



Explanation document - Civil Aviation Safety Amendment (minor changes) Regulations 2025: Flight crew licensing

Draft amendments			Explanation									
<div>EXPOSURE DRAFT</div> <div>Inserts for</div> <div>Civil Aviation Safety Amendment (Minor Changes) Regulations 2025: flight crew licensing</div> <div><div>Commencement information</div><table><tr><th>Column 1</th><th>Column 2</th><th>Column 3</th></tr><tr><th>Provisions</th><th>Commencement</th><th>Date/Details</th></tr><tr><td>1. Schedule 4</td><td>The day after this instrument is registered.</td><td></td></tr></table></div>			Column 1	Column 2	Column 3	Provisions	Commencement	Date/Details	1. Schedule 4	The day after this instrument is registered.		<div>Schedule 4 contains the proposed amendments relating to flight crew licensing. It includes amendments to both the <i>Civil Aviation Regulations 1988</i>, and the <i>Civil Aviation Safety Regulations 1998</i>.</div> <div>Schedule 4 would commence the day after the instrument is registered. Other Schedules in the amendment package have different commencement dates (for example, some have delayed commencement).</div> <div>The commencement for Schedule 4 might change to align with other Schedules.</div>
Column 1	Column 2	Column 3										
Provisions	Commencement	Date/Details										
1. Schedule 4	The day after this instrument is registered.											
<div>Schedule 4—Flight crew licensing</div> <div>Civil Aviation Regulations 1988</div>												
1	<div>Subparagraph 42ZC(4)(db)(i)</div> <div>Omit “or a private pilot certificate (balloons)”, substitute “, a private pilot (balloon) permit (within the meaning of regulation 5.138) or a balloon pilot authorisation mentioned in paragraph 5.138(1)(b)”.</div>		<div>These amendments update the CAR to incorporate the effect of CASA EX76/24 – CAR Part 5 – Exemption Instrument 2024. They make minor changes to update terminology for balloon flight crew licensing.</div> <div>Several provisions in the CAR currently refer to ‘private pilot certificate (balloons)’, which were certificates issued by the Australian Ballooning Federation (ABF).</div>									
2	<div>Paragraph 5.138(1)(b)</div> <div>Repeal the paragraph, substitute:</div>											

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<p>(b) holds a current private pilot (balloon) permit or holds an authorisation (a <i>balloon pilot authorisation</i>) from a Part 131 ASAO that authorises the person to operate a Part 131 aircraft; and</p> <p>3 Subparagraph 5.138(1)(c)(i)</p> <p>Repeal the subparagraph, substitute:</p> <p>(i) a private pilot (balloon) permit;</p> <p>(ia) a balloon pilot authorisation;</p> <p>4 Subparagraph 5.138(1)(c)(ii)</p> <p>Repeal the subparagraph, substitute:</p> <p>(ii) a foreign instrument that is at least equivalent to a private pilot (balloon) permit or a balloon pilot authorisation; and</p> <p>5 Subregulation 5.138(4)</p> <p>Omit “a certificate or licence issued by the competent authority of a country other than Australia is equivalent to a private pilot certificate (balloons) if it authorises the holder of the certificate or licence”, substitute “a foreign instrument is equivalent to a private pilot (balloon) permit or a balloon pilot authorisation if the foreign instrument authorises the holder of the instrument”.</p> <p>6 Subregulation 5.138(6) (definition of <i>competent authority</i>)</p> <p>Omit “the licensing of”, substitute “authorising”.</p> <p>7 Subregulation 5.138(6)</p> <p>Insert:</p> <p><i>foreign instrument</i> means a certificate, permit or licence (however described) issued by the competent authority of a foreign country.</p> <p><i>private pilot (balloon) permit</i> means a permit that is issued by CASA.</p>	<p>The ABF ceased administering recreational and sporting balloon activities with effect from 2 December 2023 and no longer issues private pilot certificates (balloons). CASA is now responsible for the authorising of private balloon pilots, and issues private pilot (balloon) permits.</p> <p>Items 1 to 8 amend several provisions in the CAR to correct outdated references to ‘private pilot certificate (balloons)’.</p> <p>The amendments also allow for an authorisation issued by a future Part 131 ASAO. This is intended to future-proof the regulations.</p> <p>Item 6 is a minor change to recognise that a <i>competent authority</i> would issue an authorisation, rather than a licence. This amendment does not change the effect or operation of regulation 5.138.</p>

