note: No other CAR gives the CFI the power to deem that a military pilot satisfies all the requirements of the syllabus when he or she has not completed all relevant parts of the syllabus. This means that the applicant for a CP(H)L must complete all relevant parts of the syllabus.</p>

All non-graduates, in accordance with the requirements of the Day VFR syllabus, must pass the BAK theory exam before attempting a PPL or CPL theory exam or the GFPT flight test.

Note: There is no legal capacity to recognise the ADF theory credits obtained by non-graduates.

6.3.4 Aeronautical Experience

The required aeronautical experience for pilot non-graduates is the same as that for graduates of a recognised ADF course. See [6.2.3 Aeronautical Experience](#).

6.4.1 Flight Engineers

CAR 5.188(2) Qualified ADF flight engineers may be issued with a civilian flight engineer licence without undergoing further examinations or a flight test.

6.4.2 Qualifications of Other Non-pilot Graduates

ADF schools also train military air traffic controllers, RAAF basic navigators and navigator instructors, and RAN observers. CASA does not recognise the courses they undertake as being equivalent to the requirement for a civilian flight crew licence. Therefore, when applying for a licence, these military applicants must complete all the training, examinations and flight tests specified in the CARs.

6.4.3 Aeronautical Experience

The aeronautical experience accrued by non-pilot graduates of an ADF course cannot be counted towards any pilot licence.

While the regulations allow for some of the aeronautical experience accrued by flight navigators (FNLs) and flight engineers (FELs) to be counted towards an ATPL, the experience can only be recognised if it is gained in regular public transport (RPT) operations. As military operations cannot be considered RPT operations under the CARs, the experience accrued by military FNL and FEL holders cannot be recognised.

6.5.1 Qualifications

CASA does not recognise the qualifications of overseas military flight crew, except for instructor ratings. Overseas military pilots and flight engineers must obtain a civilian flight crew licence in their own country before applying for an Australian flight crew licence. See also [5. Recognising Overseas Qualifications](#).

However, overseas military pilots who have either permanently transferred to or are on exchange with the ADF, and are appropriately certified and qualified as pilot on the relevant squadron aircraft type are exempt from the requirements of obtaining a civil flight crew licence from their country of origin. These pilots are eligible to the same privileges for an Australian flight crew licence as all other ADF pilots as specified in the CARs. However, they still must meet the aeronautical experience requirements as set out in the CARs appropriate to the level and type of licence requested.

Exemption for Overseas Military Instructors Applying for an Instructor Rating

CAO 40.1.7 Graduates of the Royal Air Force (UK) and the Royal New Zealand Air Force Central Flying Schools are exempted from the requirement to complete another training course for the issue of a Grade 3 aeroplane instructor rating. These instructors are eligible for the same exemptions as ADF Instructors.

Graduates from other military flight instructor training institutions may apply to CASA for consideration and an exemption from completing a course of flight instruction for the issue of a Grade 3 instructor rating. Each case will be individually assessed. However, these applicants will still need to complete the instructional principles and methods course, be recommended by the CFI of an instructor school, pass the flight test, and hold a CP(A)L or ATP(A)L with a night VFR rating or a command aeroplane instrument rating.

CAO 40.3.7 Graduates of the Royal Air Force (UK) and the Royal New Zealand Air Force Central Flying Schools are exempted from the requirement to complete another course of training for the issue of a Grade 2 helicopter instructor rating.

Other foreign military instructors may apply to CASA for an exemption against the training requirements for the issue of the rating.

Overseas military instructors applying for a Grade 2 Flight Instructor (Helicopter) rating, who are approved by the ADF to give flying training to members of the ADF, are eligible for certain exemptions against the requirements for the issue of the rating.

Note: Other than instructor ratings issued by overseas defence forces, there is no other recognition available for overseas military qualifications.

6.5.2 Aeronautical Experience

CAR 2 Relevant flying hours as specified in CAR 2 may be counted towards the aeronautical experience requirements for the civilian licence being sought.

