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Australian Government
Civil Aviation Safety Authority

ADVISORY CIRCULAR
AC 61-01 v1.0

Flight crew licensing scheme

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Advisory circulars are intended to provide advice and guidance to illustrate a means, but not necessarily the only means, of complying with the Regulations, or to explain certain regulatory requirements by providing informative, interpretative and explanatory material.

Advisory circulars should always be read in conjunction with the relevant regulations.

Audience

This advisory circular (AC) applies to Part 61 licence holders.

Purpose

This AC provides and understanding of 'why' Part 61 of the *Civil Aviation Safety Regulations 1998* (CASR) exist. It brings together all aspects of Part 61 and shows how it is structured and how the components work with each other to allow a flight crew licence to be granted.

This AC is structured to provide:

- a general overview and description of the components of Part 61
- further detail in the Appendix/Annex for each Subpart is identified and described with divisions, subdivisions and the regulations following
- most of the regulations are sufficiently obvious and need no further explanation
- each regulation is shown with a short statement of content/intent and how it supports the 'why'.

Readers of this AC should refer to the regulations for more detail.

Note: The term *authorisation* is used in reference to a licence, rating or an endorsement. Where the term *qualification* is used, it has the same intent as the term *authorisation*.

Unless specified otherwise, all subregulations, regulations, Divisions, Subparts and Parts referenced in this AC are references to the *Civil Aviation Safety Regulations 1998 (CASR)*.

For further information

For additional information, contact CASA's Personnel Licensing, Aerodromes and Air Navigation Standards (telephone 131 757).

This version of the AC is approved by the Branch Manager, Flight Standards.

Table 1. Status

Version	Date	Details
v1.0		Initial AC.

Contents

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.

1 Reference material

1.1 Acronyms

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

Table 2. Acronyms

Acronym	Description
AC	advisory circular
ATPL	air transport pilot licence
CAR	*Civil Aviation Regulations 1988*
CASA	Civil Aviation Safety Authority
CASR	*Civil Aviation Safety Regulations 1998*
CBT	Competency based training
CPL	commercial pilot licence
HOO	Head of Operations
KDR	knowledge deficiency report
IFR	instrument flight rules
MOS	manual of standards
MPL	multi-crew pilot licence
PIC	pilot in command
PPL	private pilot licence
RPL	recreational pilot licence
VFR	visual flight rules

1.2 Definitions

Terms that have specific meaning within this AC 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 AC and the civil aviation legislation, the definition in the legislation prevails.

Table 3. Definitions

Term	Definition
assessment	The process of gathering measurable information and evidence about the performance of an individual or team and comparing this with a defined set of competency standards
authorisation	Flight crew licence, rating or endorsement

Term	Definition
competency	A combination of skills, knowledge and behaviours required to perform a task to the prescribed standard
competency standards	Competency standards are determined to meet the skill needs and focus on what is expected of a competent individual. The Part 61 MOS defines the competency standards for flight crew licences, ratings and endorsements.
flight training operator	An organisation approved by CASA under Part 141 or 142 which is staffed, equipped and operated in a suitable environment offering training (theoretical and practical) for specific flight training programs.

1.3 References

Legislation

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

Table 4. Legislation references

Document	Title
Part 61 of CASR	Flight crew licensing
Part 61 MOS	Part 61 (Flight Crew Licensing) Manual of Standards
Part 141of 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
Part 91 of CASR	General operating and flight rules
Part 67 of CASR	Medical
Part 202 of CASR	Transitional
CASA EX66/21	Flight crew licensing (Miscellaneous Exemptions) Exemption 2021
CASA EX62/20	Conditions on Flight Crew Authorisations (edition 3) Instrument 2020
CASA EX01/23	Multi-Engine Helicopters (CASA EX49/22) Amendment Instrument 2023
CASA EX49/22	Multi-Engine Helicopters Exemption 2022
CASA 59/21	Flight Training and Flight Tests (miscellaneous) Approvals 2021
CASA EX 136/20	Incendiary Dropping Operations (Aerial Application Rating) Instrument 2020
CASA 05/23	Flight Training and Flight Tests for Grant of Aerial Mustering Endorsements Approval 2023
CASA EX20/21	Flight Instructors and Part 141 Operators (Flight Training – Certain Solo Cross-country Flights) Exemption 2021
	Type Ratings Excluded from Part 142 Flight Training (Edition 7) Instrument 2023

Document	Title
CASA EX28/23	Class 1 Medical Certificate (Certain Flights by Holders of a Commercial Pilot Licence or Air Transport Pilot Licence) Exemption 20
CASA EX64/22	Flight Training and Flight Tests by Grade 1 Training Endorsement Holders (Exemptions and Approvals) Instrument 2022
CASA EX69/21	Medical Certification (Private Pilot Licence Holders with Basic Class 2 Medical Certificate) Exemption 2021
CASA EX73/20	Low-level Rating Exemption 2020
CASA EX136/20	Incendiary Dropping Operations (Aerial Application Rating) Instrument 2020
CASA EX98/21	ATPL Flight Test Standards (Satellite-based Navigation) Exemption 2021
CASA EX83/21	Part 121 and Part 91 of CASR - Supplementary Exemptions and Directions Instrument 2021
	Prescription of Qualification Standards (Synthetic Trainers) Instrument 2022

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 5. ICAO references

Document	Title
Annex 1	Personnel Licensing
ICAO Differences	Australian Flight Crew Licences and ICAO Differences
ICAO DOC 9868	PANS - Training
ICAO DOC 9379	Manual of procedures for Establishment and Management of a State's Personnel Licensing System

Advisory material

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

Table 6. Advisory material references

Document	Title
AC 1-01	Understanding the legislative framework
AC 61-05	Night VFR Rating
CAAP 5.216-1(0)	Multi-Crew Pilot Licence
CAAP 5.13-01	Private IFR Rating
CAAP 5.81-01	Flight Crew Licensing Flight Reviews

Document	Title
AC 61-09	Competency-based training and assessment for flight crew
AC 61-07	Flight instructor training
AC 61-16	Spin avoidance and stall recovery training
AC 61-08	Teaching and Assessing non-Technical Skills for Single-Pilot Operations
AC 91-13, AC 133-09, AC 138-06	Multi-part Advisory Circular AC 91-13, AC 133-09 and AC 138-06 Night Vision Imaging - helicopters
AC 138-01	Part 138 core concepts
AC 138-05	Aerial work risk management
AMC/Regulation Part 138	Aerial work operations

Introduction

What is Part 61

Part 61 of the CASR establishes a safety framework for the administration of flight crew licensing, which covers pilots and flight engineers, and the rules they must abide by when exercising the privileges of the authorisations (licences, ratings, endorsements and approvals).

Part 61 sets out which licences, ratings and endorsements are needed to fly a particular kind of aircraft and a particular kind of operation. It intersects with many other parts of the regulatory scheme which prescribe the operating rules.

Part 61 is closely linked to Parts 141 and 142 which contain the regulations for the conduct of training for Part 61 authorisations.

The regulations applicable to operating aircraft such as Part 91 refer to flight crew having to be appropriately authorised. For example, a person must not taxi an Australian aircraft unless they are authorised under Part 61, 64 or authorised by a Part 103 ASAO.

Other regulations require aircraft operators to ensure pilots are authorised under Part 61 to conduct an operation. For example, an operator must ensure a pilot conducting an aerial work operation covered by Part 138 is authorised under Part 61 to conduct that operation.

Why Part 61

Licensing authorises specific activities which would otherwise be prohibited due to the potentially serious results of such activities being performed improperly and thereby impacting aviation safety. A licence provides evidence of competency in that the holder has demonstrated the skills, knowledge and attitudes required to obtain the authorisation.

Part 61 describes not only the requirements to be met to obtain a licence but also the privileges allowed the holder of the licence and any conditions or limitations on the exercise of those privileges.

The Australian flight crew licensing system has the safety of aviation, and the general community, as its focus. This is achieved through appropriate legislation that ensures persons who are involved in aviation have the practical skills and qualifications required to conduct all operations with safe outcomes.

Australian licences (other than the RPL) meet the standards prescribed by the International Civil Aviation Organisation. As a contracting state, Australian licensing protocols and procedures align with ICAO conventions enabling recognition of Flight crew licences and ratings by overseas aviation agencies.

Civil Aviation Safety Regulations - Flight crew licensing structure

The Flight Crew Licensing suite of regulations consists of the following Parts of CASR:

- Part 61: Flight Crew Licensing
- Part 64: Authorisations for non-licensed personnel
- Part 67: Medical
- Part 141: Recreational, private and commercial pilot flight training, other than certain integrated training courses
- Part 142: Integrated and multi-crew pilot flight training, contracted training and contracted checking.

Part 64 pertains to the authorisations for ground personnel (non-pilots) to operate radios and taxi aeroplanes. Persons other than flight crew often have to transmit on a radio frequency used for aviation or

have to taxi an aeroplane. Those people must be authorised to do so. For more information on the authority to taxi and aircraft refer to the CASA website.

Part 67 specifies the medical standards to be met by flight crew before they can be granted a licence as well as the ongoing standards of medical fitness and the administration of the flight crew medical system. For more information about the aviation medical standards refer to the CASA website.

Part 141 and 142 outline the regulatory requirements for flight training organisations that provide training for flight crew licences using aircraft and flight simulation devices. For more information on Part 141 refer to the CASA website and for more information on Part 142 refer to the CASA website.

All these Parts have a role to play in a person meeting the requirements to obtain a licence.

Part 61 Standards

Standards for the training and grant of flight crew authorisations are prescribed in the Part 61 Manual of Standards (MOS). The MOS provides the standards necessary to build proficiency and competence and are proportional to the complexity of the task to be performed. A MOS comprises detailed technical requirements, including common standards for particular circumstances that augment the standards set out in CASR. The MOS contains only those standards that are specifically authorised by the CASR.

The International Civil Aviation Organisation (ICAO) sets standards and recommended practices (SARPs) applicable to flight crew licences. Included in these standards are the minimum hours of aeronautical experience required for the grant of a licence. As a Contracting State, Australia's licences largely comply with the Standards described in ICAO Annex1 - Flight Crew Licensing. There are some differences that CASA has notified to ICAO and these can be found on the Airservices Australia website at Differences from ICAO Standards.

The aim of Part 61 together with its companion Part 61 MOS is to ensure a common standard is applied by all training providers and examiners so CASA can be satisfied that an applicant for a licence, rating or endorsement has demonstrated an acceptable degree of competency and meets the requirements prescribed for the grant the authorisation.

The competency framework depicted in Part 61 MOS consists of competency units, competency elements, performance criteria, range of variables and underpinning knowledge. The MOS is the basis for development of training courses provided by a training organisation and the standards against which an applicant is assessed. The MOS is largely consistent with the ICAO PANS Training document (ICAO Doc 9868) that addresses competency-based training and assessment thus enabling international recognition of Australian licences and ratings for those flight crew who may operate overseas.

Part 61 Structure

Part 61 is structured with a series of Subparts, Divisions, Subdivisions and Regulations. The Part 61 regulations are available in volume 2 of the CASRs on the Federal Register of Legislation or can be accessed via the CASA website.

Subpart - Subparts are identified by an alphanumeric (Part number and alpha character) and text title. For example, Subpart 61.A - Preliminary, Subpart 61.M - Instrument Rating

Division - Divisions are sections within a Subpart and may contain either a subdivision or the regulations pertaining to that Subpart/Division. A Division is identified by Subpart, a sequential number (within that Subpart) and text title. For example, 61.A.1 - General, 61.M.2 - Privileges and requirements for grant of instrument ratings.

Subdivision - Subdivisions are sections within a division and contain the regulations pertaining to the Subpart/Division/Subdivision. A Subdivision is identified by Subpart, Division and a sequential number (within that division) and text title. For example, 61.A.3.1 - Student Pilots

Regulations - Regulations are identified by the Part number (61) and a sequential number, which continues for the entire Part, and a text title. The regulation does not identify the Subpart it belongs to. For example, 61.112 - Flying as student pilot.

Subparts 61.A through 61.E are administrative regulations and applicable to all licences, ratings or endorsements described in subsequent Subparts. Their purpose is to reduce the repetition of common requirements and provide consistency in their application in areas of training, examinations, flight tests and language proficiency. Additionally, these Subparts include definitions, logging of flight time and general limitations on licence privileges.

Subparts 61.G through 61.K (there is no 61.F) prescribe specific pilot licences. Subpart 61.L through 61.U provide for ratings and endorsements. Subparts 61.V through 61.Y apply to Flight Engineer licences and 61.Z Glider pilot licences. Divisions within these Subparts mostly describe privileges, limitations and requirements for the grant of the specific authorisation.

Operational Ratings may have specific endorsements permitting the holder to undertake certain activities. The kinds of endorsements on an operational rating are described in table form in the Subpart and identify the endorsement, the activities permitted by the endorsement and the experience and qualification required for the grant of the endorsement.

What does it all mean?

At the centre of the system is the grant of a pilot licence, rating or endorsement. There are two facets to be considered:

- The training and assessment that lead to the grant of an authorisation.
- The maintenance of an authorisation (currency and ongoing proficiency).

Putting aside the rules for the moment, as with any skill-based activity, to do it well a person needs to know what they are doing, ensuring the practical knowledge and skills translate into safe operations. How a person gets to this level of knowledge and skill is through specific core training that is delivered with known and measurable standards against which competence can be assessed. Proper training is necessary to minimise human error and provide able, skilful, proficient and competent pilots.

Training is managed by Part 141 and Part 142 certificate holders, or holders of approvals granted under those parts to conduct training. Part 142 training may encompass multi-crew authorisations, type ratings and integrated training courses. Part 141 provides non-integrated training courses for RPL, PPL and CPL as well as training for operational ratings and some type ratings that do not involve multi-crew operations.

Regardless of the type of training conducted, training process must be managed and monitored through the recording of a person's progress. A person should only need to do the training that is necessary for them to be assessed as competent and satisfy the requirements for the granted of the authorisation sought. Consideration must be given to relevant prior learning, experience, and qualifications when applicable.

Competency is routinely assessed as a part of training and is undertaken by the instructor during a training exercise, ensuring a person's training is progressing adequately. Where a course is complex or of long duration, perhaps an integrated CPL course, checks may be carried out at specified stages of training to ensure progress is being maintained.