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<p>8 Subregulation 5.138(6) (definition of <i>private pilot certificate (balloons)</i>) Repeal the definition.</p>	
<p>9 Part 20 (heading) Repeal the heading, substitute: Part 20—Application, saving and transitional provisions</p> <p>10 At the end of Part 20 Add: Division 5—Application provisions—amendments made by the Civil Aviation Safety Amendment (Minor Changes) Regulations 2025 344 Commercial pilot (balloon) licence—qualifications The amendments of regulation 5.138 made by Schedule 4 to the <i>Civil Aviation Safety Amendment (Minor Changes) Regulations 2025</i> apply in relation to an application for a commercial pilot (balloon) licence that is made on or after the commencement of this regulation.</p>	<p>This provision clarifies how the amendments to the CAR for balloon licensing apply and makes sure there is no gap between CASA EX76/24 and these amendments.</p>
<p><i>Civil Aviation Safety Regulations 1998</i></p> <p>11 Regulation 61.010 (definition of <i>published lowest safe altitude</i>) Repeal the definition.</p>	<p>This amendment removes a duplicated definition that is now included in the CASR Dictionary.</p> <p>Regulation 61.010 currently defines published lowest safe altitude to have the meaning given by subregulation 178(7) of CAR. Subregulation 178(7) of CAR was repealed with the commencement of the flight operations regulations. <i>Published lowest safe altitude</i> is now defined in the CASR Dictionary.</p>
<p>12 After paragraph 61.460(d) Insert: (da) the flight is conducted as a single-pilot operation; and</p>	<p>This amendment is to clarify that RPL holders are not authorised to exercise the privileges of their licence in a multi-crew operation.</p> <p>Regulation 61.460 sets out that the privileges of the recreational pilot licence (RPL) include piloting a single-engine aircraft as pilot in command or co-pilot.</p> <p>CASA's longstanding policy position is that RPL holders are not authorised to exercise the privileges of their licence in a multi-crew operation. However, following the commencement of Part 61 in 2014, CASA received feedback that</p>

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	<p>it should be clarified in the rules.</p> <p>The amendment adds a new paragraph stipulating that the holder of an RPL is permitted to exercise the privileges of the licence if, among other requirements, the flight is conducted as a single-pilot operation. The amendment does not change the privileges of the RPL.</p> <p>The alternative drafting approach of removing reference to ‘co-pilot’ in regulation 61.460 was not adopted because the holder of an RPL is considered to be a co-pilot (in line with the CASR Dictionary definition) in certain circumstances (for example, when undertaking a flight review).</p>
<p>13 Regulation 61.735</p> <p>Omit “regulations 61.740 and 61.745”, substitute “regulation 61.745”.</p>	<p>This amendment is to correct an error.</p> <p>Regulation 61.735 currently refers to regulation 61.740, which no longer exists.</p>
<p>14 After subregulation 61.745(3A)</p> <p>Insert:</p> <p>(3AA) For the purposes of subregulation (1), the holder is taken to have a valid flight review for the rating if:</p> <ul style="list-style-type: none"> (a) for the single-engine aeroplane class rating—the holder has, under subregulation 61.800(2) (as affected by subregulations 61.800(3), (4) and (5)), a valid flight review for any aeroplane pilot type rating; or (b) for the multi-engine aeroplane class rating—the holder has, under subregulation 61.800(2) (as affected by subregulations 61.800(3), (4) and (5)), a valid flight review for any multi-engine aeroplane pilot type rating; or (c) for the single-engine helicopter class rating—the holder has, under subregulation 61.800(2) (as affected by subregulations 61.800(3), (4) and (5)), a valid flight review for any helicopter pilot type rating. 	<p>These amendments update the CASR to incorporate the effect of Part 5 of CASA EX32/24.</p> <p>Under subregulation 61.745(1) of CASR, the holder of an aircraft class rating is authorised to exercise the privileges of the rating only if they have a valid flight review for the rating.</p> <p>This amendment provides that a flight review conducted for one rating may, in certain cases, be recognised as satisfying the requirement for another rating even though no separate flight review has been completed.</p> <p>While a pilot has not completed a separate flight review for the other rating, they are legally regarded as if they had because they’ve completed a different, acceptable flight review. This removes the need for pilots to complete multiple flight reviews in similarly complex aircraft.</p> <p>Under the provision, the holder of an aircraft class rating is taken to have a valid flight review for the rating if they have a valid flight review for:</p> <ul style="list-style-type: none"> • for the single-engine aeroplane class rating—any aeroplane pilot type rating • for the multi-engine aeroplane class rating—any multi-engine aeroplane pilot type rating