6.6.1 Endorsements

Aircraft Endorsements

As part of their training and subsequent military flying duties, the ADF award their pilots First Pilot (day only or day/night) and second pilot qualifications for particular aircraft. These endorsements are equivalent to civilian Command and Co-pilot endorsements respectively. You may issue the:

- Equivalent civilian type or class endorsement for military aircraft listed in [6.12 Recognised Aircraft Endorsements](#) and
- Various design features for that aircraft as appropriate.

Note: Contrary to past practice, a constant speed propeller (CS) endorsement may no longer be issued on the basis of a gas turbine (that is, turboprop engine) pilot qualification. The reason for the change is that the propeller control system for, say, a C130 is entirely different to that employed for piston-engine aeroplanes—the CS design feature is associated entirely with piston-engine aeroplanes.

Flight engineer aircraft endorsements may be recognised and the engineer awarded with the relevant civilian endorsement.

Other Endorsements

	Approval applied for	Exemptions available	Available to
CAO 40.3.0	Helicopter special endorsement (winching or hoisting, and sling load)	To be issued with the endorsement, applicants need only satisfy an approved person as to their ability to conduct the operation An approved person is defined in CAOs 29.6 and 29.11	Qualified ADF helicopter pilots
CAO 29.6, 29.11			
CAR 163AA	Formation endorsement	Civilian instructor may issue endorsement without the pilot undertaking any civilian flying	Current ADF pilots with relevant military experience
CAO 40.0	Acrobatics endorsements	None. Civilian instructor or approved person may issue endorsements for those acrobatic manoeuvres for which he or she has given the pilot training	Current ADF pilots with relevant military experience

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6.6 Recognising Endorsements, Ratings and Approvals

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6.6.2 Table of Conversion of Australian Military Qualifications

Military Qualification	Civil Equivalent	Recognition	Conversion	Reference
BFTS Flight Screening	N	Hours for aeronautical experience	Meet full requirements of syllabus	
- Graduate 1FTSRAAF / RAN (Navy) - ARA (Army)	N Y	Aeronautical experience PP(A)L if has military aeronautical experience	Meet requirements of syllabus Applicant to prove that all requirements for issue of licence have been met: hours, nav & landings on nav	CAR 5.77 & 5.84
Graduate current 2FTS (BFTS and all through PC9)	Y	PP(A)L if has military aeronautical experience	Apply	CAR 5.77 & 5.84
Graduate 2FTS and complete operational conversion	Y	CP(A)L if has military aeronautical experience	Apply. (ATPL requires aeronautical experience, civil multi-engine command instrument rating and exams.)	CAR 5.104 & 5.115
Night	Y	Night VFR if meet CAO 40.2.2 in last 2 years	Exempt oral exam and flight test	CAO 40.2.2
Retractable (Macchi/PC9/B707 etc)	Y	Retractable	Apply	CAO 40.1.0
Constant Speed (Caribou/DC3/Winjeel)	Y	Constant Speed	Apply (Piston only, not turboprop)	CAO 40.1.0
Tailwheel (DC3/Winjeel)	Y	Tailwheel	Apply	CAO 40.1.0
Pressurisation *not PC9 (Macchi/C130/B707 etc)	Y	Pressurisation	Apply	CAO 40.1.0
Formation	N	Training	Flight test	
Low flying Aeroplane	N	Training	Flight test	
Aerobatics	N	Training	Flight test	
Low level Aerobatics	N	Training	Flight test	
Instructor	N	Training	Flight test, some exemptions available	CAO 40.1.7
Instrument Rating	N	Training	IREX and flight test	CAO 40.2.1
Sling	Y	SLING	(CAO 29.6)	CAO 40.3.0
Winch	Y	WINCH	(CAO 29.11)	CAO 40.3.0
Low Flying Helicopter	N		Complete training and certified	
Float – Helicopter	Y	FLOATS		CAO 40.3.0
Flight Engineer	Y	FEL	Apply (at least 18 years of age)	CAR 5.188

6.6.3 Ratings

The following exemptions are available to ADF pilots applying for a rating. For all other rating, military applicants must complete all of the requirements specified in the CARs.