The grant of an authorisation

Gaining an initial authorisation, whether a licence, operational rating, or an endorsement, can be described in four stages:

Aeronautical Knowledge - The Part 61 MOS, schedule 1 prescribes the standards for all authorisations. Some authorisations require a person to pass an aeronautical knowledge examination of which schedule 3, provides the standards of aeronautical knowledge required for those authorisations. An applicant may undertake self-study theory training unless enrolled in an integrated course of training or undertake a structured theory course. Evidence of a person achieving the knowledge standard is demonstrated through the successful completion of the theory examinations and an any subsequent flight test. Some examinations are prepared and conducted by CASA and some are prepared and conducted by the training organisation.

Where there is no theory examination required for the authorisation, the aeronautical knowledge is specified in the underpinning knowledge of the practice standards in schedule 2.

Practical Flight Training - Proper training is necessary so as to minimise human error and provide able, skilful proficient and competent flight crew. The Part 61 MOS, schedule 2, contains the flight training standards required to achieve practical competency. Flight training courses are delivered by a Part 141 or Part 142 certificate holder and must address the competency standards prescribed for the authorisation. The training must be delivered by an instructor, or a person approved for the purpose, who holds the appropriate training endorsement and is authorised, competent and current to conduct the operation being trained. The instructor is to be supervised by the training operator.

> **Note:** Training for a design feature and flight activity endorsement is not required to be delivered by a training operator.

Assessment of Competency - Flight tests for the grant of flight crew licences and operational ratings are conducted by authorised Flight Examiners or persons who are approved for the purpose. who must hold the appropriate flight test endorsement and be authorised to conduct the operation the flight test is for. Flight examiners must assess the competency of applicants against the standards described in the Part 61 MOS and follow the procedures laid down in the Flight Examiner Handbook.

Design feature and flight activity endorsement do not require a flight test. Assessment can be made by the flight instructor who conducted the training or who is authorised to conduct the training. The Part 61 MOS contains the practical flight standards for the grant of the authorisation.

Associated Requirements - before an authorisation can be granted, the applicant must satisfy related requirements associated with aeronautical experience, English language proficiency, medical status, age and security. These requirements are mainly described in the administrative regulation in Subparts 61.A through 61.E though experience for a specific authorisation is prescribed in its Subpart.

The maintenance of an authorisation

Once an authorisation has been granted, a pilot must retain at least the competence and knowledge attained for the initial issue. The regulations provide for several different avenues through which this is achieved depending on the individual's situation. These avenues are general competence to operate the aircraft, specific recency requirements for an activity, and flight reviews and proficiency checks in performing an activity permitted by the authorisation.

Depending on the licence or rating, there may be certain requirements to be met prior to exercising the privileges of the licence or rating. These requirements may be the conduct of certain activities within a designated timeframe (recency) or the undertaking of an assessment of ongoing proficiency in the conduct of an activity, or both.

General Competency

A pilot is responsible for ensuring they maintain general competency prescribed in regulation 61.385. The rule requires pilots to consider their fitness to conduct an operation immediately before they undertake it. The pilot needs to consider their familiarity with the operations of the aircraft such as its systems and performance as well as the procedures to conduct the proposed operation safely. They should also consider own practical their fitness to fly, both physically and mentally.

If the pilot holds either an operational rating or endorsement, they must be competent to operate the aircraft in the activity permitted by the operational rating or endorsement. Being competent means having sufficient aeronautical knowledge, practical skills and appropriate behaviours to be able to conduct a particular operation safely and reliably.

If a pilot is flying an aircraft regularly and exercising the privileges of a particular rating or endorsement in the same type of aircraft, then it is reasonable to assume that they are maintaining a level of competence for that activity.

Consider though, if a pilot decides to fly a different aircraft in the same class that has different equipment and handling and performance characteristics from previous aircraft they have flown, what would the pilot need to do? The pilot may have sufficient experience to be able to review the aircraft documentation and study the operation of the aircraft equipment on the ground prior to flying the aircraft as pilot in command.

Alternatively, the pilot can seek out a flight school and arrange a flight review with an instructor, let them assess competence and determine the level of training that may be required.

Knowledge, skills and attitudes are developed through training and evaluated by the training process and testing. Periodic checking ensures competency is maintained or, where necessary, restored.

Recency

Recency refers to the frequency of conduct of authorised activities within a specified timeframe. All licences and operational ratings have specific recency requirements that the pilot must meet before they can conduct an activity. For example, a general recency requirement is to have conducted three take-offs and landings in the previous 90 days before carrying passengers or a pilot who holds an aerial application rating must have completed 50 hours of aerial application operations below 500ft in the previous12 months. Recency requirements are prescribed in the Subpart for each authorisation.

Flight Review

A flight review is an opportunity for a pilot to receive refresher training to maintain the competency necessary to maintain the competency to continue to exercise the privileges of the rating.

Pilots who wish to fly and do not hold an operational rating requiring a proficiency check or private pilots and pilots who are no longer involved in commercial operations, are required to undertake a flight review.

Over time, pilot knowledge and skills can degrade without them being aware. The flight review provides an opportunity for an independent assessment and a refresh of pilot flying knowledge and skills. A flight review is not a test, rather a collaboration between the pilot and the assessor who together to identify a pilot's flying context and determine an exercise that will both refresh capabilities and allow the assessor to identify any deficiencies and provide remedial advice and instruction.

A flight review is the opportunity for a pilot to refresh their flying skills and operational knowledge thus ensuring they continue to be competent flying particular types of aircraft. The flight review ensures piloting skills remain, or are brought back up, to standard.

A proficiency check for an operational rating may meet the requirement for a flight review for a class rating as long as the proficiency check is carried out in an aircraft covered by the class rating. The legislation will identify where this situation can apply for a particular rating. For example, if a person undertakes a proficiency check for an instrument rating in a class of aircraft, then the proficiency check will meet the flight review requirement for that class rating (refer 61.745).

Flight review requirements can be combined into a single flight if practical. For example, an aircraft rating flight review could be combined with a night VFR rating flight review, as longs as units and elements of competency in the MOS for each authorisation are all covered.

Flight reviews are conducted by instructors who generally work for a Part 141 or Part 142 certificate holder who oversight the conduct of the flight reviews. A flight review can also be conducted by a flight examiner, or a person approved for the purpose. Where training is provided during a flight review, the flight review must be conducted under the oversight of a Part 141 or Part 142 operator.

A flight review is conducted in accordance with the standards prescribed in schedule 7 of the Part 61 MOS.

Proficiency Check

A proficiency check is an assessment of a pilot's skills and knowledge in a particular operational area and is also designed to ensure the pilot remains competent conducting those kinds of operations.

The operational ratings that require a proficiency check, and their validity period, are:

- Instrument Rating - 12 months
- Night Vision Imaging System Rating - 12 months
- Aerial Application Rating - 12 months
- Flight Instructor rating - 24 months (initially 12months)
- Flight Examiner Rating - 24 months

A proficiency check does not involve remedial training. If a pilot needs practice or retraining, they should undertake that before undertaking the proficiency check, with an instructor if necessary. If a pilot does not

meet the proficiency check standards during the check, they no longer hold a valid proficiency check and therefore cannot exercise the privileges of the rating until they pass the proficiency check.

For each of the ratings mentioned above, the proficiency check is assessed against the standards described in the schedule 6 of the Part 61 MOS for the rating and are standalone checks, that is a proficiency check for one rating does not meet the requirement for a proficiency check of another rating. Proficiency checks are conducted by a flight examiner, or a person specifically approved for the purpose.

A proficiency check does not need to be conducted under a Part 141 or Part 142 operator; a pilot can make their own arrangement with a suitable flight examiner.

Proficiency checks can be embedded in an operator's approved training and checking system. Depending on the complexity of the system, there may be additional content and frequency of checks that enable a cyclic program of assessment of flight crew proficiency, though not all training and checking systems will have a cyclic program.

Notes for this advisory circular

The content of this document is arranged as follows:

- Each Part 61 Subpart is identified and described with divisions, subdivisions and regulations following, and guidance material where applicable.
- Most of the regulations provide the only acceptable means of compliance or the content is sufficiently obvious such that further explanation is not warranted. In this case, there is general guidance material in narrative form at the beginning of the Subpart. Where this occurs, the regulations are mentioned after the narrative with a short statement of their content to guide the reader to the relevant regulation for the detail.
- Some of the Subparts and their regulations have both a narrative general guidance at the beginning and a narrative for some regulations. This occurs mainly in Subparts 61.A through 61.E.
- Where relevant, there are links to external web resources such as CASA manuals, legislative instruments or general guidance material.
- There are also links to sections within the document. For example, reference may be made to another subpart or regulation within the document, clicking on the link will take the reader to that reference.
- It is recommended that when using this document, the reading pane, navigation page or bookmarks option (depending on the system in use) be activated, which will further assist in navigating around the document.
- In this document, the term authorisation is used in reference to a licence, rating or endorsement. Where the term qualification is used, it has the same intent as authorisation.

This document is guidance and if a discrepancy exists between the regulations and this document the regulations must be followed.

2 Subpart 61.A - Preliminary

Division 61.A.1 - General

Regulation 61.005 What Part 61 is about

A description of the philosophy and structure of Part 61 is described in the Introduction and Part 61 Structure sections of this document.

Regulation 61.007 Application of Part 61

The purpose of this regulation is to set the scope of Part 61 which is limited to pilots who fly registered aircraft and relies upon the definition of registered aircraft which is in the CASR Dictionary. For example, if a pilot wants to fly a registered aircraft, then they must be authorised under Part 61 to do so. It does not apply to flying foreign registered aircraft or aircraft administered by Approved Self-administration Aviation Organisations.

References to flight time requirements in Part 61 should not be read as being flight time completed in registered aircraft unless the regulation prescribes that to be so. This allows for recognition of flight time accrued during training with a sport aviation body (like RAAus) for the grant of an authorisations such as an RPL or PPL.

Regulation 61.010 Definitions

The definitions clarify the intent of regulations and should be referred to for understanding and interpreting the intended application of the rules.

Regulation 61.015 Definition of category of aircraft for Part 61

The categories of aircraft are defined here as

- Aeroplane
- Helicopter
- Powered-lift
- Gyroplane
- Airship

These categories are taken from ICAO Annex 1 to achieve consistency with the international licensing scheme and used in other Parts of the regulations. They are relevant to specific circumstances and differentiate the characteristics of the aircraft covered by the category such as how the aircraft are operated. For example, operating a helicopter requires a set of skills some of which are not relevant to flying an aeroplane. Where there is commonality, the regulations recognise it and where appropriate permit cross-crediting of experience and training.

Category specific requirements apply to all licences and some ratings and endorsements.

A pilot may hold a particular licence and the applicable category rating to fly any aircraft covered by that rating.

Note that the list does not include Balloons which are administered, for the time being, under the Civil Aviation Regulations 1988.

Regulation 61.020 Definition of class of aircraft for Part 61

The classes of aircraft are defined here as

- Single-engine aeroplane
- Multi-engine aeroplane
- Single-engine helicopter
- Powered-lift aircraft
- Single-engine gyroplane
- Airship

Class ratings (refer 61.L.3) are used to simplify the requirements for licensing where types of aircraft have similar characteristics and are not sufficiently complex as to require type specific training. An aircraft is included under a class rating if it isn't prescribed with a type rating. See below for more information about type ratings.

Class rated aircraft usually have less complex systems, are not high performance and can be operated relatively easily by 1 pilot. Some class-rated aircraft have a special initial training and flight review requirement - see regulation 61.747 for more information.

Multi-engine centreline thrust aeroplanes are included in the single-engine aeroplane class. A person operating a centreline thrust aeroplane under the authority of a single-engine aeroplane class rating is also required to hold a multi-engine centreline thrust design feature endorsement under subregulation 61.380(2).

CASA may include a type of multi-engine aeroplane, which is not a multi-engine centreline thrust aeroplane, in the single-engine aeroplane class rating. These types would have negligible asymmetric flight characteristics and therefore would not require additional training for asymmetric flight.

At the time of publication, no multi-engine aeroplanes, other than centreline thrust types, are included in the single-engine aeroplane class.

Subpart 61L provides the regulations applicable to class ratings.

Regulation 61.025 Definition of aeroplane for Part 61

The definition of an aeroplane specifically requires the aircraft to have flight controls providing control of the aeroplane in 3 axes and includes a touring motor glider operated under CASR Part 91. This definition is intended to exclude aircraft such as recreational aircraft where applicants for the grant of an authorisation may seek to include flight time in these aircraft as meeting the aeronautical experience required for the grant of a licence, rating or endorsement.

Regulation 61.035 Issue of Manual of Standards for Part 61

This regulation provides for a Manual of Standards to be issued and the functions and activities that the standards may be applied to.

The Part 61 Manual of Standards is a legislative instrument that provides units of competency and units of knowledge for all licences, ratings and endorsements. It also provides the standards required for flight tests, proficiency checks and flight reviews. The content is spread over four volumes as follows:

- Volume 1: Schedule 1 Directory of units of competency and units of knowledge
- Volume 2: Schedule 2 Competency Standards
- Volume 3: Schedule 3 Aeronautical knowledge Standards
- Volume 4: Schedule 4 Aeronautical Examinations
  - Schedule 5 Flight Test Standards

- Schedule 6 Proficiency Check Standards
- Schedule 7 Flight Review Standards
- Schedule8 Tolerances

The Part 61 MOS is available on the Federal Register of Legislation. Refer to AC 1-01 - Understanding the legislative framework for guidance on the Australian legislative framework including an explanation of the purpose of a Manual of Standards (MOS).

Regulation 61.040 Approvals by CASA for Part 61

CASA is authorised to issue approvals under Part 61 where a regulation makes reference to a CASA approval. In many of the regulations governing the training and testing of persons for qualifications and the conduct of certain activities, there is often a sub regulation that allows for a person to be approved to conduct that activity, other than a person who holds the required authorisation.

For example, CASR 61.860 relates to the conduct of instrument approaches. Sub regulation 61.860 (5) (b) is about the demonstration of competency for an instrument approach and provides for assessment to be undertake by either CASA, and examiner or a person approved under 61.040, to assess the competency.