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	<ul style="list-style-type: none"> for the single-engine helicopter class rating—any helicopter pilot type rating. <p>Where a pilot is “taken to have a valid flight review” for this provision there will be <u>no</u> separate licence entry because the flight review did not actually take place. Pilots should instead ensure that their logbook includes evidence of the flight review being relied on.</p>
<p>15 Paragraphs 61.800(4)(b) and (c)</p> <p>Omit “aircraft of the class covered by the type rating”, substitute “aircraft of the type covered by the pilot type rating”.</p>	<p>These amendments correct a minor error.</p> <p>Paragraphs 61.800(4)(b) and (c) of CASR are intended to provide that the holder of a pilot type rating is taken to have a valid flight review for that pilot type rating if they complete certain activities in an aircraft of a type covered by the type rating. Paragraph (b) refers to a flight test for an operational rating and paragraph (c) refers to flight training for a design feature endorsement.</p> <p>However, the paragraphs currently refer to ‘an aircraft of the <u>class covered by the type rating</u>’ in error. The amendments will update this to refer to an aircraft of the type covered by the pilot type rating.</p>
<p>16 After subregulation 61.800(5)</p> <p>Insert:</p> <p>(5A) For the purposes of subregulation (1), the holder is taken to have a valid flight review for the rating if:</p> <p>(a) for a single-engine aeroplane pilot type rating:</p> <p>(i) the holder has, under subregulation 61.745(1A) (as affected by subregulations 61.745(2), (3), (3A) and (4)), a valid flight review for any aeroplane class rating; or</p> <p>(ii) the holder has a valid flight review, under subregulation (2) of this regulation, for any other aeroplane pilot type rating; or</p> <p>(b) for a multi-engine aeroplane pilot type rating:</p>	<p>These amendments update the CASR to incorporate the effect of Part 5 of CASA EX32/24.</p> <p>Under subregulation 61.800(1) of CASR, the holder of a pilot type rating is authorised to exercise the privileges of the rating only if the holder has a valid flight review for the rating.</p> <p>This amendment provides that a flight review conducted for one rating may, in certain cases, be recognised as satisfying the requirements for another rating even though no separate flight review has been completed.</p> <p>While a pilot has not completed a separate flight review for the other rating, they are legally regarded as if they had because they’ve completed a different, acceptable flight review. This removes the need for pilots to complete multiple flight reviews in similarly complex aircraft.</p> <p>Under the provision, the holder of a pilot type rating is taken to have a valid flight review for the rating if the holder has a relevant valid flight review for:</p>

