



Australian Government  
Civil Aviation Safety Authority

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## SUMMARY OF PROPOSED CHANGE

# Proposed amendments to Parts 61 and 141 of CASR, and Part 5 of CAR – Flight Crew Licensing miscellaneous amendments

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### Acknowledgement of Country

The Civil Aviation Safety Authority (CASA) respectfully acknowledges the Traditional Custodians of the lands on which our offices are located and their continuing connection to land, water and community, and pays respect to Elders past, present and emerging.

Artwork: James Baban.

# Introduction

The flight crew licensing (FCL) suite of regulations includes Parts 61, 64, 141 and 142 of the *Civil Aviation Safety Regulations 1998* (CASR). The FCL regulations are supported by various legislative instruments.

Since the FCL regulations came into force in 2014, CASA has sought to make continuous ongoing improvements to the regulations to ensure they operate as intended. Many of these have been consolidated into [CASA EX32/24 — Flight Crew Licensing and Other Matters \(Miscellaneous Exemptions\) Instrument 2024](#).

CASA intends to incorporate several Parts of CASA EX32/24 and various other exemptions into the regulations. The amendments have been prioritised to:

- improve consistency for flight review and proficiency check validity periods, and provide greater flexibility in achieving these requirements
- correct minor errors, such as typographical errors, and unintended consequences.

CASA acknowledges that this regulation package is limited and that a range of exemption instruments will continue to operate. Further regulation packages to consolidate other exemptions will be progressed as government resources allow.

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# Reference material

## Acronyms

The acronyms and abbreviations used in this SPC are listed in the table below.

**Table 1: Acronyms**

Acronym	Description
CAR	<i>Civil Aviation Regulations 1988</i>
CASA	Civil Aviation Safety Authority
CASR	<i>Civil Aviation Safety Regulations 1998</i>
FCL	flight crew licensing
IAP	industry advisory panel
IPC	instrument proficiency check
OPC	Office of Parliamentary Counsel
TWG	technical working group

## References

### Legislation

Legislation is available on the Federal Register of Legislation website <https://www.legislation.gov.au/>

**Table 2: Legislation references**

Document	Title
Part 5 of CAR	Balloon flight crew licensing
Part 61 of CASR	Flight crew licensing
Part 64 of CASR	Authorisations for non-licensed personnel
Part 141 of CASR	Recreational, private and commercial pilot flight training, other than certain integrated training courses
Part 142 of CASR	Integrated and multi-crew pilot flight training, contracted training and contracted checking
CASA EX32/24	<a href="#">CASA EX32/24 — Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024</a>
CASA EX76/24	<a href="#">CASA EX76/24 – CAR Part 5 – Exemption Instrument 2024</a>

# Purpose and scope of the proposed amendments

This section summarises the key proposed amendments to Part 5 of the *Civil Aviation Regulations 1988* (CAR) and Parts 61 and 141 of CASR to incorporate long-standing exemptions and correct minor errors and unintended consequences.

Please refer to the explanation document for further discussion of the amendments. The explanation document contains the draft amendments and a side-by-side explanation of each amendment.

## Key proposed amendments

### Exemptions relating to flight reviews and instrument proficiency checks

#### CASA EX32/24 - Part 4

Part 61 of CASR introduced new requirements for instrument proficiency checks (IPC) for pilots operating type-rated aircraft under the instrument flight rules (IFR). Some pilots, especially those flying more than 2 types of aircraft, needed to complete more IPCs than were required under Part 5 of CAR.

Industry feedback and consultation indicated that the IPC requirements were onerous. CASA EX32/24 Part 4 was made to exempt pilots from having to complete multiple IPCs for similarly complex aircraft.

The amendments will incorporate the effect of CASA EX32/24 Part 4 into the CASR.