	Rating applied for	Exemptions available	Available to
CAO 40.2.2	Night VFR	Oral exam and flight test	Serving and former ADF qualified pilots who meet requirements in last 2 years
CAO 40.2.1	Instrument	Instrument flying training course	Holders of an ADF instrument rating
CAO 40.1.7, 40.3.7	Instructor	Training course	ADF instructors (partial exemption for fighter combat instructors by written application requesting consideration)

6.7.1 Forms

Graduates of a recognised ADF course lodge their applications for a civilian flight crew licence using [Form 186 Flight Crew Licence on the basis of ADF Qualifications – Application](#) together with the applicable application form for the licence. All other military applicants must use the same form as a civilian applicant for the licence.

Applications for an endorsement, rating or approval are lodged on the same forms as civilian applicants.

Note: see [Form 649](#) “ADF Qualification Conversion Checklist” for additional guidance.

6.7.2 Service Logbooks

When applying for a licence, military applicants must provide evidence of graduation in the form of:

- Stamped and signed service entries in a logbook showing the qualifications and certifications obtained. They must present the original logbooks.
and
- A letter from their Commanding Officer confirming:
 - The completion of the course and the authenticity of the logbook entries
 - That the pilot meets the experience requirements set out in the CARs for the civilian licence being sought.

If the military pilot presents the logbook together with his or her application form in person at CLARC, the CASA officer

1. Must photocopy the pages of the logbook that:
 - o Confirm the completion of a recognised ADF course (rear of logbook)
 - o Summarise the qualifications obtained (front of logbook)
 - o Detail the flight experience, last few pages only (middle of logbook).
2. Check the flight details recorded in the logbook to ensure that the military pilot meets the aeronautical experience requirements for the licence being sought.

Military acronyms:

GF	General flying
NF	Night flying
NAV	Navigation (cross country)
IF	Instrument flight.

3. Certify the photocopied pages as being a true copy of the original
4. Return the logbook to the applicant.
5. Attach the photocopied pages to the [Flight Crew Licence on the basis of ADF Qualifications – Application \(Form 186\)](#).

6.8.1 Issuing Licences, Endorsements, Ratings and Approvals to ADF Personnel

For details, see [3. Issuing Licences](#) and [4. Issuing Endorsements, Ratings and Approvals](#).



6.9.1 Medical Certificates

Military pilots are not required to have a medical certificate issued by CASA when they apply for their civilian licence. However, they need a current and valid medical certificate before they:

- Undertake a flight test for the licence—a class 1 or class 2 medical certificate
- Can exercise the privileges of the licence—class of medical certificate consistent with the class of licence held.

6.9.2 Recency

After the civilian licence is issued, the military pilot is subject to the same recency requirements as civilian pilots, including the requirement to have successfully completed a flight review in the two-year period preceding the proposed flight as PIC. The CARs do not provide an exemption against this requirement for military pilots.

6.9.3 Logbooks

Military pilots granted a civilian licence may enter their civilian flying hours and qualifications in the service logbook, if desired or permitted to do so by the ADF.

CASA does not require military pilots to maintain a separate logbook for civilian flying. However, most military pilots elect to do so to avoid confusion about the differences in the way civilian and military flight time is logged.

6.10.1 Requirements — Private Pilot Licence

	Prerequisites	Documentation Required by CASA	Comments
CAR 5.77(2)	<p>PP(A)L</p> <p>Basic requirement</p> <ul style="list-style-type: none"> Graduate of the relevant ADF courses listed in 6.11 Recognised ADF Schools and Courses Aeronautical experience specified in the CARs. 	<ul style="list-style-type: none"> Form 186 Flight Crew Licence on the basis of ADF Qualifications – Application Service logbook showing ADF qualifications or statement from the ADF commanding officer. 	<p>If the pilot cannot show evidence of graduation, he or she must complete all the requirements of the licence for a civilian.</p> <p>Military Captain = Civilian PIC Military First Pilot = Civilian ICUS.</p> <p>At least class 2 medical certificate required prior to use.</p> <p>ADF pilots are now subject to the same recency requirements as civilian pilots.</p>
CAR 5.87(2)	<p>PP(H)L</p> <p>Basic requirement</p> <ul style="list-style-type: none"> Graduate of the relevant ADF courses listed in 6.11 Recognised ADF Schools and Courses Aeronautical experience specified in the CARs. 	As per PP(A)L.	As per PP(A)L.
CAR 5.95(2)	As per CAR 5.95(2).	As per civilian applicant.	—