All approvals granted by CASA under Part 61 are subject to the procedural requirements of CASR Part 11 (regulatory administrative procedures). This part requires CASA to have regard for the safety of air navigation when considering the issue of approvals.

Specifically, Subparts 11B and 11BA, provide for CASA to grant authorisations on application. These two Subparts lay out the requirements for a person to apply for an approval to undertake a particular activity and the considerations that CASA must make in granting, or otherwise, the approval.

If the approval sought is for an activity or a course, and there are standards for that activity or course content, then those standards must be met, otherwise any other requirements mentioned in the sub regulation must be met.

Regulation 61.045 Prescription of qualification standards for flight simulation training devices

Flight Simulation Training Devices (FSTDs) include flight simulators and flight training devices and synthetic trainers, that may be used to gain aeronautical experience.

The use of appropriately qualified and capable FSTDs in pilot training can enhance the quality and effectiveness of training while mitigating the safety risks associated with conducting activities in simulated engine out flight and other non-normal manoeuvres.

Part 60 of the Civil Aviation Safety Regulations sets out the rules for initial and recurrent qualification of flight simulation training devices. The Part 60 Manual of Standards prescribes the qualification standards for FSTDs.

There are currently several instruments issued under 61.045 that affect Part 61 operations:

- Instrument CASA EX42/22 — Flight Training and Test (Low-Fidelity Simulators) Exemption 2022 addresses the Swearingen SA226/227 (Merlin/Metroliner) and Embraer EMB120 (Brasilia) FSTDs.
- The following two instruments provides the standards and equipment required for the conduct of MCC training in an FSTD.
  - Prescribed Qualification Standards for FSTD (MCC Training — Helicopter) Instrument 2019 (Edition 1)
  - Prescribed qualification standards for FSTD (MCC training – aeroplane) Instrument 2015 (Edition 1)
- Instrument Prescription of Qualification Standards (Synthetic Trainers) Instrument 2022 prescribes the qualification standards for synthetic trainers formerly covered under CAO 45.0

Regulation 61.047 Prescription of recognised foreign states

The term recognised foreign state is used in Part 61 and transition regulations in Part 202 to enable certain licensing activities to be conducted overseas and not under the relevant training and assessment requirements in Part 61.

These States are recognised because the regulatory system in that State is similar to Australia's and consideration has been given to it being recognised for this purpose. For example, a person may complete type rating training for a specific aircraft type in a flight simulation training that is approved by a recognised foreign State - refer to the definition of approved flight simulation training device in regulation 61.010.

This recognition saves the foreign operator from having to have their FSTD qualified by Australia.

Regulation 61.050 Prescription of multi-engine aeroplanes included in single-engine aeroplane class

At this time there are no multi-engine aeroplanes that are to be included in the single-engine aeroplane class.

Refer to the regulation 61.020 above for guidance relating to multi-engine centre-line thrust aeroplanes.

Regulation 61.055 Prescription of type ratings and variants—multi-crew aircraft

Many types of aircraft are sufficiently complex or different from other types as to warrant a pilot undertaking type-specific training to be authorised to fly these types. These aircraft are identified as type-rated aircraft. Aircraft that are certificated to be flown by more than 1 pilot are examples of type-rated aircraft.

Some aircraft that are designated as type-rated aircraft are sufficiently similar in their characteristics to other aircraft covered by the relevant class rating as to warrant recognition of ongoing competency checks (flight reviews) done in the type-rated aircraft for the purposes of the class rating flight review.

Refer to Subpart 61.L for further guidance on variants for type rated aircraft certified for multi-crew operations) and Schedule 3 (Type ratings for helicopters certified for multi-crew operations) of the instrument titled Part 61 Flight Crew Licensing (Prescribed Aircraft and Type Ratings) (Edition 9) Instrument 2023.

Some aircraft type ratings can trained for at a Part 141 school these types are prescribed in instrument Type Ratings Excluded from Part 142 Flight Training (Edition 7) Instrument 2023 .

Regulation 61.060 Prescription of type ratings - single-pilot aircraft

Aircraft covered by this regulation are aircraft types that may be operated by 1 pilot and require initial and ongoing type-specific training and competency checking. These aircraft are sufficiently complex, or their performance or handling characteristics are such that additional training of pilots is warranted to enable them to operate these aircraft safely.

Aircraft types can have variants within each type, and the characteristics of the variants can differ (for example, in areas such as operating systems, size or performance). In some cases, the variant differences are such that additional training of the pilots is warranted to enable them to operate these variants of the original aircraft type.

Refer to Subpart 61.L for further guidance on single pilot type rated aircraft.

Aircraft this regulation applies to are described in Schedule 6 (Type ratings for aeroplanes certified for single pilot operations) and Schedule 7 (Type ratings for helicopters certified for single pilot operations) of the instrument titled Part 61 Flight Crew Licensing (Prescribed Aircraft and Type Ratings) (Edition 9) Instrument 2023 and instrument CASA EX01/23 — Multi-Engine Helicopters (CASA EX49/22) Amendment Instrument 2023

Regulation 61.061 Prescription of type-rated aircraft - flight review requirements for class ratings

Some aircraft are sufficiently complex or have performance or handling characteristics that warrant initial and ongoing type-specific training and competency checking that must be satisfied before pilots are authorised to fly these types of aircraft.

However, conducting a flight review or proficiency check in such an aircraft is regarded as being sufficient to ensure the pilot is also competent operating similar aircraft covered by the class rating and, therefore, would be acceptable for the purposes of a relevant class rating flight review. The aircraft type has sufficient commonality with aircraft included in a relevant class rating that justifies this recognition.

Refer to Subpart 61.L for further guidance on flight reviews for type rated aircraft.

Aircraft this regulation applies to are described in Schedule 10 (Type rated aeroplanes that satisfy the flight review for the multi-engine aeroplane class rating (This is no longer needed due relief in CASA EX66/21) of the instrument titled Part 61 Flight Crew Licensing (Prescribed Aircraft and Type Ratings) (Edition 9) Instrument 2023 and instrument Type Ratings Excluded from Part 142 Flight Training (Edition 7) Instrument 2023.

For helicopters, instrument CASA EX49/22 — Multi-Engine Helicopters Exemption 2022 has been issued to enable pilots to operate certain multi-engine helicopters similarly to a class rating.

Regulation 61.062 Prescription of types of aircraft for additional limitations on class ratings

This regulation prescribes types of aircraft for which flight training and a flight review are required under regulation 61.747 for the exercise of the privileges of a class rating.

Aircraft included in the instrument are considered as being sufficiently complex or have performance or handling characteristics that warrant initial type-specific training and a flight review in the specific type.

However, these types are not so different that ongoing training and competency checking needs to be type specific. In these cases, the pilot only needs to complete initial type-specific training along with a flight review, rather than a flight test, as the means of assessing the pilot's competence in operating that type of aircraft. Thereafter, a flight review in any other aircraft in the same class satisfies the flight review requirements to fly that type of aircraft.

Refer to Subpart 61.L for further guidance on variants for type rated aircraft.

Aircraft this regulation applies to are described in Schedule 12 (Single engine aeroplanes (SEA) included/covered by the SEA class rating requiring specific training and a flight review to fly in accordance with CASR 61.747), Schedule 13 (Multi-engine aeroplanes (MEA) included in or covered by the MEA class rating requiring specific flight training and a flight review to pilot in accordance with CASR 61.747) and Schedule 14 (Single engine helicopters (SHE) included in or covered by the SHE class rating, requiring specific flight training and a flight review to pilot in accordance with CASR 61.747) of the instrument titled Part 61 Flight Crew Licensing (Prescribed Aircraft and Type Ratings) (Edition 9) Instrument 2023.

Regulation 61.063 Prescription of types of single engine helicopters for flight reviews

This regulation allows for certain types of single-engine helicopters that may be used to conduct flight reviews for other types of single-engine helicopters to be identified by instrument.

CASA has identified the R22 and R44 as single-engine type-rated helicopters that may be used to conduct flight reviews for each other. Refer section 8 of CASA 62/20 Conditions on Flight Crew Authorisations (edition 3) Instrument 2020.

Regulation 61.065 Conduct of unauthorised activities—holders of flight crew licences

A flight crew member must ensure that they are suitably qualified to conduct an activity permitted by Part 61. This means holding the appropriate category and class rating for the aircraft to be operated and holding the authorisation(s) required to conduct the planned operation.

Division 61.A.2 - Flight time and other aeronautical experience

This division provides prescriptive definitions of what may logged by flight crew as flight time and includes definitions of flight and flight time for pilots, (PIC), co-pilot, in command under supervision and instrument time. Instrument CASA EX66/21 — Flight Crew Licensing (Miscellaneous Exemptions) Exemption 2021 provides exemptions in relation to logging of flight time and should be reviewed in conjunction with this guidance material.

Understanding the definitions of flight time in relation to required aeronautical experience is vital to correctly apply the experience requirements for any one authorisation. In many regulations, there is differentiation between flight time required, for example flight time as a pilot, and flight time as PIC, which must be understood when calculating aeronautical experience for the purpose of grant of an authorisation. Regulations 61.070 through 61.110 below should be read and understood.

Regulation 61.070 Flight to which Division 61.A.2 applies

For the purpose of recording of flight time, flight is considered as flight in an aircraft in one of the categories described in 61.015, with the addition of a glider (other than hang glider, powered hang glider, paraglider or powered paraglider).

Regulation 61.075 Definition of aeronautical experience for Part 61

Aeronautical experience for a pilot is the total of flight time as a pilot, simulated flight time and tethered flight time.

Similarly for a flight engineer, aeronautical experience is the total of flight time as a flight engineer and simulated flight engineer time.

Regulation 61.080 Definition of flight time as pilot for Part 61

Flight time as a pilot is accrued during solo flight, when a person is receiving training in flight, when a person is delivering flight instruction in flight and when a person is performing as an examiner in flight.

Flight time as a pilot is also PIC, pilot in command under supervision and as a co-pilot.

Regulation 61.085 Definition of flight time as co-pilot for Part 61

Co-pilot flight time may be logged when a person is a flight crew member in an aircraft required to be flown with at least 2 pilots and the person is undertaking co-pilot duties other than as PIC under supervision.

Regulation 61.090 Definition of flight time as pilot in command for Part 61

Flight time as PIC is recorded as the duration of flight during which a person is PIC.

Regulation 61.095 Definition of flight time as pilot in command under supervision for Part 61

For a person to record flight time as PIC under supervision they must hold a pilot licence and perform all the duties of PIC.

A flight where one of the crew is nominated as PIC under supervision must be conducted by an operator with a training and checking responsibility and the PIC is authorised by the operator or the Part 142 operator, to conduct the supervision.

PIC under supervision flight time may also be accrued if the person is supervised by a flight instructor or flight examiner and the person is not receiving training.

Regulation 61.100 Definition of flight time as flight engineer for Part 61

A flight engineer may accrue flight time for the duration of a flight where they perform the duties of a flight engineer.

Where a person holds a flight engineer instructor rating or a flight engineer examiner rating, they may accrue flight time when exercising the privileges of either of those ratings.

If a person holds a cruise relief flight engineer type rating, they may accrue flight time whilst performing the duties of a flight engineer.

Regulation 61.105 Definition of instrument flight time for Part 61

Instrument flight time is any time spent piloting an aircraft solely by reference to instruments and without external visual reference points in IMC or simulated IMC.

A flight instructor may accrue instrument flight time if they are conducting training or a flight review during dual instrument flight in IMC.

A flight examiner may accrue instrument flight time when conducting a flight test or proficiency check during instrument flight in IMC.

Instrument flight time may be logged by the holder of an instrument rating, a private instrument rating or an ATPL, for flight in an aeroplane or powered-lift aircraft, and for flight in an aeroplane, a multi-crew pilot licence.

Regulation 61.110 Definition of instrument ground time for Part 61

Instrument ground time may be logged by the holder of an instrument rating, a private instrument rating, an ATPL Aeroplane or powered lift) or a multi-crew pilot licence, other than a simulator instructor or a flight examiner. Instrument ground time is any time spent conducting simulated flight in a flight simulation training device solely by reference to instruments and without simulated external visual reference points.

For a person who does not hold any of the authorisation mentioned above, they may log any dual instrument ground time.

Division 61.A.3—Performing flight crew duties without licence, rating or endorsement

Subdivision 61.A.3.1—Student pilots

A student pilot does not hold a licence, therefore the general regulations governing privileges, limitations and requirements for licence holders described in other divisions cannot be applied. Under previous legislation, a student did hold a licence (student pilot licence) however with the introduction of Part 61, this was removed to align Australia with ICAO standards, which do not recognise a student pilot licence.

This subdivision describes the privileges, limitations and requirements that are to be applied to a student undergoing flight training and addresses such things as administrative matters, medical requirements, recency and authorisations.

Regulation 61.112 Flying as a student pilot

A student does not need a licence to fly as they are always under the supervision of a flight instructor and flying school whilst they are learning, including when flying solo.

For student pilots, supervision by an authorised instructor means they have briefed the student for the flight and must be on board the aircraft, or if the student is sent solo, at the aerodrome where the solo flight commenced or within15 miles of the aerodrome where the flight began. The instructor must be able to be contacted by radio or other means for the duration of the solo flight.

Regulation 61.113 General requirements for student pilots

To fly solo a student pilot needs to have an aviation reference number (ARN), which is issued by CASA, and be at least 15 years of age.

A student pilot cannot fly an aircraft, either dual or solo, with passengers on board.

For more information about ARNs please refer to the CASA website.

Regulation 61.114 Solo flights—medical requirements for student pilots

A student pilot must hold a current medical certificate before they can be authorised to fly solo.

The medical certificate may be either a class 1 or class 2 medical certificate, a basic class 2 medical or a recreational aviation medical practitioners' certificate (RAMPC)

There are no medical requirements for a student learning to fly when they are in an aircraft with an instructor. However, any relevant medical conditions or history that may affect the safe operation of an aircraft, must be identified and assessed prior to solo flight, but preferably before a person starts to fly. Safety is paramount, holding a current medical before solo flight is an essential mitigator in managing student risk.

If a student is flying on a RAMPC, CASA must have acknowledged receipt of a copy of the RAMPC certificate prior to a student undertaking solo flight and they must carry their medical certificate, and any associated documents, when on a flight.

Refer to CASR 67.262 for additional information on the Austroads medical standards as they apply to RAMPC.