Regulation 61.805 of CASR will be amended to provide circumstances in which the holder of a pilot type rating is taken to have a valid IPC for the aircraft type covered by the rating. The holder of a pilot type rating is taken to have a valid IPC for the aircraft type covered by the pilot type rating if:

- for a single-pilot turbojet aeroplane type covered by a single-pilot turbojet pilot type rating—the holder has, under this regulation, a valid IPC for a single-pilot turbojet aeroplane type covered by another single-pilot turbojet pilot type rating
- or
- for a multi-crew aircraft type covered by a multi-crew pilot type rating—the holder has, under this regulation, a valid IPC for a multi-crew aircraft type of the same category covered by another multi-crew pilot type rating
- or
- 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 IPC for another aircraft type, of the category that includes the relevant aircraft type, covered by any pilot type rating.

#### CASA EX32/24 - Part 5

Part 61 of CASR introduced new flight review requirements for pilots operating type- or class-rated aircraft. Some pilots were required to complete additional flight reviews for each class and type of aircraft flown.

Industry feedback and consultation indicated that the flight review requirements were onerous. CASA EX32/24 Part 5 exempts pilots from having to complete multiple flight reviews in similarly complex aircraft.

The amendments will incorporate the effect of CASA EX32/24 Part 5 into CASR n.

Regulations 61.745 and 61.800 of CASR will be amended to provide circumstances in which the holder of an aircraft class or type rating is taken to have a valid flight review for the relevant aircraft rating.

The holder of an aircraft class rating would be taken to have a valid flight review for the rating if the holder has a valid a flight review under subregulation 61.800(2) of CASR:

- 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
- for the single-engine helicopter class rating—any helicopter type rating.

The holder of a pilot type rating would be taken to have a valid flight review for the rating if the holder has a valid flight review under either subregulation 61.745(1A) or subregulation 61.800(2) of CASR:

- for a single-engine aeroplane pilot type rating—any aeroplane class rating under subregulation 61.745(1A) of CASR, or any aeroplane pilot type rating under subregulation 61.800(2) of CASR
- for a multi-engine aeroplane pilot type rating—the multi-engine aeroplane class rating under subregulation 61.745(1A) of CASR, or any multi-engine aeroplane pilot type rating under subregulation 61.800(2) of CASR
- for a single-engine helicopter pilot type rating—the single-engine helicopter class rating under subregulation 61.745(1A) of CASR, or any helicopter pilot type rating under subregulation 61.800(2) of CASR
- for a multi-engine helicopter pilot type rating—any multi-engine helicopter pilot type rating under subregulation 61.800(2) of CASR.

## CASA EX32/24 - Part 15

CASA EX32/24 Part 15 addresses previous feedback relating to flight reviews for the low-level rating (including recent experience and flight review validity period) and flight review requirements for aerial mustering operations.

The amendments will incorporate the effect of CASA EX32/24 into CASR. The amendments:

- repeal regulation 61.1055 of CASR to remove the recent experience rule for the low-level rating
- amend regulation 61.1060 of CASR to extend the low-level rating flight review validity period from 12 months to 24 months
- insert a new regulation 61.1082 of CASR to add a condition on the exercise of the privileges of the aerial mustering endorsement. The holder of an aerial mustering endorsement must not exercise the privileges of that endorsement unless, within the previous 12 months before the operation, the pilot has completed either:
  - 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 training endorsement
  - or
  - successfully completed an operator proficiency check in low-level operations covering aerial mustering operations
  - or
  - successfully completed a low-level flight review covering aerial mustering operations.

## Minor errors

### Definition of *published lowest safe altitude*

The definition of *published lowest safe altitude* is now contained in the CASR Dictionary. The definition of *published lowest safe altitude* in regulation 61.010 of CASR incorrectly refers to CAR.



The amendments repeal the definition of *published lowest safe altitude* in regulation 61.010 of CASR and the Note after subregulation 61.940(2) of CASR to reflect that the definition is now contained in the CASR Dictionary.

### **Amendment to regulation 61.375 of CASR**

Regulation 61.375 of CASR erroneously refers to regulation 61.740, which does not exist. The amendments remove reference to regulation 61.740 in regulation 61.375 of CASR.