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<ul style="list-style-type: none"> (i) the holder has, under subregulation 61.745(1A) (as affected by subregulations 61.745(2), (3), (3A) and (4)), a valid flight review for the multi-engine aeroplane class rating; or (ii) the holder has a valid flight review, under subregulation (2) of this regulation, for any other multi-engine aeroplane pilot type rating; or (c) for a single-engine helicopter pilot type rating: <ul style="list-style-type: none"> (i) the holder has, under subregulation 61.745(1A) (as affected by subregulations 61.745(2), (3), (3A) and (4)), a valid flight review for the single-engine helicopter class rating; or (ii) the holder has a valid flight review, under subregulation (2) of this regulation, for any other helicopter pilot type rating; or (d) for a multi-engine helicopter pilot type rating—the holder has a valid flight review, under subregulation (2) of this regulation, for any other multi-engine helicopter pilot type rating. 	<ul style="list-style-type: none"> • for a single-engine aeroplane pilot type rating—any aeroplane class rating (under subregulation 61.745(1A)), or for any other aeroplane pilot type rating (under subregulation 61.800(2)) • for a multi-engine aeroplane pilot type rating—the multi-engine aeroplane class rating (under subregulation 61.745(1A)), or for any other multi-engine aeroplane pilot type rating (under subregulation 61.800(2)) • for a single-engine helicopter pilot type rating—the single-engine helicopter class rating (under subregulation 61.745(1A)), or for any other helicopter pilot type rating (under subregulation 61.800(2)) • for a multi-engine helicopter pilot type rating—for any other multi-engine helicopter pilot type rating (under subregulation 61.800(2)). <p>Where a pilot is “taken to have a valid flight review” for this provision there will be <u>no</u> separate licence entry because the flight review did not actually take place. Pilots should instead ensure that their logbook includes evidence of the flight review being relied on.</p>
<p>17 Subregulation 61.805(2) Omit “, other than a single-pilot turbojet aeroplane type,”.</p> <p>18 Subregulation 61.805(3) Repeal the subregulation, substitute:</p> <p>(3) For the purposes of subregulation (1), the holder is taken to have a valid instrument proficiency check for the aircraft type covered by the pilot type rating mentioned in subregulation (1) if:</p> <p>(a) for a single-pilot turbojet aeroplane type covered by a single-pilot turbojet pilot type rating—the holder has, under this regulation, a valid instrument proficiency check for a single-pilot turbojet aeroplane type covered by another single-pilot turbojet pilot type rating; or</p>	<p>These amendments update the CASR to incorporate the effect of Part 4 of CASA EX32/24, which reduce the instances in which a pilot must complete an instrument proficiency check (IPC) for type-rated aircraft under the IFR.</p> <p>Regulation 61.805 requires pilots operating type-rated aircraft under the IFR to have completed a check of the pilot’s competency conducting IFR operations in an aircraft covered by the type rating. The holder of a pilot type rating is only authorised to exercise the privileges of the rating under the IFR if they have a valid IPC for an aircraft type covered by the rating.</p> <p>Currently, regulation 61.805 provides for an aircraft type other than a single-pilot turbojet aeroplane type, this check must have been completed within the previous 24 months. For single-pilot turbojet aeroplanes, the check must have been completed within the previous 12 months. A consequence of this is that some pilots, especially those flying more than two types of aircraft, were required to complete more IPCs than were required under CAR Part 5.</p>

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<p>(b) for a multi-crew aircraft type covered by a multi-crew pilot type rating—the holder has, under this regulation, a valid instrument proficiency check for a multi-crew aircraft type covered by another multi-crew pilot type rating; or</p> <p>(c) for an aircraft type (the <i>relevant aircraft type</i>) that is neither a single-pilot turbojet aeroplane type nor a multi-crew aircraft type—the holder has, under this regulation, a valid instrument proficiency check for another aircraft type, of the category that includes the relevant aircraft type, covered by any pilot type rating.</p> <p>19 Subregulations 61.805(5) and (6) Omit “and (3)(e) and (f)”.</p>	<p>In light of experience and feedback from the aviation industry following the commencement of Part 61, CASA relaxed the IPC requirements in Part 4 of CASA EX32/24 so that (as the case applies) a pilot must have completed an IPC:</p> <ul style="list-style-type: none"> • in any single-pilot turbojet aeroplane within the previous 24 months; • in any multi-crew type-rated aircraft in the same category as the pilot type rating held within the previous 24 months; • in any other type-rated aircraft in the same category within the previous 24 months. <p>These requirements do not overlap and are not interchangeable.</p> <p>The amendments incorporate these requirements into the CASR. Paragraph 61.805(3)(b) will be further amended following consultation to ensure that the paragraph applies to type-rated multi-crew aircraft of the same category.</p> <p>The amendments also remove duplication in the provision by replacing current subregulation 61.805(3) and outlines the circumstances in which a pilot may be “taken to have a valid IPC”.</p> <p>“Taken to have a valid IPC” means that while a pilot has not completed a separate IPC for each type-rated aircraft, they are legally regarded as if they had because they’ve completed an IPC in another relevant type-rated aircraft. This removes the need for pilots undertake unnecessary additional IPCs.</p> <p>Where a pilot is “taken to have a valid IPC” for this provision there will be <u>no</u> separate licence entry because the IPC did not actually take place. Pilots should instead ensure that their logbook includes evidence of the IPC being relied on.</p>
<p>20 Subregulation 61.940(2) (note) Repeal the note.</p>	<p>This amendment removes a note that is no longer needed and is a consequential change to the amendment in item 11.</p> <p>The note refers to the definition of <i>published lowest safe altitude</i> in regulation 61.010 of CASR which is being removed.</p>
<p>21 Regulation 61.1055 Repeal the regulation.</p>	<p>Amendments 21 to 27 update the CASR to incorporate the effect of Part 15 of CASA EX32/24.</p>

