



Australian Government
Civil Aviation Safety Authority

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SUMMARY OF PROPOSED CHANGE

Proposed new unit - Flight Examiner Rating - Common (FERC)

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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

This consultation is to determine whether a draft aeronautical knowledge unit for the Flight Examiner Rating (FER) - Common, proposed for insertion in Schedule 3 of the Part 61 Manual of Standards (MOS), presently reserved, is fit for purpose.

The Flight Examiner Rating Course (FERC) has traditionally been conducted by CASA. It is a competency-based training course designed to meet the requirements set out in Part 61 of the Civil Aviation Safety Regulations 1998 (CASR) for the grant of a flight examiner rating and/or a flight examiner endorsement.

The current format of the course, with online components, workshops and mentoring, makes the FER, and flight examiners, more accessible to applicants for flight crew authorisations, and reduces the need for individual approvals and exemptions to enable more flight tests to be conducted while maintaining inter-rater reliability. In parallel, experienced industry examiners have been enabled via CASA approval to conduct examiner proficiency checks (EPCs).

To further increase availability of flight examiners at the suggestion of industry, the potential for the FERC to also be delivered by industry (Industry flight examiner rating course (IFERC)), was placed on the General Aviation Action Plan in 2021 and made available to industry in 2022. Since September 2022, CASA has received one application from industry to conduct the FERC, although not from general aviation.

The absence of a knowledge standard in Schedule 3 of the Part 61 MOS has been cited as a barrier to industry development of an IFERC.

In this consultation, to further facilitate industry development of IFERCs, aeronautical knowledge standards for the FERC, presently reserved, are proposed for insertion in Schedule 3 of the Part 61 MOS.

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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
AC	advisory circular
CASA	Civil Aviation Safety Authority
CASR	<i>Civil Aviation Safety Regulations 1998</i>
CBTA	competency-based training and assessment
EPC	examiner proficiency check
FEE	flight examiner endorsements
FER	flight examiner rating
FERC	flight examiner rating common (title of unit of aeronautical knowledge in Part 61 MOS Schedule 3); or commonly titled flight examiner rating course
FERR	flight examiner rating review
FTO	Flight training operator / CASA flight test office
IFERC	Industry flight examiner rating course
GA	general aviation
MOS	Manual of Standards

Definitions

Terms that have specific meaning within this SPC are defined in the table below. Where definitions from the civil aviation legislation have been reproduced for ease of reference, these are identified by 'grey shading'. Should there be a discrepancy between a definition given in this SPC and the civil aviation legislation, the definition in the legislation prevails.

Table 2: Definitions

Term	Definition
flight examiner	the holder of a flight examiner rating.
flight examiner endorsement	an endorsement mentioned in column 1 of table 61.1310.
approved course of training	for a provision of Part 61, means a course of training: - for which the provider holds an approval under regulation 61.040 for the provision - that a Part 141 or 142 operator is authorised to conduct or

Term	Definition
	c. that a person holds an approval under regulation 141.035 or 142.040 to conduct.

References

Legislation

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

Table 3: Legislation references

Document	Title
Regulation 61.1290 of CASR	Requirements for grant of flight examiner ratings
Regulation 61.1295 of CASR	Obligations of flight examiners—flight tests: strict liability offences
Regulation 61.1310 of CASR	Kinds of flight examiner endorsement
Regulation 61.1320 of CASR	Requirements for grant of flight examiner endorsements
Subpart 61.U of CASR	Flight examiner ratings
Part 61 MOS	Part 61 Manual of Standards Instrument 2014 - Federal Register of Legislation

International Civil Aviation Organization documents

International Civil Aviation Organization (ICAO) documents are available for purchase from <http://store1.icao.int/>

Many ICAO documents are also available for reading, but not purchase or downloading, from the ICAO eLibrary (<https://elibrary.icao.int/home>).