6.10.2 Requirements — Commercial Pilot Licence

	Prerequisites	Documentation Required by CASA	Comments
CAR 5.104(2)	<p>CP(A)L</p> <p>Basic requirements:</p> <ul style="list-style-type: none"> Graduate of the relevant ADF courses listed in 6.11 Recognised ADF Schools and Courses and subsequent operational conversion. Aeronautical experience specified in the relevant CARs. 	<ul style="list-style-type: none"> Form 186 Flight Crew Licence on the basis of ADF Qualifications – Application Service logbook showing ADF qualifications or statement from ADF CO. 	As per PP(A)L, except that a class 1 medical certificate is required prior to use.
CAR 5.120(2)	<p>CP(H)L</p> <p>Basic requirement:</p> <ul style="list-style-type: none"> Graduate of the relevant ADF courses listed in 6.11 Recognised ADF Schools and Courses and subsequent operational conversion. Aeronautical experience specified in the CARs. 	<ul style="list-style-type: none"> Form 186 Flight Crew Licence on the basis of ADF Qualifications – Application Service logbook showing ADF qualifications or statement from ADF CO. 	As per CP(A)L.
CAR s 5.129(2), 5.138, 5.150	<p>CP(B) (G) (AS) L</p> <p>As per CAR 5.129(2), and CAR 5.138 or CAR 5.150 as appropriate.</p>	As per civilian applicant. See 3.8 Gyroplane, Airship and Balloon Pilot Licences in 3. Issuing Licences .	

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6.10.3 Requirements — All Other Classes of Licence

	Prerequisites	Documentation Required by CASA	Comments
CARs 5.165, 5.174	ATP(A)L As per CAR 5.165 ATP(H)L As per CAR 5.174	As per civilian applicant	Military Navigation and Flight Engineer hours cannot be counted. Must be RPT ops.
	FEL Basic requirements <ul style="list-style-type: none"> Qualified ADF flight engineer. Additional requirements: <ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Form 186 Flight Crew Licence on the basis of ADF Qualifications – Application Service logbook showing ADF qualifications or statement from ADF CO. 	<p>If the engineer cannot show evidence of graduation, he or she must complete all the requirements of the licence for a civilian.</p> <p>Class 1 medical certificate is required prior to use.</p> <p>ADF FELs are now subject to the same recency requirements as civilian FELs.</p>
	FROL Basic requirements: <ul style="list-style-type: none"> Serving service pilot. Additional requirements: <ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Form 186 Flight Crew Licence on the basis of ADF Qualifications – Application Service logbook showing ADF qualifications or statement from ADF CO. 	<p>Licence is usually issued in conjunction with another civilian pilot qualification. Class 2 medical certificate is required prior to use.</p>
CAR 83	ARTC As per CAR 83	As per civilian applicant.	—

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6.10.4 Requirements — Endorsements

	Prerequisites	Documentation Required by CASA	Comments	
CAO 40.1.0	Aeroplane design feature	Civilian equivalent of military aircraft class, type and design feature.	Service logbook showing military First Pilot or Co-pilot endorsement.	Applicant must apply for the endorsement and pay the appropriate fee.
CAO 40.1.0	Command	First Pilot (day only or day/night) award.	—	
CAO 40.3.0	Co-pilot	Second Pilot award.		
CAO 43.1	Flight Engineer	ADF endorsement	Service logbook showing endorsement.	Applicants must apply for the endorsement and pay the appropriate fee.
CAOs 40.3.0, 29.6, 29.11	Helicopter Special Endorsements —winching, sling load, float landing gear or ski landing gear	Need only satisfy an approved person that he or she can safely operate the helicopter in the required configuration	<ul style="list-style-type: none"> • Certification of Aircraft Endorsement, Approval & Rating if issued by a non-CASA delegate. • See the sample in 4.6.1 Completing the Logbook Certification of Aircraft Endorsement, Approval and Rating. 	<p>The applicant may be required to undertake civilian training. However, the instructor may take the pilot's military experience into account and issue an endorsement after less flight time than is required for civil pilots.</p> <p>Approved person is defined in CAOs 29.6 and 29.11.</p>