Regulation 61.115 Solo flights—recent experience requirements for student pilots

In the early stages of training, regular flight lessons provide a student with frequent opportunities to develop practical flying skills while simultaneously providing exposure to operational procedures and environments. Long gaps between flying lessons often requires in depth review and repetition of previous skills learnt before progressing to new skills.

Where solo flight is involved, it is essential that an instructor can be assured that a student has maintained the standard achieved for first solo flight before they authorise further solo. A dual check every thirty days, or after three hours of solo, provides both the student and the instructor the opportunity to review performance has been maintained to the required standard and provide remedial instruction if required.

Generally, recency for student pilot is no more than three hours between dual checks, however this does not apply if the student is enrolled in an integrated training course. The exception is based on the premise that an integrated course provides the student with a flight lesson schedule that ensures adequate recency and frequency of dual flights is continuous and maintained.

Regulation 61.116 Student pilots authorised to taxi aircraft

A student can taxi an aircraft if a flight instructor authorises them to do so.

Regulation 61.117 Identity checks—student pilots

When obtaining an ARN, a student will be required to provide CASA with proof of their identity. A student cannot pilot an aircraft without having provided proof of their identity and have received their ARN when requested to do so.

Regulation 61.118 Production of medical certificates etc. and identification—student pilots

CASA may require a student pilot to produce their medical certificate or RAMPC and/or identify documents.

Subdivision 61.A.3.2—Other circumstances in which flight crew duties may be performed without licence, rating or endorsement

Regulation 61.119 Flying without licence—flight engineer duties

Reserved

Regulation 61.120 Operation of aircraft radio without licence

A person who does not hold a flight crew licence or has an RPL but without a flight radio endorsement, may use a radio if they are receiving training for a pilot licence or a flight radio endorsement.

Regulation 61.125 Conducting flight activities without rating or endorsement

A licence holder can only conduct an activity authorised by a rating or endorsement if they hold that rating or endorsement.

This regulation authorises a licenced pilot to conduct an activity they are not otherwise authorised to do, but only when they are receiving training, gaining the required aeronautical experience, or taking the flight test, for the authorisation. For example, when conducting a solo flight at night for the grant of a NVFR rating.

Regulation 61.126 Conducting flight activities without having met proficiency check or flight review

Where a pilot has not met the proficiency check or flight review requirement for a particular activity, this regulation allows a licence holder to undertake the activity, while undertaking the proficiency check or a flight review.

This regulation would be applicable after the expiry of the validity period of the previous proficiency check or flight review for an activity requiring such a check or review.

Regulation 61.130 Operation of helicopter using auto flight control system without licence or rating

In helicopter operations, non-flight crew must occasionally take control of the aircraft when conducting operations requiring the use of winching, rappelling or some such apparatus, such as during ambulance or rescue activities.

This regulation allows the crew person to have access to, and operate, specific onboard auto flight control systems, under the supervision of the PIC, for the required duration of the activity.

Regulation 61.135 Authorisation to conduct flight training or flight test without holding type rating

There are occasions where there is no pilot with a relevant aircraft type rating available to conduct flight training or flight testing for the type. This may occur when a new type is being introduced. A person applying for an approval under this regulation to conduct either training or a flight test would do so based on comparable experience on other similar types.

CASA would have preference for the training or test to be conducted in a flight simulator if one was available, which would reduce the risks in the conduct of the training or flight test.

Regulation 61.140 Authorisation to test aircraft without holding type rating

On occasions where there is a new aircraft type in country, a new variant of a type or there has been a modification to an aircraft, inflight testing of the aircraft may require persons who are not authorised to conduct the tests.

This regulation allows a pilot to apply for an approval to conduct the aircraft test flights.

Regulation 61.145 Piloting glider without holding glider pilot licence

CASA may grant a glider pilot licence based on a glider pilot certificate issued by a gliding organisation (refer subpart 61.Z).

Glider pilots do not need to obtain a licence, they can operate in Australia entirely on their glider pilot certificate. However, when competing or flying overseas, glider pilots generally have to provide a licence from a recognised authority like CASA and so will apply for the grant of a glider pilot licence.

This regulation permits a person to pilot a glider while holding a glider pilot certificate, without holding a (CASA) glider pilot licence, if they are authorised by a glider organisation to act as PIC or they are a student glider pilot, and the training and glider are operated in accordance with the glider organisations operations procedures.

3 Subpart 61B - Grant of flight crew licences, ratings and endorsements

Division 61.B.1—General

This division describes the administrative rules and the responsibilities and requirements to be met by CASA, flight examiners, approved persons and instructors when licences, ratings or endorsements are granted and issued.

In this Division,

- the term issue a licence document applies to CASA and occurs following a new licence or category rating being granted or CASA grants a rating or endorsement and provides the licence holder with an updated licence document. CASA does not ordinarily enter licensing details onto an existing licence document.
- the term grant a licence, rating or endorsement means a responsible person has assessed an application and has decided the person is entitled to the authorisation and so grants it to the applicant. The evidence of granting the authorisation is achieved by entering the details of the authorisation on the licence document.

CASA grants and issues flight crew licences and permits industry to grant and issue of most ratings and endorsements by persons approved and qualified to train and assess the competence of a person to hold the rating or endorsement.

The exceptions are the grant of examiner ratings and associated flight test endorsements, and the approval of persons under regulation 61.040 to conduct flight tests and grant ratings and endorsements, which are retained by CASA.

The regulations in the subpart allow for the applicant for the grant of an authorisation that requires the applicant to hold another authorisation, both authorisations may be applied for at the same time (regulation 61.155).

The government has determined that CASA be the only body for the grant and issue of flight crew licences thus ensuring the validity and integrity of the licence in the international aviation sector.

Regulation 61.150 People who may grant flight crew licences, ratings and endorsements

Identifies the persons who may grant flight crew licences, ratings and endorsements and includes CASA, examiners, instructors and persons approved under regulation 61.040.

Regulation 61.155 Applications for flight crew licences, ratings and endorsements

Sets out the form of an application for a flight crew licence, rating or endorsement and additional CASA identification requirements for a flight crew licence. The regulation also identifies the considerations when granting multiple authorisations at the same time.

Regulations 61.160 through regulation 61.170

Set out the requirements for when a licence, rating or endorsement must be granted.

Regulation 61.175 How CASA issues flight crew licences, ratings and endorsements

Describes how CASA grants and issues flight crew licence document and endorses any ratings and endorsements holds.

Regulation 61.180 How examiner, instructor or approval holder issues rating or endorsement

Describes the administrative procedures for a flight examiner, or an approval holder to grant a rating or endorsement and the procedure for an instructor to grant an endorsement. If CASA considers that the rating or endorsement was issue in error, then CASA must cancel it.

Regulation 61.185 New licence document if licence, rating or endorsement cancelled

Describes CASA's responsibility in relation to the cancellation of a licence, rating or endorsement.

Regulation 61.190 Licence holder to comply with limitations and requirements of Part 61

Applies a condition on all flight crew licences, ratings and endorsements that the holder of the authorisation must comply with all applicable requirements and limitations in Part 61 applicable to the authorisation.

Division 61.B.2—Flight training and other training

Before a person can be assessed as competent, they must receive flight training which addresses, and assists them to achieve, the knowledge and practical flight standards prescribed for the authorisation (a licence, rating or endorsement).

The overall purpose of flight training is the acquisition of knowledge, the honing of skills and instilling of behaviours, all of which contribute to a person's competence to safely and effectively perform a task in a particular context.

Competency based training recognises a person's skills by assessing them against the prescribed standards to confirm competency in an operational context. An applicant for an authorisation must also meet prescribed aeronautical experience criteria. The prescribed aeronautical experience complies with the ICAO standards for the grant of an authorisation.

Apart from the ICAO requirement, the prescribed hours allow for exposure to a variety of operational environments, weather, traffic and procedures. The experience requirements steadily increase through the range of licences, to where the ATPL requires 1500 hours (aeroplane) or 1000 hours (helicopter) of aeronautical experience, that equates to substantial exposure through a variety of conditions thus increasing the readiness of the pilot for the type of activities the authorisation permits.

The Part 61 MOS flight standards clearly define what must be trained and assessed and details the functions (elements) to be carried out in that training. The competency standards are used to assess a person’s competence to perform the tasks required to exercise the privileges of an authorisation. Further reading on competency based training can be found in AC 61-09 competency based training and assessment for flight crew.

This Division outlines the circumstances in which flight training is required to be conducted and any requirements and limitations imposed on the delivery of the flight training.

Regulation 61.195 Flight training requirements

Training for a flight crew licence, rating or endorsement, other than a design feature or flight activity endorsement, must be undertaken with a Part 141 or Part 142 operator who is authorised to conduct the training and is delivered by an instructor or an approval holder, authorised by the operator. The operator will have an approved course of training that encompass all the required competency units for the authorisation being trained, and suitably qualified instructors to deliver the training.

An applicant must be trained in all the units specified for the authorisation in Schedule 1 of the Part 61 MOS, assessed as competent, and provided with a course completion certificate that indicates these requirements have been met.

Training for a design feature or flight activity endorsement must be conducted by an instructor or an approved person. The instructor or approved person may deliver this training independently of a Part 141 or Part 142 operator.

Whilst the instructor may be delivering the training independently, the applicant for the endorsement must still be trained in all the units specified for the authorisation in the Part 61 MOS and assessed as competent. The instructor must have a training course and keep detailed training records and provide all documents as if they were operating under a flight school.

Regulation 61.200 Differences training requirements

This regulation addresses the requirement for differences training in relation to variants of an aircraft type covered by a type rating, when required by Part 61. This regulation should be read in conjunction with paragraphs 62 and 63 of Part 13 of CASA EX 66/21 Flight Crew Licensing (Miscellaneous Exemptions) Exemption 2021.

Differences training must be conducted by a Part 141 or Part 142 operator who is authorised to conduct the training and delivered by an instructor or an approval holder, authorised by the operator.

The applicant must be trained and assessed in all the units of competency in the Part 61 MOS for the rating variant necessary to ensure that they are as competent as if they had undertaken the training for the type rating in the variant in the first instance. The applicant is to be provided with a course completion certificate that indicates these requirements have been met. Additional guidance is provided in Subpart L, Division 61.L5 - Pilot Type Ratings.

Regulation 61.205 When training must not be conducted in aircraft

In large and complex aircraft, the conduct of training for some ratings and endorsements can involve high risk activities and sequences. Safety can be managed by using an approved flight simulator.

This regulation identifies the criteria for training for an aircraft class or type rating in a flight simulator when the maximum certificated seating capacity is more than 9 passengers.

The training must be conducted in an approved flight simulator if there is one available in Australia.

Where the aircraft has a maximum certificated seating for more than 19 passengers or has maximum certificated take-off weight of more than 8618 kg, an approved flight simulator outside Australia must be used if one is available.

For a Part 121 operator, refer to paragraph 14F of CASA EX83/21 – Part 121 and Part 91 of CASR – Supplementary Exemptions and Directions Instrument 20.

Regulation 61.210 Other approved courses of training or professional development

This regulation confirms the requirements for all training to be conducted in accordance with the published standards in the Part 61 MOS and contained in an approved course syllabus. In addition, the person

undergoing the training must be assessed by an authorised person. For example, a course of training in multicrew cooperation or industry conducted flight examiner training

Within a Part 141 or Part 142 operations, the person approved to assess competency would be either the HOO, a person authorised by the HOO or the person specifically approved to conduct the training.

Where the course is approved under 61.040, the assessing person would be the person who conducted the course.

This regulation does not apply to an instructor conducting training outside a Part 141 or Part 142 organisation for a flight crew endorsement (refer regulation 61.1230).

Division 61.B.3—Aeronautical knowledge examinations

The purpose of aeronautical knowledge examinations is to assess if the applicant, for the flight crew licence or rating, has accumulated the knowledge to the standards specified in the Part 61 MOS Schedule 3, to safely exercise the privileges of the authorisation.

CASA sets and conducts aeronautical knowledge examinations as specified in the Part 61 MOS Schedule 4. A Part 141 or Part 142 operator may set and conduct aeronautical knowledge examinations for the RPL and some flight crew ratings if approved by CASA. The policy and detailed requirements for an operator to develop their own examinations is contained in paragraph 15.6 - CASA Examination Policy – CASR 141 & 142 Operators of the Flight Crew Licensing Manual on the CASA website. The requirements are very specific, and, in most instances, the available CASA examinations will be a more efficient option.

CASA and approved examination providers must provide a Knowledge Deficiency Report (KDR) to a candidate who fails to achieve a score of 100%. The KDR will reference the knowledge standard/s relevant to questions the person did not answer correctly to ensure the person can meet the required level of knowledge prior to attempting a flight test for the licence, rating or endorsement. A KDR is not issued to a person who fails an examination with a score of less than 50% as the person would need to undertake extensive additional theory training or study. An applicant for a licence other than an ATPL must demonstrate they have accumulated the required knowledge as it may be the first flight crew licence the person is issued. The applicant for an ATPL should use the KDR to ensure they have the knowledge that may be assessed in the flight test for the licence.

The pass standards and time limits for all theory examinations are prescribed in Schedule 4 of the Part 61 MOS. A person must pass all examinations specified for licence within a two-year period.

There is a process to be followed should a person attempting an examination fails the examination, or a part of the examination, on 3 or 4 occasions.

If a person has had 3 attempts at an examination or part of an examination, they are not permitted to attempt the examination or part again for three months from the third failed attempt.

If a person has had 4 attempts at an examination or part of an examination, they cannot attempt the examination or part again until CASA is satisfied, they have completed appropriate remedial training.

There are no specific rules for what appropriate re-training is, however, theory providers and flight schools and instructors should conduct retraining by going through each of the KDR items mentioned in the failed exams and the key elements in that particular subject, especially those that are safety related. It may not be necessary to repeat the whole course.

The person will need to provide CASA with proof of the theory retraining from the provider or the HOO of the organisation where the retraining was undertaken including a detailed report of the retraining completed.

Regulation 61.215 Aeronautical knowledge examinations—general

Sets out the general requirement for aeronautical knowledge examinations.

Regulation 61.220 Aeronautical knowledge examinations—air transport pilot licence

Prescribes the qualifications a person must have to be eligible to sit the ATPL examination with a particular category rating. A person must have a CPL with that category rating or have passed the theory examination for the CPL with that category rating or hold a CASR 61.040 approval to sit the examination.