Table 4: ICAO references

Document	Title
Annex 1	Personnel licensing
Doc 9739	Manual of Procedures for Establishment and Management of a State's Personnel Licensing System
Doc 9734	Part A of the Safety Oversight Manual series

Advisory material

CASA's advisory materials are available at <https://www.casa.gov.au/publications-and-resources/guidance-materials>

Table 5: Advisory material references

Document	Title
CAAP ADMIN-01	Indemnity arrangements for delegates, authorised persons and flight examiner rating holders
	CASR Part 61 - Flight examiner rating course profile
	Flight Examiner Handbook
	Flight examiner rating course Civil Aviation Safety Authority
	Sample syllabuses for flying-training operators

Forms

CASA's forms are available at <http://www.casa.gov.au/forms>

Table 6: Forms

Form number	Title
	Industry FERC Assessment and Approval

Purpose and scope of the proposed amendments

The regulation of flight crew licensing includes conducting flight tests for entry control of flight crew authorisations, as a means for the regulator to validate the standards applicable to applicants for authorisations, and as an audit of the effectiveness of training. It is an element in the approach to quality assurance that safety critical personnel are competent to conduct operational activities.

ICAO requires:

the implementation of processes, such as inspections and audits, to proactively ensure that aviation licence, certificate, authorisation and/or approval holders continue to meet the established requirements and function at the level of competency and safety required by the State to undertake an aviation related activity for which they have been licensed, certified, authorised and/or approved to perform. This includes the surveillance of designated personnel who perform safety oversight functions on behalf of the CAA. (International Civil Aviation Organisation, 2006: 3-2).

Flight examiners are pilots who hold a FER and relevant flight examiner endorsements (FEE). They deliver the Part 61 of CASR function of flight testing, proficiency checking and granting flight crew ratings and endorsements. The role also provides feedback to training operators and to CASA regarding the quality and effectiveness of flight training and of flight training operators.

Flight examiners are oversighted by the Flight-Testing Office (FTO) within the Regulatory Oversight Division. They must complete training and assessments for the FER and for each FEE they hold. This FERC has traditionally been conducted by CASA, alongside the professional development program called for under regulation 61.1270 of CASR. It is a competency-based training course designed to meet the requirements set out in Part 61 of CASR for the grant of a flight examiner rating and/or a flight examiner endorsement.

The current format of the course, with online components, workshops and mentoring, makes the FER and flight examiners more accessible to applicants for flight crew authorisations, and reduces the need for individual approvals and exemptions to enable more flight tests to be conducted while maintaining inter-rater reliability. In parallel experienced industry examiners have been enabled via CASA approval to conduct EPCs.

To further increase availability of flight examiners at the suggestion of industry, the potential for the FERC to also be delivered by industry (IFERC), was placed on the General Aviation Action Plan in 2021 and made available to industry in 2022. Since September 2022, CASA has received one application from industry to conduct the FERC, although not from general aviation.

The absence of a knowledge standard in Schedule 3 of the Part 61 MOS has been cited as a barrier to industry development of an IFERC.

In this consultation, to further facilitate industry development of IFERCs, aeronautical knowledge standards for the FERC, presently reserved, are proposed for insertion in Schedule 3 of the Part 61 MOS.

Existing requirements for IFERC applications

Regulation 61.1290 of CASR details the regulatory requirements for the grant of flight examiner ratings. CASR 61.1320 details the regulatory requirements for the grant of flight examiner endorsements. Both regulations include a requirement that an applicant must have completed a course of training for the rating or endorsement, that includes applicable Part 61 MOS content, and that "is conducted by CASA or the holder of an approval under regulation 61.040 to conduct the course..." (subparagraphs 61.1290 (2)(a)(i) & 61.1320 (2)(a)(i) of CASR).

To apply to run an industry FERC, operators must submit the following to CASA:

- completed [application form](#)

- operations manual/exposition including:
 - instructional design
 - compliance matrix
 - lesson plans
 - key personnel
 - organisation, instruction staff and facilities
 - process for making change
 - management of records
 - communication protocols with CASA
 - quality assurance processes.

An internal protocol, principle and worksheet (PPW) suite provides a pathway for industry applications to be lodged and assessed by CASA.

Regulation 61.040 of CASR requires a course or program to cover all the units of competency mentioned in the Part 61 MOS for the course or program; and must meet the standards mentioned in the Part 61 MOS for the course or program.