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	Item 21 repeals regulation 61.1055 to remove the low-level rating recent experience requirement. Following commencement of Part 61 in 2014, industry feedback and consultation indicated that the recent experience requirement is unnecessary and difficult to administer and does not provide safety benefit.
<p>22 Subregulation 61.1060(1) Omit “12”, substitute “24”.</p> <p>23 Paragraph 61.1060(2)(a) Omit “12”, substitute “24”.</p> <p>24 Subparagraph 61.1060(2)(b)(i) Omit “12”, substitute “24”.</p> <p>25 Paragraphs 61.1060(2)(c) and (d) Omit “12”, substitute “24”.</p>	<p>These amendments incorporate the effect of Part 15 of CASA EX32/24 by updating regulation 61.1060 to extend the low-level rating flight review validity period from 12 to 24 months.</p> <p>Following commencement of Part 61 in 2014, industry feedback and consultation indicated that the validity period of the low-level rating flight review was not appropriate, does not provide safety benefit, and should be extended.</p>
<p>26 Regulation 61.1080 Omit “and Division 61.Q.1”, substitute “, Division 61.Q.1 and regulation 61.1082”.</p> <p>27 After regulation 61.1080 Insert: 61.1082 Limitations on exercise of privileges of low-level endorsements for aerial mustering</p> <p style="padding-left: 40px;">The holder of an endorsement mentioned in column 1 of item 5, 6 or 7 in table 61.1075 is authorised to conduct an aerial mustering operation only if the holder has, within the 12-month period before the operation:</p> <p style="padding-left: 40px;">(a) completed 20 hours of aerial mustering operations; or</p>	<p>These amendments update the CASR to incorporate the effect of Part 15 of CASA EX32/24 in relation to a condition on the exercise of the privileges of aerial mustering endorsements.</p> <p>Following commencement of Part 61 in 2014, industry feedback and consultation raised concerns that the review requirements for low-level operations and for the specialised aerial mustering operations are not the same and that mustering requires specific treatment. Part 15 of CASA EX32/24 addressed issues associated with the low-level rating and added a condition for the aerial mustering endorsement.</p> <p>The condition is that to exercise the privileges of an aerial mustering endorsement, the holder of the endorsement will be required to have completed within the previous 12 months:</p> <ul style="list-style-type: none"> • 20 hours of aerial mustering operations; or • been assessed as competent to conduct aerial mustering operations by a flight instructor who holds a low-level rating training endorsement; or