Regulation 61.225 Aeronautical knowledge examinations—pass standards

Describes the pass standards and requirements following multiple fail attempts at an examination. The pass standards are described in schedule 4 of the Part 61 MOS.

Regulation 61.230 Aeronautical knowledge examinations—knowledge deficiency reports

Prescribes the criteria and requirements for knowledge deficiency reports (KDR's).

Division 61.B.4—Flight tests

A flight test is a holistic evaluation and is used to assess multiple units and elements to confirm the applicant's skills, knowledge and behaviours in an operational context.

The flight test should confirm the assessment of competency conducted by the training provider and focus on the assessment of competencies necessary to ensure the applicant can exercise the privileges of the authorisation safely. The flight test should reflect, as far as practical, real world flying activities and require problem solving to allow the Examiner to determine the applicant's ability to apply the learned skills, knowledge, and behaviours in an operational context.

The regulations in this division provides the framework, that is the conditions, under which an applicant is eligible to undertake a flight test and requirements to be met for the conduct of the flight test to ensure its validity.

The flight test standards to be applied by the Examiner are prescribed in Schedule 5 of the Part 61 MOS.

The Flight Examiner Handbook provides in-depth guidance on all aspects of flight testing.

Regulation 61.235 Flight tests for flight crew licences and ratings—prerequisites

Prior to undertaking the flight test for the grant of a flight crew licence a person must meet the age, aeronautical knowledge examination, flight training, aeronautical experience, and English language pre-requisites set out in the regulations for the particular licence. When the flight test is to be conducted in an aircraft, the applicant must hold a current medical certificate, or a medical exemption, relevant to the flight crew licence being sought.

Written certification from the training provider that the applicant has met all the requirements to undertake the flight test must be available to the Examiner. An applicant for an ATPL does not need to provide written certification of meeting the requirements for the grant of the licence by a training provider, as it will not be the persons first licence and the training, including training in multi-crew co-operation, may have been completed by different training providers some time prior to attempting the flight test.

The KDR for the ATPL theory examinations does not need to be completed by the applicant's training provider for the same reasons however, applicants should reference the KDR to ensure they have knowledge as the flight test includes an assessment of the applicants knowledge and the Examiner may reference the applicants KDRs in assessing the applicants knowledge.

Prior to undertaking a flight test for the grant of a flight crew rating, the person must have passed the aeronautical knowledge examination - if the flight test is for an operational rating, have met the flight training and aeronautical experience requirements specified for the rating and provide written certification from the training provider that the pre-requisites have been met.

When the flight test is to be conducted in an aircraft, the applicant must hold a current medical certificate, or a medical exemption applicable to the flight test. For example, an applicant for the grant of a CPL must hold a current class 1 medical at the time the flight test is conducted.

Regulation 61.240 Consequences of taking flight test when ineligible

Clearly, if a flight test is undertaken and any of the pre-requisites mentioned in regulation 61.235 have not been met, the flight test cannot be considered a pass for the grant of the flight crew licence or rating sought.

Regulation 61.245 Conduct of flight tests for flight crew licences, ratings and endorsements

This regulation prescribes the requirements for the aircraft or flight simulation device used for a flight test and the qualifications of the Examiner.

Where the licence, rating or endorsement sought is category, class or type specific, the aircraft must be of that category and class. For example an applicant for the grant of an aeroplane multi-engine NVFR endorsement must have undertaken the flight test in a multi-engine aeroplane.

If the flight test is to be conducted in a flight simulation device, the device must be approved for that category, class, or type and appropriate for the flight test.

The flight test must be conducted by an Examiner, or a 61.040 approval holder nominated by the applicant's training provider.

From time to time, CASA may choose to conduct surveillance of the standard of flight training delivered by a training provider. In this circumstance, CASA may, by written notice before the test commences, nominate a different Examiner or 61.040 approval holder to conduct the flight test, or conduct the flight test themselves.

Regulation 61.250 Pass standards for flight tests

The standards against which an applicant is assessed for a licence, rating or endorsement are prescribed in Schedule 5 of the Part 61 MOS.

Division 61.B.5—English language proficiency

This division addresses the requirements for Aviation English Language Proficiency (AELP) and General English Language Proficiency (GELP) assessments and assessors.

There is a current exemption that simplifies the English language proficiency assessment process, The exemption should be read in conjunction with this Division and is in Part 11 of CASA EX 66/21 Flight Crew Licensing (Miscellaneous Exemptions) Exemption 2021.

The GELP assesses everyday use of English. It's aimed at persons who are either just starting their flying training or want to be able to use aviation air-band radios. It doesn't test knowledge of aviation terminology and can only be used to apply for certain licences and certificates. The standards for the GELP are described in unit GEL in Schedule 2 of the Part 61 MOS.

The licences and certificates that a GELP can be used for are:

- recreational pilot licence holders (RPL) who don't have a ‘flight radio endorsement’.
- remote pilot licence holders (RePL)
- an aeronautical radio operator certificate (AROC)

Detailed information on the GELP and assessment procedures can be found on the CASA website at General English Language Proficiency.

Aviation English language Proficiency (AELP) assesses verbal proficiency in English and aviation terminology. A current AELP is required for:

- recreational pilot licence (RPL) with a flight radio endorsement
- private pilot licence (PPL)
- commercial pilot licence (CPL)
- air transport pilot licence (ATPL)
- flight engineer licence (FEL)

The assessment is based on pronunciation, structure, vocabulary, fluency, comprehension and interactions.

Each item is scored between 1 and 6. The overall rating will be the lowest of these scores. For any score other than a 6, a person will need to attend a specialist assessor. The minimum level is 4. The standards for the AELP are described in unit AEL in Schedule 2 of the Part 61 MOS

An AELP has specified currency period:

- Level 4: every 3 years
- Level 5: every 6 years
- Level 6: no expiry.

A person must be reassessed before the end of this period to continue to exercise the privileges of their licence.

Detailed information on the AELP and assessment procedures can be found on the CASA website at Aviation English Language Proficiency.

A person can apply to CASA for approval to conduct aviation English language assessments.

Regulation 61.255 Aviation English language proficiency assessments

Sets out the requirements for an aviation English language proficiency assessment.

Regulation 61.260 Duration of English language proficiency assessments

Prescribes the currency periods for aviation English Language proficiency assessments.

Regulation 61.265 Recreational pilot licences—general English language proficiency

Prescribes the requirements for general English language proficiency for recreational pilot licences.

Regulation 61.270 Approval of language proficiency assessors

Allows for a person to obtain approval to conduct aviation English language assessments.

Division 61.B.6—Recognition of overseas flight crew authorisations

The requirements for the issue of an Australian flight crew licence with an aircraft rating are met if the holder of an overseas flight crew licence (issued by an ICAO Contracting State) with an aircraft category rating provides evidence that the licence and any rating on it is at least equivalent to the Australian licence and rating being requested.

Flight crew licences, aircraft ratings, operational ratings endorsements will be verified by CASA with the issuing regulatory authority before issuing an Australian equivalent. The verification must be in writing.

Regulation 61.275 Overseas flight crew authorisations—recognition

Flight Crew Licence

In addition to being satisfied that the overseas licence is at least equivalent to the Australian Licence being sought, the applicant must be specified requirements. If the application is for a CPL, the applicant must be assessed by a Part 141 or Part 142 operator that they are competent and pass the CPL flight test.

For an MPL or an ATPL, the applicant must have passed the flight test mentioned in schedule 5 of the Part 61 MOS for the licence sought.

It should also be noted that the applicant must have a valid aviation security check in accordance with the Transport Security to be eligible for the grant of a licence. That is, the applicant must have a valid ASIC or AVID

Aircraft Rating

An applicant seeking an aircraft class rating, pilot type rating or flight engineer type rating must provide evidence that it is at least equivalent to the Australian aircraft rating being requested and the applicant holds, or has held, an overseas rating.

Operational Rating

An applicant seeking an operational rating must provide evidence that satisfies CASA that it is at least equivalent to the Australian rating being requested and meet the specified requirements.:

Endorsements

An applicant seeking flight crew endorsement must provide evidence that it is at least equivalent to the Australian endorsement being requested and meet the specified requirements.

Regulation 61.280 Grant of flight crew licences, ratings or endorsements under bilateral agreements

CASA may grant a licence, rating or endorsement to an applicant in accordance with a bilateral agreement between Australia and the Contracting State who granted a licence.

The hold of a CPL or ATPL granted by the NZ CAA is eligible for an equivalent Australian licence, rating and endorsement. Refer to the Flight Crew Licensing Manual section 13 for information on the Trans Tasman Mutual Recognition Act.

Division 61.B.7—Recognition of Australian Defence Force qualifications

Regulation 61.285 Australian Defence Force qualifications—recognition

Australian ADF flight crews are not permitted to fly civilian aircraft unless they have an appropriate civilian licence.

For some Part 61 flight crew licence authorisations, suitably qualified ADF members or past members, are taken to have met some of the requirements for the issue of some flight crew authorisations. Refer to paragraph 14 Australian Defence Force of the Flight Crew Licensing Manual for full details of the process for converting an ADF qualification to a civilian licence.

Australian ADF pilots who have graduated from a recognised ADF course 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 minimum aeronautical experience requirements set out in the CASRs for the licence sought.

For the grant of an ATPL, ADF pilots must obtain the same qualifications as for civilian applicants. ADF applicants must complete ALL seven ATPL subject exams and meet the minimum aeronautical experience requirements as prescribed in the for the licence.

Refer to paragraph 14.12 Table of Conversion of Australian ADF Qualifications of the Flight Crew Licensing Manual for current ADF courses and their equivalent class of licence.

Refer to paragraph 14.13 Requirements for the Issue of Operational Ratings of the Flight Crew Licensing Manual for current ADF qualifications and their equivalent rating and requirements to be met for the grant of the rating.

For more information about converting military licence refer to the CASA website.

4 Subpart 61.C—Certificates of validation

A Certificate of Validation (CoV) permits the holder of an overseas authorisation to fly an Australian-registered aircraft for a specific operation and for a period of up to twelve (12) months. Examples of specific operations may be private holiday flying, or commercial ferry operation or delivery of a type rating to Australian pilots.

The CoV has the effect of an Australian flight crew licence, aircraft category rating and any other rating, with the proviso that the privileges transferred to the CoV do not exceed the foreign qualifications.

For most licences and ratings, there is provision for recognition for a CoV holder to meet the qualifications for an authorisation.

Overseas student pilots intending to fly with an instructor at all times do not need to hold a CoV or any form of Australian flight crew licence.

This Subpart should be read in conjunction with Section 11 Certificate of Validation of the Flight Crew Licensing Manual which provides details on the requirements and process for the grant of a CoV.

Regulation 61.290 Grant of certificates of validation

A CoV can be granted if the applicant is authorised to exercise the privileges of the overseas flight crew licence and passed an examination or flight test that CASA has determined is required.

Regulation 61.295 Privileges of certificates of validation

The holder of a CoV is authorised to conduct any activity that the holder of the equivalent Australian licence is authorised to conduct, subject to limitations imposed by regulations 61.300 and 61.305.

Regulation 61.300 Limitations on exercise of privileges of certificates of validation—medical certificate

The holder of a CoV must hold a current overseas medical certificate that is at least of the class required to exercise the privileges of the licence, by the contracting state who granted the licence.

Regulation 61.305 Limitations on exercise of privileges of certificates of validation—recent experience, flight review and proficiency check

The holder of a CoV must meet the recency requirements of the licence, and any rating, to pilot an aircraft. The recency requirements are prescribed in regulation 61.395 which relates to recent experience for certain passenger flight activities.

Regulation 61.310 Limitations on exercise of privileges of certificates of validation—carriage of documents

This regulation specifies the documents that the CoV holder must carry on a flight. Specifically, they must carry their CoV, overseas licence, overseas medical and a photo ID document that includes a passport type photograph and was issued within the last 10 years and is current.

Regulation 61.315 Conduct of unauthorised activities by holders of certificates of validation

The holder of a CoV may only pilot an aircraft in an activity that is authorised under Part 61 and must comply with any limitations on the exercise of the CoV.

Regulation 61.320 Certificates of validation—period of validity

A CoV will only be granted for 1 year and will have the expiry date stated on the certificate.

The CoV is no longer valid when the holder is no longer authorised to exercise the privileges of the overseas authorisation or when the holders overseas medical expires.

Regulation 61.325 Certificates of validation—renewal

A CoV may be renewed if the holder has passed an aeronautical knowledge examination for the flight crew licence to which the certificate relates, or CASA considers exceptional circumstances justify the renewal.

5 Subpart 61.D - General obligations of flight crew licence holders

Subpart D covers the administrative matters flight crew and Certificate of validation (CoV) holders must attend to in relation to documents and personal logbooks. The regulations clearly identify actions flight crew and CoV holders must undertake to ensure they are able to produce correct and valid documents and records of their authorisations and activities if directed by CASA.

A pilot logbook is a paper or digital document used to record every flight flown, it is an official proof of flying experience. A logbook provides evidence of experience and is referred to by instructors, prospective employers and CASA. The content of a logbook allows for verification of hours when compared against other sources such as maintenance releases and flight logs.

When learning to fly it is especially important to be able to document progress as a pilot. Each licence or rating requires specific flight hours to be met, the pilot logbook provides evidence of aeronautical experience. It also provides a record of operational experience undertaken by the holder of a rating or an activity endorsement. For example, hours accrued as an instructor or conducting aerial application activities.

For the regulations in this Subpart that refer to completion of logbook entries, reference should be made to regulation 61.010 - Definitions, which describe each of the roles a flight crew member may take, for example PIC under supervision.

Additionally, reference should be made to regulations 61.070 through 61.110 in Division 61.A.2 which provide detailed descriptions of each type of flight time that may be recorded in a flight crew logbook. For example, definition of instrument flight time and flight time as PIC.

Regulation 61.335 Identity checks

Allows CASA to require a flight crew licence holder to provide evidence of their identity.

Regulation 61.336 Provision of photograph

Allows CASA to require a flight crew licence or CoV holder to provide a current passport type photograph.