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	Prerequisites	Documentation Required by CASA	Comments	
CAR 163AA	Formation	Applicant must satisfy the civilian flight instructor that he or she is competent to undertake the operation according to CAR 163AA.	None.	The instructor: <ul style="list-style-type: none"> • May take the pilot's military experience into account when assessing the flight time, and issue an endorsement without the applicant undertaking any civilian flying * • Must make an appropriate entry in the body of the pilot's logbook. LBE form with sticky signature strip is not to be used.
CAO 40.0	Aerobatics / Low level aerobatics	<ul style="list-style-type: none"> • Undertake training for manoeuvres from a civilian instructor or approved person • Applicant must satisfy the civilian flight instructor or approved person that he or she is competent to undertake the operation according to CAO 40.0 para 2.4. 	None.	The instructor: <ul style="list-style-type: none"> • May only endorse the logbook after providing the required training. • Must make an appropriate entry in the body of the pilot's logbook. LBE form with sticky signature strip is not to be used.
	Low Flying - Aeroplanes/ helicopters/ gyroplanes	Complete training for issue	Certificate from CAO 29.10	No recognition of military. Separate training for each category

* The variation in the need for civilian flying is due to different wording in the legislation.

6.10.5 Requirements — Ratings

	Prerequisites	Documentation Required by CASA	Comments
CAO 40.2.2	<ul style="list-style-type: none"> • Oral exam only, if during the previous two years, the pilot accumulated more aeronautical experience than is required for the initial issue of the rating to a civilian • Otherwise must undertake oral exam and a flight test. 	<ul style="list-style-type: none"> • Form 206 Night VFR Rating Application • <i>Certification of Aircraft Endorsement, Approval & Rating</i> if issued by a non-CASA delegate. <p>See the sample in 4.6.1 Completing the Logbook Certification of Aircraft Endorsement, Approval and Rating.</p>	Applies to both serving and former ADF pilots.
CAO 40.2.1	<ul style="list-style-type: none"> • IREX theory exam • Aeronautical experience for rating • Pass initial issue flight test for rating with CASA FOI or ATO. 	<ul style="list-style-type: none"> • Certification of Aircraft Endorsement, Approval and Rating if issued by non-CASA delegate (see the sample in 4.6.1 Completing the Logbook Certification of Aircraft Endorsement, Approval and Rating) • <i>Flight Test Report</i>. 	—



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CAO 40.1.7
ss 9

	Prerequisites	Documentation Required by CASA	Comments
Instructor Grade 3 (Aeroplane)	<p>RAAF fighter combat instructor</p> <ul style="list-style-type: none"> CP(A)L endorsed with an NVFR rating or Command Instrument rating Satisfactorily complete the flight instructor sequences in a civil training aircraft to give ab initio flying training Ground training Training to be undertaken at a flying training school which holds an instructor school rating and supervised as per CAO 40.1.7 ss 9 Passed the flight test for initial issue of Grade 3 flight instructor rating. 	<ul style="list-style-type: none"> Certification of Aircraft Endorsement, Approval and Rating if issued by a non-CASA delegate (see the sample in 4.6.1 Completing the Logbook Certification of Aircraft Endorsement, Approval and Rating) <i>Flight Test Report.</i> 	<p>Exemption</p> <p>FCI graduates may apply for exemptions under 6.2. CASA may grant an exemption of up to 10 hours towards the 50-hour requirement.</p>
			<p>Ground training:</p> <ul style="list-style-type: none"> Familiarisation with CAO 40.1.7 Differences between briefing techniques used for RAAF pilots and civil trainees Preparation and presentation of pre flight briefings for each flight training sequence. <p style="text-align: right;">→</p>