### **Confirmation of privileges of the recreational pilot licence**

Following previous feedback, CASA committed to clarify that the holder of a recreational pilot licence (RPL) is not authorised to pilot an aircraft as co-pilot in a multi-crew operation within the meaning of regulation 61.010 of CASR.

The amendments insert a new paragraph 61.460(da) of CASR to provide that the holder of a recreational pilot licence is authorised to pilot a single-engine aircraft as pilot in command or co-pilot if, among other requirements, the flight is conducted as a single-pilot operation. This amendment ensures that the regulations clearly reflect longstanding policy. It does not change the existing privileges of the RPL.

### **Amendment to paragraphs 61.800(4)(b) and (c) of CASR**

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.

However, the paragraphs currently refer to 'an aircraft of the class covered by the type rating' in error. The amendments will update this to refer to an aircraft of the type covered by the pilot type rating. It does not alter the intended or current operation of the provisions.

### **Removal of erroneous offence provisions - CASA EX32/24 Part 17**

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 pilots completing non-integrated training courses. The corresponding offence provisions in Parts 61 and 141 for flight instructors and Part 141 operators were not identified during the amendment development and remain in the regulations. This was corrected in CASA EX32/24 Part 17.

The amendments incorporate the effect of CASA EX32/24 Part 17 into the CASR by correcting paragraphs 61.1225(4)(c), 141.305(3)(c) and 141.305(6)(a) to ensure that flight instructors and Part 141 operators do not commit an offence where the regulations no longer require a pilot to meet certain aeronautical experience requirements before conducting their first solo cross-country flight.

### **Amendment to CAR 5.138**

The Australian Ballooning Federation ceased as a sport aviation body with effect from 2 December 2023. From that date, CASA became responsible for the authorising of private balloon pilots. CASA EX76/24 – CAR Part 5 – Exemption Instrument 2024 was made to reflect these changes and ensure that pilots could continue to apply for and be qualified for a commercial pilot (balloon) licence.

The amendments incorporate the effect of CASA EX76/24 into CAR 5.138. Provision has also been made to accommodate authorisations issued by any future Part 131 ASAO.



## Previous consultations

Most of these amendments incorporate the effect of existing longstanding exemption instruments into the CASR. They have been previously subject to discussion and consultation with industry via groups such as the Industry Advisory Panel (IAP) and the FCL Technical Working Group (TWG).

The IAP was a group comprising representatives from a range of aviation industry sectors and was formed in 2015 to assist CASA to prioritise the issues associated with the FCL suite and provide input on proposed solutions. A TWG is a group comprising industry participants with CASA support to review specific issues within industry sectors, provide advice and recommendations and/or input on specific technical issues or proposals.

Amendments to correct minor errors such as typographical errors have not been subject to previous consultation.

## Impact on industry

CASA considers these amendments would have positive impact on industry by giving certainty to longstanding exemptions to reduce the frequency of relevant flight reviews and proficiency checks, thereby reducing impact on relevant pilots. Correcting other minor errors will provide greater clarity in the regulations.

## Safety risk analysis

CASA conducted a safety risk analysis during development of the proposed amendments. In addition, the safety risks were considered and assessed previously throughout the development of each exemption addressed in the amendments.

The amendments are expected to maintain an acceptable level of aviation safety and not create any new or additional safety risks.

## Impact analysis

CASA considers the amendments would have neutral cost and economic impact, as the amendments would correct minor errors and incorporate long-standing exemptions.

The Office of Impact Analysis (OIA) agreed that the amendments formalise existing requirements and that there are no expected changes in the regulatory requirements that apply to industry. The OIA made the assessment that an Impact Analysis was not required (OIA25-09522).

# Submitting your view and what next

CASA will consider all comments received and incorporate changes as appropriate. Comments on the exposure draft should be submitted through the online response form (CASA Consultation Hub) by close of business 27 August 2025.