Regulation 61.340 Production of licence documents, medical certificates and identification

Allows CASA to direct a flight crew licence holder to produce their licence, medical certificate or recreational aviation medical practitioner's certificate and an identification document that includes a passport type photograph.

Regulation 61.345 Personal logbooks—pilots

Describes the information that must be recorded in a pilot's personal logbook for flights in aircraft and in a flight simulation training device. This regulation should be read in conjunction with Part 2 of CASA EX 66/21 Flight Crew Licensing (Miscellaneous Exemptions) Exemption 2021. which applies to the logging of flight time as a co-pilot.

Regulation 61.350 Personal logbooks—flight engineers

Describes the information that must be recorded in a flight engineer personal logbook for flights in an aircraft or in a flight simulation training device.

Regulation 61.355 Retention of personal logbooks

Provides that a flight crew holder must keep their logbook, unaltered, for at least 7 years after the last entry was made.

Regulation 61.360 False entries in personal logbooks

Requires logbook entries must accurately describe the flight undertaken, that is no entry can be false or misleading. A flight crew licence holder may be directed by CASA to correct any such entries.

Regulation 61.365 Production of personal logbooks

Allows CASA to request a flight crew licence holders logbook for inspection and provides guidance on the presentation if the logbook is kept in electronic form.

6 Subpart 61.E—Pilot licensing—general limitations and authorisations

Division 61.E.1—General limitations on exercise of pilot licence privileges

The main purpose of this Division is to confirm that a person can pilot an aircraft or conduct an activity only if they hold the pilot licence, and any rating or endorsement relevant to the activity to be conducted, and they possess any other document, permission or qualification specified for the operation.

Circumstances under which a pilot may exercise the privileges of a licence, rating or an endorsement are explicitly identified.

Included in the limitations are the requirements for ensuring ongoing general competency to operate a particular class or type of aircraft and operational recency in relation to the carriage of passengers.

There are limitations on pilot licences in relation to medical certificates for all licence holders. Several exemptions apply to the licence holders in relation to medical certificates, and these are referenced below in the guidance material for the regulation.

Part 61 was introduced in September 2014. Part 202 of the CASRs contains the legislation that allows for a person holding an authorisation under the old licensing regulations to transition to the new licensing suite. This Division addresses limitations on persons in relation to aviation English language proficiency and where a person had a licence under the previous licensing system that had airspace or other limitations.

Regulation 61.375 Limitations on exercise of privileges of pilot licences—ratings

A pilot is limited to conducting an activity for which they hold the relevant rating or endorsement, being a category rating, class/type rating, operational rating, or endorsement. Table 61.375 identifies the activities for which a rating is required.

For example, a pilot cannot conduct a flight at night in a single engine aircraft unless they hold a NVFR rating or Instrument rating and the relevant aircraft rating for that category and class of aircraft.

The limitation to hold an instrument rating to conduct flight under the IFR does not apply to the holder of a multi-crew pilot licence, an aeroplane ATPL or a powered lift ATPL. Holders of these authorisations may operate under the IFR or at night under the VFR on the basis of their MPL or ATPL. Refer to the subpart J - Multi-crew pilot licence and subpart K - Air transport pilot licence for the requirements for the grant of either of these licences.

Regulation 61.380 Limitations on exercise of privileges of pilot licences—flight activity and design feature endorsements

This regulation simply confirms that the holder of a pilot licence can conduct a flight activity only if they hold the endorsement for the activity.

Where the aircraft being piloted by the holder a pilot licence has a design feature such as manual propeller pitch control or retractable or tail wheel the holder's licence must be endorsed with that design feature.

Regulation 61.385 Limitations on exercise of privileges of pilot licences—general competency requirement

All pilots must be competent to operate an aircraft to the standards in Part 61 MOS for the class or type to be operated. The general competencies the pilot must be able to demonstrate are, but not limited to:

- operation of the aircraft navigation and operating systems.
- conduct of all normal, abnormal and emergency flight procedures for the aircraft.
- application of operating limitations.
- meet weight and balance requirements.
- apply aircraft performance data.

Additionally, if a pilot holds an operational rating or endorsement and plans to conduct an activity permitted by that authorisation, they must be competent to do so to the standards prescribed in the Part 61 MOS for the activity.

For pilots operating in commercial operations, they are generally covered by the recency and competency checks conducted by the operator. Additionally, they may be continually under direct and indirect supervision and monitoring of their performance.

For private pilots, more often their external check of continuing competence is a flight review every two years, or a proficiency check if they hold an operational rating.

If a pilot is flying an aircraft regularly and exercising the privileges of a particular rating or endorsement in the same type of aircraft, then it is reasonable to assume that they are maintaining a level of competence for that activity.

Consider though, if a pilot decides to fly a different aircraft in the same class that has different equipment and handling and performance characteristics from previous aircraft they have flown. What would the pilot need to do? The pilots' experience level may allow them to say it is a short step from say a Cessna 172 to a Cessna 182. The pilot may have sufficient experience to be able to review the aircraft documentation and study the operation of the aircraft equipment on the ground.

Alternatively, the pilot can seek out a flight school and arrange a familiarisation flight with an instructor, let them assess competence and determine the level of training that may be required.

It is incumbent on an owner when flying their own aircraft, to ensure they remain competent to operate the aircraft safely and be prepared to seek assistance if competency or recency is in question.

Regulation 61.390 Limitations on exercise of privileges of pilot licences—operating requirements and limitations

The holder of a pilot licence cannot conduct an activity that requires an Air Operator Certificate unless the operator of the aircraft also holds an Air Operator Certificate that authorised such activities. If such a flight is conducted without an Air Operator Certificate, the pilot would be contravening the Civil Aviation Act section 27(9).

Regulation 61.395 Limitations on exercise of privileges of pilot licences—recent experience for certain passenger flight activities

Recency requirements described in this regulation assist in ensuring that a pilot maintains a certain level of competence before they decide to carry passengers by day or night.

Pilot skills can deteriorate when they are not exercised on a regular basis. Safety critical sequences such as the take-off and landing phases of flight require a higher level of focus and skill to conduct safely. Three take-off and landings are considered sufficient for a pilot to refamilarise themselves with these phases of flight.

Alternatively, pilots who have successfully completed a proficiency check or flight review for rating, passed a flight test for a pilot licence or rating, or who are participating in an operator training and checking system, and completed a take-off and landing by day and/or night as required, will meet the recency requirement.

Regulation 61.400 Limitations on exercise of privileges of pilot licences—flight review

After gaining a qualification, it is normal for some skills to deteriorate over time. A flight review is an opportunity to refresh pilot flying skills and operational knowledge. Pilots undertake flight reviews to ensure they maintain the competency to exercise the privileges of the relevant aircraft or operational rating.,

To complete the flight review for a rating a pilot needs to demonstrate competency to the standards specified in the Part 61 Manual of Standards to an authorised flight instructor. A person my need flight training to demonstrate that standard of competency.

If a pilot doesn't meet the flight review competency standards by the end of the flight, the person conducting the flight review must debrief the pilot and discuss the need for further refresher training and reassessment.

A flight review can be conducted by an authorised instructor, CASA or an approved person and must be conducted in an aircraft relevant to the rating or an approved flight simulator.

However, when flight training is delivered during the flight review, the review must be conducted under the oversight of a Part 141 or Part 142 operator. In this case, the operator will have guidance and procedures in their operations manual on the management and conduct of flight reviews which must be adhered too.

CAAP 5,81-01 Flight crew licensing flight reviews provides detailed guidance on the conduct of a flight review.

The period of validity for a flight review is 24 months and is calculated from the end of the 24th month after the month it was completed. For example, if a flight review was completed on the 5th of April 2023, the flight review is valid until the end of April 2025.

This regulation should be read in conjunction with Part 5 of CASA EX66/21 — Flight Crew Licensing (Miscellaneous Exemptions) Exemption 2021 which simplifies the flight review requirements and for some pilots, reduces the number of flight reviews required to be completed.

Regulation 61.405 Limitations on exercise of privileges of pilot licences—medical requirements—recreational pilot licence holders

An RPL holder can pilot an aircraft with either a class 1 or class 2 medical certificate or a Recreational Aviation Medical Practitioner's Certificate (RAMPC) or a basic class 2 medical certificate issued by a General Practitioner (GP).

The Class 1 and class 2 medical certificates require holder to be medically assessed by DAME to the standards for that class of medical. The RAMPC and the basic class 2 medical certificate allows the holder to pilot an aircraft with a lesser medical assessment having met the standards specified for the issue of the certificate. The RAMPC was introduced on the basis that RPL holders are engaged in low risk flying activities and a carrying small numbers of passengers. RPL holders are also restricted in types of aircraft they may fly and the ratings and endorsements that can be attached to the licence.

The basic class 2 medical certificate has less restrictive limitations than the RAMPC though still limits the holder in relation to aircraft weight and class and they cannot attach a rating to their licence.

Whichever medical certificate is obtained, it is incumbent upon the holder to ensure the ongoing currency of the certificate and that it is carried on all flights where the holder is flying the aircraft.

For the RAMPC, there are requirements to be met in relation to the provision of a copy of the certificate and acknowledgement of receipt by CASA.

This regulation also prescribes the currency periods for a RAMPC.

For further information relating to medical certificates refer to Part 67 of the CASR. In relation to a recreational aviation medical practitioner's certificate refer 67.262 and 67.270. For information on the basic class 2 medical certificate, refer to the CASA website and the information in regulation 61.1410 below.

Regulation 61.410 Limitations on exercise of privileges of pilot licences—medical certificates: private pilot licence holders

The holder of a PPL has several options to meet the medical requirements to exercise the privileges of their Licence. In all cases, the PPL holder must carry a current medical certificate, and any relevant documents relating to the certificate, when conducting a flight.

Operations conducted by holders of the private pilot licence – the kind that require a class 2 medical certificate – involve moderately-sized aircraft carrying fewer (non-paying) passengers. The differing options recognise that there are various types of private operations that have a higher risk than others, like flying under the IFR, or may involve operating more complex aircraft. the three medical certification options recognise this distinction.

The three options are:

- a Class 1 or Class 2 medical certificate
- a Basic Class 2 medical Certificate
- a Recreational Aviation Medical Practitioner's Certificate (RAMPC)

A Class 1 or Class 2 medical certificate

Allows the holder to exercise the privileges of a PPL including the privileges of operational ratings that are attached to the Private Pilot Licence.

A Basic Class 2 medical certificate

Basic Class 2 of medical certificate was introduced in 2021 by instrument CASA EX69/21 — Medical Certification (Private Pilot Licence Holders with Basic Class 2 Medical Certificate) Exemption 2021. As with the RPL, it was considered that private pilots engaged in low risk flying activities, and carrying small numbers of passengers, can be subject to less stringent medical assessment. It expands the privileges permitted by the holder of a RAMPC allowing a higher take-off weight and an increase in the number of passengers that can be carried.

The Basic Class 2 medical certificate requires a person be assessed by a medical practitioner as meeting the commercial vehicle driver medical standards that apply to drivers of heavy vehicles, public passenger vehicles or vehicles carrying dangerous goods, published by Austroads, without conditions or restrictions other than a requirement to wear glasses or a hearing aid.

A Basic Class 2 medical certificate places limitations on the holder, as with the RAMPC. The holder is limited to private operations conducted by day under the VFR, below 10,000ft, within Australian territory and in a piston-engine aircraft with maximum take-off weight less than 8618kg (an increase from the 1500kg limitation on a RAMPC).

The holder cannot exercise the privileges of an operational rating, instrument endorsement or flight activity endorsement or carry more than 5 passengers (an increase from the 1 passenger limitation on a RAMPC) unless they are accompanied by the holder of a Class 1 or Class 2 medical certificate who is authorised to conduct the operation as PIC.

Recreational Aviation Medical Practitioner's Certificate (RAMPC)

A Private Pilot Licence holder may exercise the privileges of their licence if they hold a RAMPC. However, they are subject to some of the limitations applied to the holder of an RPL in that they may carry only one passenger and the flight is conducted below 10,000ft. This limitation can be waived if the PPL holder is accompanied by a pilot occupying a control seat who holds a Class 1 or Class 2 medical certificate.

Regulation 61.415 Limitations on exercise of privileges of pilot licences—medical certificates: commercial, multi-crew and air transport pilot licence holders

The Class 1 medical certificate required by the holder of a CPL, MPL or ATPL reflects the likelihood and consequence of pilot incapacitation risk, its likelihood is largely controlled by the class of medical certificate held by the pilot; a class 1 certificate equates to a lower likelihood than a class 2 certificate. The higher medical standards are associated with the more complex and high-risk activities permitted by the holder, for example operation of very large and complex aircraft in challenging environments carrying large numbers of passenger.

Having said that, many operations conducted by the holder of a CPL and ATPL involve moderately sized aircraft carrying fewer non-paying passengers. These circumstances can modify the consequence of the risks associated with pilot incapacitation.

As a consequence, holders of a CPL and ATPL (not MPL) can exercise some of the privileges of their licence on certain flights while holding a Class 2 medical. An exemption has been issued that permits the conduct of commercial activities that are not conducted in a foreign country, in an aircraft with maximum take-off weight of less than 8618kg and do not carry a passenger. For example, a search operation may be an exempted activity however a rescue operation would not as the rescued person would be a passenger.

The exemption CASA EX28/23 — Class 1 Medical Certificate (Certain Flights by Holders of a Commercial Pilot Licence or Air Transport Pilot Licence) Exemption 2023 should be read in conjunction with this regulation.

The regulation also allows for the holder of a CPL, or ATPL holding a lesser level of medical certificate to exercise the privileges of a PPL an RPL as permitted by that medical certificate.

Regulation 61.420 Limitations on exercise of privileges of pilot licences—carriage of documents

All pilots must carry their licence, current medical certificate and any associated documents, and photographic ID on a flight.

Regulation 61.422 Limitations on exercise of privileges of pilot licences—aviation English language proficiency

The holder of a pilot licence, other than an RPL, must have a current aviation English language assessment unless the licence was granted based on an old authorisation issued under the previous regulation suite.

Regulation 61.425 Limitations on exercise of privileges of pilot licences—unregistered aircraft

This regulation is self-explanatory - the holder of a pilot licence is authorised to pilot an aircraft only if the aircraft is registered.