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	Prerequisites	Documentation Required by CASA	Comments
	<p>Graduate of RAAF, RNZAF or RAF Central Flying School:</p> <ul style="list-style-type: none"> • CP(A)L or higher • Civilian Night VFR rating or Command Instrument rating • Passed the flight test for initial issue of a Grade 3 rating conducted by CASA FOI or ATO. 	<ul style="list-style-type: none"> • Certification of Aircraft Endorsement, Approval and Rating if issued by a non-CASA delegate (see the sample in 4.6.1 Completing the Logbook Certification of Aircraft Endorsement, Approval and Rating) • <i>Flight Test Report.</i> 	
	<p>Instructor Grade 2 (Aeroplane)</p> <p>Instructor Grade 1 (Aeroplane)</p>	<ul style="list-style-type: none"> • Certification of Aircraft Endorsement, Approval and Rating if issued by a non-CASA delegate (see the sample in 4.6.1 Completing the Logbook Certification of Aircraft Endorsement, Approval and Rating) • <i>Flight Test Report.</i> 	CASA may reduce the length of time the military applicant needs to spend as a Grade 3 or 2 instructor before being eligible to upgrade.
CAO 40.3.7	<p>ADF helicopter instructor or overseas military instructor:</p> <ul style="list-style-type: none"> • CP(H)L higher • Accrued at least 400 hours of helicopter flight time • Passed the flight test for initial issue of a Grade 2 rating conducted by CASA FOI or ATO. <p>See <i>Comments</i> column.</p>	<ul style="list-style-type: none"> • Certification of Aircraft Endorsement, Approval and Rating if issued by a non-CASA delegate (see the sample in 4.6.1 Completing the Logbook Certification of Aircraft Endorsement, Approval and Rating) • <i>Flight Test Report.</i> 	Only applies to overseas instructors who are approved by the ADF to give flying training to members of the ADF.



6.11.1 Recognised ADF Schools

CASA deems that the ADF schools listed below provide flight crew training equivalent to that provided by approved civilian training and testing organisations. There are no other recognised ADF schools.

ADF Schools	Acronym	Description
No. 1 Flying Training School (Pt Cook, Victoria)	1FTS	This school was disbanded on 31/12/92. It ran two courses, both of which trained the pilots using fixed-wing aircraft: <ul style="list-style-type: none"> The RAAF/RAN course involved about 65 hours of flight time with 12--5 hours PIC and 1.5 hours solo cross-country. The pilots then transferred to 2FTS to complete their training. The Army course involved 65–105 hours of flight time, with considerable PIC and cross-country time. The pilots then transferred to ADFHS or SAA to complete their training.
No. 2 Flying Training School (Pearce, WA)	2FTS	This school provides 'all through PC9' training for RAAF and RAN aeroplane pilots. Before attending this school, candidates undergo flight screening at a civilian flying school.
School of Army Aviation (Oakey, Queensland)	SAA	This school now only provides helicopter training for Army pilots. Before being selected for this school, candidates undertake formal training at a civilian flying school.
Army Flying Training Course – Aeroplanes	AFTC (A)	This school was the forerunner of SAA and is now disbanded.
Australian Defence Force Helicopter School (Fairbairn, ACT)	ADFHS	The school formerly provided helicopter training for ADF pilots at Fairbairn, ACT. Disbanded December 2001.
5 Squadron (Fairbairn, ACT)	5 Sqn	These schools were the forerunners of the ADFHS, and are now disbanded.
Army Flying Training Course – Helicopter (Oakey, Queensland)	AFTC(H)	They provided helicopter training for ADF pilots.

6.11.2 Recognised ADF Qualifications

The courses referred to in the table below represent the courses currently conducted by the ADF. Graduates of these courses are deemed to hold an ADF qualification that is equivalent to the class of licence listed in Column 1. Applicants must still meet the aeronautical requirements listed in the CARs.

