

EXPOSURE DRAFT

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Inserts for  
**Civil Aviation Safety Amendment (Minor Changes) Regulations 2025: flight crew licensing**

Commencement information		
Column 1	Column 2	Column 3
Provisions	Commencement	Date/Details
1. Schedule 4	The day after this instrument is registered.	

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## Schedule 4—Flight crew licensing

### *Civil Aviation Regulations 1988*

#### 1 Subparagraph 42ZC(4)(db)(i)

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)”.

#### 2 Paragraph 5.138(1)(b)

Repeal the paragraph, substitute:

- (b) holds a current private pilot (balloon) permit or holds an authorisation (a ***balloon pilot authorisation***) from a Part 131 ASAO that authorises the person to operate a Part 131 aircraft; and

#### 3 Subparagraph 5.138(1)(c)(i)

Repeal the subparagraph, substitute:

- (i) a private pilot (balloon) permit;
- (ia) a balloon pilot authorisation;

#### 4 Subparagraph 5.138(1)(c)(ii)

Repeal the subparagraph, substitute:

- (ii) a foreign instrument that is at least equivalent to a private pilot (balloon) permit or a balloon pilot authorisation; and

#### 5 Subregulation 5.138(4)

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”.

#### 6 Subregulation 5.138(6) (definition of ***competent authority***)

Omit “the licensing of”, substitute “authorising”.

#### 7 Subregulation 5.138(6)

Insert:

***foreign instrument*** means a certificate, permit or licence (however described) issued by the competent authority of a foreign country.

***private pilot (balloon) permit*** means a permit that is issued by CASA.

#### 8 Subregulation 5.138(6) (definition of ***private pilot certificate (balloons)***)

Repeal the definition.

#### 9 Part 20 (heading)

Repeal the heading, substitute:

# EXPOSURE DRAFT

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## Part 20—Application, saving and transitional provisions

### 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 *Civil Aviation Safety Amendment (Minor Changes) Regulations 2025* apply in relation to an application for a commercial pilot (balloon) licence that is made on or after the commencement of this regulation.

### *Civil Aviation Safety Regulations 1998*

#### 11 Regulation 61.010 (definition of *published lowest safe altitude*)

Repeal the definition.

#### 12 After paragraph 61.460(d)

Insert:

(da) the flight is conducted as a single-pilot operation; and

#### 13 Regulation 61.735

Omit “regulations 61.740 and 61.745”, substitute “regulation 61.745”.

#### 14 After subregulation 61.745(3A)

Insert:

(3AA) For the purposes of subregulation (1), the holder is taken to have a valid flight review for the rating if:

- (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.

#### 15 Paragraphs 61.800(4)(b) and (c)

Omit “aircraft of the class covered by the type rating”, substitute “aircraft of the type covered by the pilot type rating”.

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## 16 After subregulation 61.800(5)

Insert:

- (5A) For the purposes of subregulation (1), the holder is taken to have a valid flight review for the rating if:
- (a) for a single-engine aeroplane pilot type rating:
    - (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
    - (ii) the holder has a valid flight review, under subregulation (2) of this regulation, for any other aeroplane pilot type rating; or
  - (b) for a multi-engine aeroplane pilot type rating:
    - (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:
    - (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.

## 17 Subregulation 61.805(2)

Omit “, other than a single-pilot turbojet aeroplane type,”.

## 18 Subregulation 61.805(3)

Repeal the subregulation, substitute:

- (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:
- (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
  - (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
  - (c) for an aircraft type (the *relevant aircraft type*) 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.

# EXPOSURE DRAFT

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## **19 Subregulations 61.805(5) and (6)**

Omit “and (3)(e) and (f)”.

## **20 Subregulation 61.940(2) (note)**

Repeal the note.

## **21 Regulation 61.1055**

Repeal the regulation.

## **22 Subregulation 61.1060(1)**

Omit “12”, substitute “24”.

## **23 Paragraph 61.1060(2)(a)**

Omit “12”, substitute “24”.

## **24 Subparagraph 61.1060(2)(b)(i)**

Omit “12”, substitute “24”.

## **25 Paragraphs 61.1060(2)(c) and (d)**

Omit “12”, substitute “24”.

## **26 Regulation 61.1080**

Omit “and Division 61.Q.1”, substitute “, Division 61.Q.1 and regulation 61.1082”.

## **27 After regulation 61.1080**

Insert:

### **61.1082 Limitations on exercise of privileges of low-level endorsements for aerial mustering**

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:

- (a) completed 20 hours of aerial mustering operations; or
- (b) been assessed as competent to conduct aerial mustering operations by a flight instructor who holds a low-level rating training endorsement; or
- (c) successfully completed an operator proficiency check in low-level operations covering aerial mustering operations; or
- (d) successfully completed a flight review for the low-level rating, where the flight review covered aerial mustering operations.

## **28 Paragraph 61.1225(4)(c)**

Repeal the paragraph, substitute:

- (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:
  - (i) for a private pilot licence, or a commercial pilot licence, with the aeroplane category rating; or
  - (ii) as part of an integrated training course for a private pilot licence, or a commercial pilot licence, with the helicopter category rating;

# EXPOSURE DRAFT

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the student has not completed at least 2 hours of dual instrument time, 1 hour of which is conducted during dual instrument flight time.

## 29 Paragraph 141.305(3)(c)

Repeal the paragraph, substitute:

- (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.

## 30 Paragraph 141.305(6)(a)

Omit “cross-country flight or a”.

## 31 After Division 202.CB.2

Insert:

### **Division 202.CB.3—Amendments made by the Civil Aviation Safety Amendment (Minor Changes) Regulations 2025**

#### **202.291 Amendments made by the *Civil Aviation Safety Amendment (Minor Changes) Regulations 2025***

- (1) Subregulations 61.745(3AA) and 61.800(5A), as inserted by Schedule 4 to the *Civil Aviation Safety Amendment (Minor Changes) Regulations 2025*, apply in relation to the successful completion of a flight review on or after the commencement of this regulation.
- (2) The amendments of regulation 61.805 made by Schedule 4 to the *Civil Aviation Safety Amendment (Minor Changes) Regulations 2025* apply in relation to the following:
  - (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.
- (3) The repeal of regulation 61.1055, and the amendments of regulation 61.1060, made by Schedule 4 to the *Civil Aviation Safety Amendment (Minor Changes) Regulations 2025* 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.
- (4) The amendment of regulation 61.1080, and the insertion of regulation 61.1082, made by Schedule 4 to the *Civil Aviation Safety Amendment (Minor Changes) Regulations 2025* 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.

# EXPOSURE DRAFT

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- (5) The amendment of regulation 61.1225 made by Schedule 4 to the *Civil Aviation Safety Amendment (Minor Changes) Regulations 2025* 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.
  - (6) The amendments of regulation 141.305 made by Schedule 4 to the *Civil Aviation Safety Amendment (Minor Changes) Regulations 2025* apply in relation to a solo flight that is conducted on or after the commencement of this regulation.