Regulation 61.427 Removal of certain pilot licence conditions about airspace

This regulation allows for a person who held a licence under the previous legislation with area limitations (as for an RPL), to have those limitation removed if the holder meets the requirements for the grant of a PPL or a CPL.

Similarly, for the holder of a licence issued under the previous legislation that has an airspace limitations, limiting operations to outside controlled airspace, can have the limitation removed if the person meets the requirements for the grant of a PPL, CPL, or a controlled airspace endorsement.

Division 61.E.2—General authorisations for pilot licences

Regulation 61.430 Holders of pilot licences authorised to taxi aircraft

This regulation requires that a person who taxies an aircraft must be licenced and hold the category and class or type rating for the aircraft to be taxied.

Regulation 61.435 When holders of pilot licences authorised to operate aircraft radio

This regulation permits a person who holds a PPL, CPL, MPL or ATPL or an RPL with a flight radio endorsement to operate an aircraft radio.

For more information on the authority to taxi and aircraft please refer to the CASA website.

7 Subpart 61.G – Recreational Pilot Licence

A Recreational Pilot Licence (RPL) authorises a pilot to fly light single engine aircraft as the pilot-in-command independently of a flying school, without supervision, for recreational purposes.

It is intended to provide privileges in accordance with its name. Those being to satisfy a purely recreational pilot who will in the majority of cases, operate from and back to the point of departure in VMC by day.

The RPL provides the recreational pilot with an alternative to a Pilot Certificate issued by a sport aviation body. Whilst they both have similar experience and training requirements, the RPL provides more options such as larger more conventional aircraft and an increase in the number of passengers that can be carried.

The RPL replaced the student pilot licence and general flying progress test, which existed under the previous legislation. The RPL provides the holder with the broader privileges and responsibilities of a licence holder, which were not available to a student pilot with a GFPT.

The broader responsibilities include decision making in relation to the pilot's own flight such a go/no options, fuel planning and aircraft daily inspections, which were managed by the flight school. The RPL removed the requirement for regular recency and dual checks replacing them with the biennial flight review required of all licence holders.

There are limitations on the RPL including limits on area of operation, aircraft maximum weight, aircraft class and the number of passengers permitted to be carried. The RPL is subject to the same recency and competency requirements as for any other licence, including the requirement for a flight review every two years (refer Subpart 61.E). An applicant for the grant of an RPL must pass a CASA examination and a flight test.

The RPL makes it easier for pilots who want to fly recreationally, but do not wish to obtain a PPL, by offering a range of endorsements that can be added to the licence. The endorsements available are operations in controlled airspace, operations at controlled aerodromes, recreational navigation, and flight radio. The endorsements granted apply only to the category of aircraft for which the licence was granted.

To obtain an endorsement on the RPL, aeronautical knowledge training and flight training and assessment must be conducted in accordance with the units specified in the Part 61 MOS. The grant of a navigation endorsement requires a pass in an aeronautical knowledge examination for the endorsement. A flight test is not required, competence can be assessed by the flight instructor who conducted the training, or an approved instructor.

For the flight radio endorsement, the trainee must have a undergone an English language proficiency assessment. In most instances, the use of a radio, both on the ground and in the air, is required to operate safely in and around any aerodrome and would be integrated into the flight training for an RPL.

For a trainee who is learning to fly at a controlled aerodrome, the training for the controlled aerodrome endorsement would be integrated into the training for the RPL. Similarly for the controlled airspace endorsement, if the training aerodrome requires flight into controlled airspace for transit to the training area, training for the controlled airspace endorsement would be integrated into the training for the RPL. In other circumstances, the trainee would need to undertake specific ground and flight training for either of these endorsements.

For the recreational navigation endorsement, the pilot will require additional knowledge and flight training and must be assessed as competent to conduct cross country flights by an instructor. In addition to the 25 hours required for the grant of an RPL, an applicant requires at least five hours of solo cross country flight time.

There are no flight hours specified for the dual training for the recreational navigation endorsement however the flight training syllabus for the issue of a PPL would address all the competencies required for this endorsement (with or without airspace endorsements where applicable).

The RPL also provides an entry point for pilots who hold a Pilot Certificate issued by RAAus or ASRA. A pilot granted an RPL based on their Pilot Certificate must successfully complete a flight review prior to exercising the privileges of the RPL, and demonstrate the knowledge and skills described in the Part 61 MOS for the Class Rating sought. Refer to the CAAP 5.81-01 for guidance on a flight review.

Where the holder of the Pilot Certificate also has endorsements on that Certificate, those endorsements may be granted on the RPL, noting that some require eligibility criteria to be met.

There are multiple medical certificate options for the holder of an RPL. The medical certificate may be either a class 1 or class 2 medical certificate issued by a Designated Aviation Medical Examiner (DAME), a basic class 2 medical issued by a DAME or General Practitioner (GP), or a recreational aviation medical practitioner's certificate (RAMPC) issued by a General Practitioner (GP).

The basic class 2 medical certificate and the RAMPC both impose limitations on operations for the RPL holder, the RAMPC being more limiting than the basic class 2 medical certificate. Refer to the CASA website to learn more about the classes of medical certificates and their limitations.

The RPL is a licence unique to Australia, it is not an ICAO recognised licence. As such, this licence is not recognised overseas. Should the holder wish to fly in another country, they must obtain a specific approval from the aviation authority of that country.

Division 61.G.1 - Privileges and grant of licences`

Regulation 61.460 Privileges of recreational pilot licences

Describes the privileges for a RPL and the associated limitations. The holder of a RPL is authorised to conduct a flight in single-engine aircraft that is certified for single pilot operations, maximum take off weight not more than 1500kg, the aircraft is not rocket or turbine-powered and the flights are conducted by day under the VFR.

Refer to Subpart 61E of this document for guidance on the general limitations and authorisations that apply to all licences. Subpart 61E addresses limitations on a RPL relating to rate and endorsements, general competency, recency, medical certificates, flight reviews and English language proficiency.

Regulation 61.465 Limitations on exercise of privileges of recreational pilot licences—general

Provides the general limitations that apply to the holder of an RPL in relation to the carriage of passengers and operations above 10,000ft.

Regulation 61.470 Limitations on exercise of privileges of recreational pilot licences—endorsements

Provides the limitations on an RPL in relation to endorsements.

Regulation 61.475 Requirements for grant of recreational pilot licences

Prescribes the requirements for the grant of a recreational pilot licence. A person who holds a PPL, CPL or ATPL is taken to have met the requirements for the grant of an RPL.

Regulation 61.480 Grant of recreational pilot licences in recognition of pilot certificates granted by certain organisations

Provides that a person who holds a pilot certificate granted by a sport aviation body may be granted an RPL on the basis of that certificate.

Division 61.G.2 - Recreational pilot licence endorsements

Regulation 61.485 Kinds of recreational pilot licence endorsements

Provides the endorsements that can be added to a Recreational Pilot Licence.

Regulation 61.490 Privileges of recreational pilot licence endorsements

Confirms the requirement that to exercise the privilege of an endorsement, the endorsement must be on the pilot licence.

Regulation 61.495 Requirements for grant of recreational pilot licence endorsements

Prescribes the requirements for the grant of an endorsement on an RPL and applies to those pilots trained in accordance with the Part 61 MOS.

Regulation 61.500 Grant of endorsement in recognition of other qualifications

A person who is granted an RPL on the basis of a Pilot Certificate granted with endorsements may be granted those endorsements on their RPL.

More information about getting a RPL refer to the CASA website.

8 Subpart 61.H - Private pilot licences

The Australian private pilot licence is an internationally recognised licence. The minimum experience requirements for the grant of the licence, and the training competencies, are in accordance with the International Civil Aviation Organisation (ICAO) requirements published in Annex 1 - Personnel Licensing.

There are two pathways for a person to obtain a PPL, namely an integrated training course (Division 61.H.2) or a non- integrated training course (Division 61.H.3).

An integrated training course is an approved program that combines ground theory with practical flight training in a structured course and is designed to be completed within a condensed period of time. Theory training is delivered in parallel to the practical training as a planned integrated sequence. The benefit of integrated training is that the flying experience required for the grant of the licence is reduced compared to non-integrated training.

An integrated course is designed on the premise that participants would commence their training with no previous aeronautical experience, that is they would undertake ab-initio training as well the navigation training. A person enrolling in an integrated course of training is required to complete the entire course as it is designed and approved by CASA. A person with previous experience would be required to complete the 'full' course regardless of how much experience they have accumulated prior to commencing the course.

An integrated training courses can be undertaken for the grant of a PPL in an aeroplane, helicopter or gyroplane aircraft.

A non-integrated training course is where the theory and flight training may not be delivered in parallel, a student may have flight lessons over an extended period of time and theory training may be with the flight school, through an external provider or by self-study. A person who undertakes a non-integrated training course generally holds an RPL with the category rating for the PPL licence sought.

A sample syllabus is available on the CASA website for both aeroplane and helicopter non-integrated PPL courses.

A further difference between an integrated and non-integrated training course is for a non-integrated training course, flight time in other than a recognised aircraft may be counted towards the hour's requirement for the licence. For example, flight time accrued for the issue of a Pilot Certificate with an RAAus flight school may be counted.

Non-integrated training courses apply to aeroplane, helicopter, gyroplane, powered-lift and airship aircraft.

In relation to helicopter training, an integrated training course requires the trainee to undergo training in basic instrument flight (unit IFF), this training is not required for an applicant who is participating in a non-integrated training course.

The aeronautical knowledge standards for the PPL are prescribed in schedule 3 of the Part 61 MOS and the practical flight standards are prescribed in Schedule 2 of the Part 61 MOS. Schedule 4 of the Part 61 MOS prescribes the pass standards required for the PPL aeronautical examinations. Schedule 5 of the Part 61 MOS provides the flight test standards to be applied to the PPL practical flight test. The same standards apply whether training is conducted via an integrated training course or a non-integrated training course.

Whilst the legislation in this Subpart permits the holder of a PPL to exercise the privileges of the licence whilst holding a current recreational aviation medical practitioner's certificate (RAMPC) or a basic class 2 medical certificate, both with some limitations, an applicant for the grant of a PPL must hold a Class 1 or Class 2 medical certificate at the time of taking the flight test for the licence. The Class 2 medical is the ICAO standard for the PPL and will allow the holder to fly an aircraft overseas.

For further information on basic class 2 medical certificates refer to CASA EX69/21 — Medical Certification (Private Pilot Licence Holders with Basic Class 2 Medical Certificate) Exemption 2021.

Division 61.H.1—General

Regulation 61.505 Privileges of private pilot licences

Describes the privileges for a PPL - the holder of a PPL is authorised to conduct private operations or undertake flight training.

Refer to Subpart 61E of this document for guidance on the general limitations and authorisations that apply to all licences. Subpart 61E addresses limitations on a PPL relating to ratings, endorsements, general competency, recency, medical certificates, flight reviews and English language proficiency.

Regulation 61.510 Limitations on exercise of privileges of private pilot licences—multi-crew operations

In relation to a PPL holder conducting multi-crew operations and the requirement for the holder to have undertaken a course of training in multi-crew cooperation.

Regulation 61.515 Requirements for grant of private pilot licences—general

Prescribes the requirements for the grant of a PPL in relation to age, aeronautical knowledge examinations, flight training, the flight test and aeronautical experience.

Division 61.H.2—Aeronautical experience requirements for private pilot licences—applicants who have completed integrated training course

Regulations 61.520, 61.525, 61.530 and 61.535 prescribe the aeronautical experience requirements for the grant of a PPL in the aeroplane, helicopter, and gyroplane categories respectively when an integrated training course is completed.

Division 61.H.3—Aeronautical experience requirements for private pilot licences—applicants who have not completed integrated training course

Regulations 61.540 through 61.565 prescribe the aeronautical experience requirement for the grant of a PPL for the aeroplane, helicopter, powered lift, gyroplane and airship categories of aircraft, when a non-integrated training course is completed.

For more information about getting an RPL please refer to the CASA website.

9 Subpart 61.I - Commercial pilot licences

A Commercial Pilot License (CPL) is a professional pilot qualification that allows a pilot to work in commercial operations. Many pilots choose to enhance their skills by completing CPL training, which can improve their proficiency as a pilot and increase their career opportunities.

The Australian CPL complies with the International Civil Aviation Organisation (ICAO) standards and recommended practices for CPL training and assessment thereby ensuring it is recognised and accepted around the world.

The training for a CPL encompasses the same practical flight units as the PPL, the difference is in the flight tolerances and the depth of knowledge expected of a CPL applicant, that is, the same competencies are demonstrated, but to a different degree of performance. A CPL applicant is expected to demonstrate a more advanced application of skills and broader theoretical and technical knowledge in line with the higher level of qualification.

There are two pathways to obtaining a CPL, through participation in an integrated training course or via a non-integrated training course.

An integrated training course is an approved program that combines ground theory with practical flight training in a structured course and is designed to be completed within a condensed period of time. Theory training is delivered in parallel to the practical training as a planned integrated sequence. The benefit of integrated training is that the flying experience required is reduced compared to non-integrated training.

An integrated course is designed on the premise that participants would commence their training with no previous aeronautical experience. A person enrolling in an integrated course of training is required to complete the entire course as it is designed and approved by CASA. That is, a person with previous experience would be required to complete the 'full' course regardless of how much experience they have accumulated prior to commencing the course.

An integrated training courses can be undertaken for the CPL in an aeroplane, helicopter, or powered-lift aircraft.

A non-integrated training course is where the theory and flight training may not be delivered in parallel, a student may have flight lessons over an extended period of time and theory training may be with the flight school, through an external provider or by self-study. The flying experience required is higher compared to an integrated training course. In most circumstances, the applicant will hold a PPL licence for the category of aircraft sought for the CPL.

If the person holds an RPL or PPL or has aeronautical experience in the category of aircraft for which the licence is sought, they will undertake an assessment flight with the HOO or nominated senior instructor prior to commencing training. A training plan will be tailored in order to meet the training needs of the student, as determined by their level of competency and prior experience. Adjustments to this syllabus will be made to meet the training plan, where required. The syllabus is developed on the basis of the assessment however the time required to achieve competency may vary.

A sample syllabus is available on the CASA website for both aeroplane and helicopter non-integrated CPL courses.

For a participant in a non-integrated training course, flight time in other than a recognised aircraft may be counted towards the hour's requirement for the licence. For example, flight time accrued for the issue of a Pilot Certificate with an RAAus flight school may be counted.