Civil licence	Recognised ADF Course
Nil	BFTS/Flight Screening (Tamworth)
PP(A)L	2FTS: AFTC (A) or SAA(F/W) AFTC(H) or ADFHS
PP(H)L	AFTC(H), ADFHS or SAA (R/W)
CP(A)L	2FTS with completion of OFT or IFC AFTC (A) or SAA(F/W) with completion of OFT, LFT or ROBC
CP(H)L	AFTC(H), ADFHS or SAA(R/W) with completion of OFT, LFT or ROBC
FEL	All ADF flight engineer courses

Key:

- OFT Operation Flying Training
- IFC Introductory Fighter Course
- ROBC Army Regimental Officers Basic Course
- LFT Navy Lead-In Flying Training

Evidence that a person has graduated from an ADF course may either be in the form of a signed logbook entry or a letter or report from the Commanding Officer of the appropriate flying squadron.

Evidence that a pilot has completed their OFT will be in the form of confirmation that he or she has qualified as a category A, B, C or D pilot (or co-pilot) on a particular aircraft. A trainee jet pilot must produce evidence of successful completion of the IFC and that he or she has achieved one of the above pilot categories before being issued with a CP(A)L. Evidence that a pilot has completed lead-in flying training with the Navy will be in the form of a command or co-pilot qualification on a particular aircraft.

Note: Applicants are still required to meet the experience requirements specified in the CARs for the licence sought.

6.12.1 Table of Recognised Aircraft Endorsements — Aeroplanes

The majority of military aircraft do not have a civil equivalent on the Australian Aircraft Register and cannot be endorsed on a pilot licence. Only aircraft currently listed in CAOs can be included.

Where an aircraft type and class endorsement is not available, the military applicant's licence is endorsed for the design feature(s). See note under [6.6](#) Recognising Endorsements, Ratings and Approvals.

ADF endorsement	CASA Endorsement	
Aeroplanes	Aircraft type or class	Design feature
B707	B707-300/Co-pilot B707-300	<ul style="list-style-type: none"> • Pressurisation system • Retractable undercarriage
Caribou	DHC4/Co-pilot DHC4	<ul style="list-style-type: none"> • Retractable undercarriage • Constant speed propeller
CT4A	S/E <5700KG	<ul style="list-style-type: none"> • Constant speed propeller
C47/Dakota	DC3/Co-pilot DC3	<ul style="list-style-type: none"> • Constant speed propeller • Retractable undercarriage • Tail wheel undercarriage
C130/Hercules	—	<ul style="list-style-type: none"> • Retractable undercarriage • Pressurisation system
Falcon 900/DA90	Falcon 50/900/Co-pilot Falcon 50/90	<ul style="list-style-type: none"> • Retractable undercarriage • Pressurisation system
FA18 (Hornet)	—	<ul style="list-style-type: none"> • Retractable undercarriage • Pressurisation system



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6.12 Recognised Aircraft Endorsements

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ADF endorsement	CASA Endorsement	
	Aircraft type or class	Design feature
F111	–	<ul style="list-style-type: none">• Retractable undercarriage• Pressurisation system
HS748	HS748/Co-pilot HS748	<ul style="list-style-type: none">• Retractable undercarriage• Pressurisation system
Nomad	Nomad	<ul style="list-style-type: none">• Retractable undercarriage
P3 Orion	L-188/Co-pilot L-188	<ul style="list-style-type: none">• Retractable undercarriage• Pressurisation system
PC9	–	<ul style="list-style-type: none">• Retractable undercarriage

6.12.2 Table of Recognised Aircraft Endorsements — Helicopters

ADF Endorsement	CASA Endorsement
Helicopters	Aircraft type
Blackhawk	–
CH47C/Chinook	–
Iroquois/UH-1	Bell 204/205 /Co-pilot Bell 204/205
Kiowa	Bell 206
Seahawk (S70-L)	–
Seaking	–
Sioux	Bell 47G
Squirrel	AS350

Helicopter special endorsements *

Cargo Hook/Sling	Sling load all helicopters
Winch/Hoist	Winching operations
Rappelling	Rappelling operations
Types fitted with floats	Float alighting gear

* These endorsements may only be given if the applicant satisfies the requirements of CAOs 29.6, 29.11 and /or 40.3.0 as required.

CAOs 40.3.0,
29.6, 29.11