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<p>(b) been assessed as competent to conduct aerial mustering operations by a flight instructor who holds a low-level rating training endorsement; or</p> <p>(c) successfully completed an operator proficiency check in low-level operations covering aerial mustering operations; or</p> <p>(d) successfully completed a flight review for the low-level rating, where the flight review covered aerial mustering operations.</p>	<ul style="list-style-type: none"> an operator proficiency check in low-level operations covering aerial mustering operations; or a low-level flight review covering aerial mustering operations. <p>These items are related to items 22 to 25.</p>
<p>28 Paragraph 61.1225(4)(c) Repeal the paragraph, substitute:</p> <p>(c) if the solo flight is a flight of a kind mentioned in paragraph (5)(c) or (d) and the student is undertaking flight training:</p> <p>(i) for a private pilot licence, or a commercial pilot licence, with the aeroplane category rating; or</p> <p>(ii) as part of an integrated training course for a private pilot licence, or a commercial pilot licence, with the helicopter category rating;</p> <p>the student has not completed at least 2 hours of dual instrument time, 1 hour of which is conducted during dual instrument flight time.</p> <p>29 Paragraph 141.305(3)(c) Repeal the paragraph, substitute:</p> <p>(c) if the solo flight is a flight of a kind mentioned in paragraph (2)(c) or (d) and the student pilot is undertaking flight training for a private pilot licence, or a commercial pilot licence, with the aeroplane category rating—the student pilot must have completed at least 2 hours of dual instrument time, 1 hour of which is conducted during dual instrument flight time.</p> <p>30 Paragraph 141.305(6)(a) Omit “cross-country flight or a”.</p>	<p>These amendments update the CASR to incorporate the effect of Part 17 of CASA EX32/24.</p> <p>Part 61 of CASR was amended in late 2018 to remove basic instrument flight training from the minimum requirements for the grant of certain pilot licences with a helicopter category rating or recreational navigation training endorsement, but only for non-integrated training courses.</p> <p>However, the corresponding offence provisions in Parts 61 and 141 for flight instructors and Part 141 operators were not removed and remain in the regulations.</p> <p>Items 28, 29 and 30 would incorporate the effect of Part 17 of CASA EX32/24, by removing erroneous offence provisions in:</p> <ul style="list-style-type: none"> paragraph 61.1225(4)(c) of CASR to ensure that paragraph does not apply to students undertaking a PPL(H), PPL(G) or CPL(H) non-integrated training course, or a PPL(G) integrated training course. Students undertaking these courses are not subject to the dual instrument time requirements. paragraph 141.305(3)(c) to ensure that paragraph does not apply to students undertaking a PPL(H), PPL(G) or CPL(H) non-integrated training course. Students undertaking these courses are not subject to dual instrument time requirements. paragraph 141.305(6)(a) to ensure that paragraph does not apply to cross-country flights. Persons undergoing training for the grant of a recreational navigation endorsement do not need to complete dual instrument time (see regulation 61.495).

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	These provisions cannot simply be repealed as they are still required to apply in certain circumstances, e.g., students for a PPL(A) or CPL(A) non-integrated course.
<p>31 After Division 202.CB.2</p> <p>Insert:</p> <p>Division 202.CB.3—Amendments made by the Civil Aviation Safety Amendment (Minor Changes) Regulations 2025</p> <p>202.291 Amendments made by the <i>Civil Aviation Safety Amendment (Minor Changes) Regulations 2025</i></p> <p>(1) Subregulations 61.745(3AA) and 61.800(5A), as inserted by Schedule 4 to the <i>Civil Aviation Safety Amendment (Minor Changes) Regulations 2025</i>, apply in relation to the successful completion of a flight review on or after the commencement of this regulation.</p> <p>(2) The amendments of regulation 61.805 made by Schedule 4 to the <i>Civil Aviation Safety Amendment (Minor Changes) Regulations 2025</i> apply in relation to the following:</p> <ul style="list-style-type: none"> (a) a flight test passed before, on or after the commencement of this regulation; (b) an operator proficiency check completed before, on or after the commencement of this regulation; (c) participation in an operator's training and checking system, and an approval granted under regulation 61.040, before, on or after the commencement of this regulation; (d) an instrument proficiency check that is completed on or after the commencement of this regulation. <p>(3) The repeal of regulation 61.1055, and the amendments of regulation 61.1060, made by Schedule 4 to the <i>Civil Aviation Safety Amendment (Minor Changes) Regulations 2025</i> apply on and after the commencement of this regulation in relation to a person who is the holder of a low-level rating, whether the person became the holder of the rating before, on or after that commencement.</p>	These amendments clarify how each of the amendments to the CASR apply and make sure there is no gap between CASA EX32/24 and the amendments.

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<p>(4) The amendment of regulation 61.1080, and the insertion of regulation 61.1082, made by Schedule 4 to the <i>Civil Aviation Safety Amendment (Minor Changes) Regulations 2025</i> apply on and after the commencement of this regulation in relation to a person who is the holder of an endorsement, whether the person became the holder of the endorsement before, on or after that commencement.</p> <p>(5) The amendment of regulation 61.1225 made by Schedule 4 to the <i>Civil Aviation Safety Amendment (Minor Changes) Regulations 2025</i> applies in relation to an approval that is covered by paragraph 61.1225(4)(a) and is given on or after the commencement of this regulation.</p> <p>(6) The amendments of regulation 141.305 made by Schedule 4 to the <i>Civil Aviation Safety Amendment (Minor Changes) Regulations 2025</i> apply in relation to a solo flight that is conducted on or after the commencement of this regulation.</p>	