Advisory Circular [\(AC\) 61-09 - Competency-based training and assessment for flight crew](#) provides practical guidance regarding competency-based training and assessment (CBTA) and how it is applied to flight crew. It assists training operators to understand and apply the CASA CBTA guidelines and to develop courses of training drawn from the aeronautical knowledge and competency standards contained in the Part 61 MOS.

The absence of a knowledge standard in Schedule 3 of the Part 61 MOS has been cited as a barrier to industry development of an IFERC.

In this consultation, to further facilitate industry development of IFERCs, aeronautical knowledge standards for the FERC, presently reserved, are proposed for insertion in Schedule 3 of the Part 61 MOS.

The proposed aeronautical knowledge unit, Flight Examiner Rating - Common (FERC), currently reserved, has been drafted for insertion into Appendix 2, Section 2.8 of Schedule 3 of the Part 61 MOS to enable operators to develop a theory syllabus to complement their own contextualised course of training for the flight examiner rating.

Key change proposals

Part 61 MOS, Schedule 3 - Aeronautical knowledge standards

From September 2022, CASA approved operators have been able to conduct training for:

- flight instructors who want to gain a flight examiner rating, and
- flight examiners who want to gain an additional endorsement.

As the FERC is competency-based, operators must ensure their course complies with the [Part 61 Manual of Standards](#).

Key change 1

Appendix 2, Operational Ratings, Section 2.8 Examiner ratings, Unit 2.8.1 FERC: Flight Examiner Rating – Common (FERC), which is presently reserved, would be introduced containing the content proposed in this consultation. The unit will contain the high-level theory content headings currently presented in the Flight Examiner Handbook and the underpinning knowledge for the competency standards listed in unit FER of Schedule 2.

CASA's expansion of the unit is represented in the training modules of the current [FER Course](#) available online upon enrolment.

Key change 2

While CASA will continue to deliver [FERC](#), flight training operators will be able to develop their own FER theory and practical courses, contextualised for their operations and applicable FEEs, based upon the new knowledge unit FERC in Schedule 3, and the current practical unit FER in Schedule 2 of the Part 61 MOS.

Should flight training operators wish to deliver FERC for external customers, flight examiner applicants will have more choice of who conducts their training.

Previous consultations

This project was initiated to implement some of the recommendations made by the December 2020 Flight Examiner Rating Review and the August 2021 Technical Working Group.

It was incorporated into the [General Aviation \(GA\)](#) Workplan 2022.

The application assessment procedures were developed in 2022 by a project team with members in three branches within Regulatory Oversight Division with support and consultation from the industry participants identified by the GA Workplan.

Impact on industry

Development of a course of training, particularly one for trainers and examiners responsible for entry control under an internationally recognised regulatory scheme, is not a task approached lightly. CASA will continue to deliver the FERC and continuing professional development program.

The proposed amendments will benefit industry by providing aeronautical knowledge standards from which contextualised theory content for a FERC may be developed by flight training operators wishing to deliver the course internally or externally.

Should flight training operators wish to deliver FERC for external customers, flight examiner applicants will have more choice of who conducts their training.

Safety risk analysis

The introduction of the IFERC enables CASA and industry to continue to fulfil ICAO and regulatory quality audit and standards validation obligations but with greater flexibility in flight examiner training. The examiner entry control function remains a CASA activity through the flight test for initial grant of the FER and FEEs.

The introduction of the unit FERC facilitates existing application processes for the IFERC. No transitional arrangements are required.

Impact analysis

As the proposed instrument is a contraction of existing material already delivered by CASA in the FERC, the Office of Impact Analysis does not require the preparation of an Impact Analysis. CASA will continue to monitor applications from industry to conduct FERC, and the ongoing quality of the entry control and audit function delivered as the product of successful applications.

Submitting your view and what's next?

We would like to hear your views on the amendments we have presented. Please review the proposal and provide your feedback and any additional concerns not covered in this SPC.

Your feedback will make a valuable contribution to CASA's policy decision-making process and help to fully inform CASA of the perceived impacts (positive and negative) on the aviation community regarding the proposal.

CASA will consider all comments received as part of this consultation process and incorporate changes as appropriate. Comments on this consultation should be submitted through the online response (CASA Consultation Hub) form by close of business 24 December 2025.