Non-integrated training courses apply to aeroplane, helicopter, gyroplane, powered-lift, and airship aircraft.

For non-integrated helicopter CPL training, there are two differing aeronautical experience requirements. The first is straight forward and similar to the requirements of the other aircraft category non-integrated aeronautical experience requirements.

The second option in regulation 61.615 (1B) has reduced aeronautical experience requirements and requires the training to be conducted as outlined in Schedule 9 to the Part 61 MOS. Schedule 9 provides that training must be conducted in no more than 2 types or models of helicopter and prescribes the criteria for the course construct, which has timeframe requirements to be met for the lesser hours' requirement. This is a little like the integrated course with intense training over a shorter period.

In relation to helicopter training, an integrated training course requires the trainee to undergo training in basic instrument flight (unit IFF), this training is not required for an applicant who is participating in a non-integrated training course, it is optional and can be undertaken at a later date.

If an applicant completes a helicopter non-integrated course and does not complete the basic instrument flight training, the issued licence will have a note that it doesn't meet the ICAO standard. This may preclude the holder operating overseas.

The aeronautical knowledge standards for the CPL are prescribed in schedule 3 of the Part 61 MOS and the practical flight standards are prescribed in Schedule 2 of the Part 61 MOS. Schedule 4 of the Part 61 MOS prescribes the pass standards required for the CPL aeronautical examinations. Schedule 5 provides the flight test standards to be applied to an applicant undergoing the practical flight test. The same standards apply whether training is conducted via an integrated training course or a non-integrated training course.

Holders of a CPL can exercise some of the privileges of their licence on certain flights while holding a Class 2 medical. An exemption has been issued that permits the conduct of commercial activities that are not conducted in a foreign country, are conducted in an aircraft with maximum take-off weight of less than 8618kg and do not carry a passenger. For example, an air ambulance may be an exempted activity whilst carrying essential crew only, however with a patient on board would not meet the criteria as the patient is designated as a passenger.

Refer to exemption CASA EX28/23 — Class 1 Medical Certificate (Certain Flights by Holders of a Commercial Pilot Licence or Air Transport Pilot Licence) Exemption 2023 for additional conditions and requirements.

The holder of a CPL holding a lesser level of medical certificate can exercise the privileges of a PPL or an RPL, refer to regulation 61.415 under Subpart 61 E of this document for further elaboration on the medical requirements for the holder of a CPL.

An applicant must hold a current Class 1 medical at the time of attempting the flight test for the grant of a CPL.

Division 61.I.1—General

Regulation 61.570 Privileges of commercial pilot licences

Describes the privileges of a CPL - the holder can be pilot-in-command of any operation except multi-crew aircraft in air transport operations,

For aeroplanes, if the holder has less than 750 hours of flight time, single-pilot air transport operations in an aircraft with a maximum take-off weight (MTOW) of more than 5700kg and for rotorcraft, if the holder has less than 750 hours of flight time, in an aircraft with a maximum certificated take-off weight of more than 3175kg in air transport operations. These operations require an ATPL.

Refer to Subpart 61E of this document for guidance on the general limitations and authorisations that apply to all licences. Subpart 61E addresses limitations on a CPL relating to ratings, endorsements, general competency, recency, medical certificates, flight reviews and English language proficiency.

Regulation 61.575 Limitations on exercise of privileges of commercial pilot licences—multi-crew operations

Relates to a CPL holder conducting multi-crew operations and the requirement for the holder to have undertaken a course of training in multi-crew cooperation.

Regulation 61.580 Requirements for grant of commercial pilot licences—general

Prescribes the requirements for the grant of a CPL in relation to age, aeronautical knowledge examinations, flight training, the flight test and aeronautical experience.

Division 61.I.2—Aeronautical experience requirements for commercial pilot licences—applicants who have completed integrated training course

Regulations 61.585, through 61.600 prescribe the aeronautical experience requirements for the grant of a CPL in the aeroplane, helicopter, and powered-lift categories respectively when an integrated training course is undertaken.

Division 61.I.3—Aeronautical experience requirements for commercial pilot licences—applicants who have not completed integrated training course

Regulations 61.605 through 61.630 prescribe the aeronautical experience requirement for the grant of a CPL for the aeroplane, helicopter, powered-lift, gyroplane and airship categories of aircraft, when a non-integrated training course is undertaken.

For more information about getting a CPL please refer to the CASA website

10 Subpart 61.J - Multi-crew pilot licences

The MPL is aimed at the training and licensing requirements of pilots flying as the co-pilot in a multi-pilot crew:

- in large, high performance, complex aeroplanes; and
- operating in all weather conditions under the Instrument Flight Rules (IFR).

A person holding an MPL is authorised to perform the duties of a co-pilot on at least one type of turbine-powered aeroplane which is required to be operated with more than one pilot.

The Australian MPL training and licensing standards comply with those prescribed by ICAO and allow Flight Simulation Training Devices (FSTD) in all stages of training. The ICAO standard specifies a minimum total number of 240 hours of actual or simulated flight hours including the minimum hours to obtain a private pilot licence. This ensures that the holder of an MPL will have their qualification recognised overseas.

Compared to traditional training pathways, MPL training makes greater use of simulators, adopts competency-based training methods, and further applies human factors and threat and error management in all phases of training

MPL training extends from basic ab initio training through to type rating and multi-crew operational training and should be developed as an integrated training course. A course would normally be constructed with Core, Basic, Intermediate and Advanced phases, with assessments at the end of each phase.

Aircraft used for training should be relevant to the stage of training. When aircraft are used for multi-crew operations, the aircraft needs to be configured for realistic multi-crew operations. Flight simulation training devices should be approved for purpose and meet the standards described in Prescribed qualification standards for FSTD (MCC training – aeroplane) Instrument 2015 (Edition 1). Aircraft types designated as multi-crew types are prescribed in division 2 of instrument Part 61 Flight Crew Licensing (Prescribed Aircraft and Type Ratings) (Edition 9) Instrument 2023.

An MPL course will only be approved if an airline is involved. The airline would be the one which is expected to use the MPL graduates. Integrated training is a key attribute of MPL training. It is achieved where the training plan blends the delivery of aeronautical knowledge with the acquisition of practical flying skills. Correctly planned and implemented integrated training will allow the student to consolidate their theoretical knowledge through practical application wherever this is appropriate.

Threat and Error Management (TEM) is an essential element in all training including the MPL, and so will need to be integrated throughout the training programme.

Whilst the flight test for the grant of an MPL is required to be conducted under the IFR, the applicant is not granted an instrument rating on the licence. The MPL itself authorises the holder to conduct operations as a co-pilot under the IFR.

MPL training must also include training for a type rating in a multi-engine turbine aeroplane and the flight test for the licence must be conducted in this aeroplane type or an approved flight simulator.

Transfer training and qualification requirements must be met before the holder of an MPL may operate a single-pilot aircraft or exercise the privileges of another type of licence such as the private or commercial pilot licence. An MPL holder will need to meet the minimum experience requirements for the grant of a PPL or CPL, complete the flight training, theory exam/s and pass the flight test with recognition of prior learning (RPL)

Guidance for the delivery of training for an MPL may be found in CAAP 5-216-1 Multi-crew pilot licence.

Regulation 61.635 Privileges of multi-crew pilot licences

Authorises the holder of an MPL to pilot an aeroplane as co-pilot or an operator that has a training and checking system.

Regulation 61.640 Limitations on exercise of privileges of multi-crew pilot licences—IFR flight: general

Provides the holder of an MPL can conduct a circling approach, a 3D approach, or an instrument approach of a particular kind, only if they have demonstrated competence to CASA, an authorised examiner, or an approved person as prescribed.

Regulation 61.645 Limitations on exercise of privileges of multi-crew pilot licences—IFR flight: recent experience

Provides the recency requirements to be met by the holder of an MPL for the conduct of instrument approaches generally and for specific kinds of instrument approaches.

Regulation 61.650 Limitations on exercise of privileges of multi-crew pilot licences—instrument proficiency check

Relates to the requirements for the holder of an MPL to have a valid instrument proficiency check, the validity period of the check and the administrative procedure for recording successful completion.

Regulation 61.655 Requirements for grant of multi-crew pilot licences

Prescribes the requirements for the grant of a MPL in relation to age, aeronautical knowledge examinations, flight training, the flight test and aeronautical experience.

Regulation 61.660 Aeronautical experience requirements for grant of multi-crew pilot licences—aeroplane category

Details the aeronautical experience requirements for the grant of an MPL.

Of the 240 hours of aeronautical experience required in 61.660(1), at least 40 hours mentioned in 61.660 (1)(a) is to be conducted in a registered or recognised aeroplane. The remaining 200 hours of aeronautical experience must be in either a flight simulation training device approved for the purpose (61.660(2)) or in a registered or recognised aeroplane (61.660(7)).

11 Subpart 61.K - Air transport pilot licences

The Air Transport Pilot Licence (ATPL) allows the holder to fly in any private or commercial operation as PIC or co-pilot in a multi-crew operation, as long the holder has the aircraft category rating and class or type rating for the aircraft to be flown.

Training for an ATPL is undertaken with a flight training operator holding a Part 141 or a Part 142 certificate and includes multi-crew cooperation training.

An ATPL with an aeroplane category rating (ATPL(A)), has IFR privileges embedded in the licence. To exercise the privileges of an ATPL (A) under the IFR, the holder must have a current instrument proficiency check and meet recent experience requirements.

What this means for aeroplanes is the course of training for an ATPL includes the theory and practical flight units that would be required by a person seeking an instrument rating. The flight test for the ATPL(A) includes assessment for the conduct of operations under the IFR. The holder is then permitted to conduct operations under the IFR in multi-crew operations without holding an instrument rating.

If at some point the holder of an ATPL(A) wishes to conduct a single pilot IFR flight, they must either pass a flight test for the instrument rating in a single pilot aircraft or pass a proficiency check in a single pilot aircraft. The ATPL(A) holder does not have to hold an instrument rating.

Unlike the ATPL(A), an ATPL with a helicopter category rating (ATPL(H)) does not have IFR privileges embedded in it. The holder of an (ATPL(H)) who wishes to conduct flight under the IFR, must hold an instrument rating and have a current instrument proficiency check.

The flight test for the ATPL(H) is conducted under the VFR unless the applicant has an instrument rating and requests the flight test be conducted under the IFR. The flight test standards for the ATPL(H) in Schedule 5 of the Part 61 MOS allow for either option for the flight test.

Where the holder of an ATPL(H) does not have an instrument rating, they must meet the requirements of a flight review for the class or type rating they hold.

In relation to an ATPL with a powered-lift category rating, CASA is in process of developing the standards for inclusion in the Part 61 MOS. The powered-lift ATPL will be similar to the aeroplane ATPL, in that IFR privileges will be embedded in the training for the licence.

For all categories, an approved flight simulator for the test means the simulator must be able to be configured as per the aircraft requirements mentioned in 61.700 (5)(a), (6)(a), or (7)(a), as applicable.

Calculation of aeronautical experience for the grant of an ATPL -

Regulations 61.705, 61.710 and 61.715 prescribe the aeronautical experience requirements for the grant of an ATPL for aeroplanes, helicopters, and powered-lift aircraft respectively.

For aeroplanes (the guidance in this example applies to any category), the aeronautical experience required is at least 1500 hours. Of the required 1500 hours, at least 1400 hours must be flight time as a pilot, which, must be in an aircraft, though not necessarily in an aeroplane.

The definition of 'flight' is in regulation 61.070 and states that flight means flight in an aircraft.

'Flight time as a pilot' is defined in regulation 61.080 and includes the flight time as a PIC, flight time as pilot in command under supervision and flight time as co-pilot, accrued in an aircraft.

Of the 1400 hours that must be in an aircraft, at least 750 hours of flight time must be as a pilot of an aeroplane. This difference allows for a person who might have a licence in a different category (i.e., helicopter, powered-lift), to count the flight time in that category of aircraft towards the grant of an ATPL(A).

For the ATPL(A), a maximum of 100 hours of the 1500 hours of aeronautical experience required for the grant of an ATPL (1500 hours experience - 1400 hours as a pilot), may be simulated flight time accrued in a

flight simulation training device, with no more than 25 hours in a flight simulation training device that is not a flight simulator (flight simulator is for a specific type (or a specific make, model and series) of aircraft).

Only flight time more than the minimum flight time as a pilot prescribed in any of the sub regulations 61.705 (a) through (h), may be conducted in a flight simulation training device.

The same definitions and application to the calculation of aeronautical experience are to be applied to the ATPL(H) and the ATPL Powered-lift.

The flight time as a pilot of an aircraft in the relevant category for the grant of an ATPL must be flown in a registered or recognised aircraft.

Regulation 61.665 Privileges of air transport pilot licences

Authorises the holder to pilot an aeroplane, helicopter or powered lift aircraft as PIC or co-pilot.

Regulation 61.670 Limitations on exercise of privileges of air transport pilot licences—helicopter IFR flight

The holder of an ATPL(H) must hold an instrument rating to pilot a helicopter under the IFR.

Regulation 61.675 Limitations on exercise of privileges of air transport pilot licences—single-pilot IFR flight

The limitations on the holder of an ATPL to operate in single-pilot operations under the IFR.

Regulation 61.680 Limitations on exercise of privileges of air transport pilot licences—IFR flight: general

Provides the holder of an ATPL can conduct a circling approach, a 3D approach, or an instrument approach of a particular kind, only if they have demonstrated competence to CASA, an authorised examiner, or an approved person as prescribed.

Regulation 61.685 Limitations on exercise of privileges of air transport pilot licences—IFR flight: recent experience

Provides the recency requirements to be met by the holder of an ATPL for the conduct of instrument approaches generally and for specific kinds of instrument approaches.

Regulation 61.695 Limitations on exercise of privileges of air transport pilot licences—instrument proficiency check

Relates to the requirements for the holder of an ATPL to have a valid instrument proficiency check, the validity period of the check and the administrative procedure for recording successful completion.

Regulation 61.700 Requirements for grant of air transport pilot licences—general

Prescribes the general requirements to be met for the grant of an ATPL.

Regulation 61.705 Aeronautical experience requirements for grant of air transport pilot licences—aeroplane category

Prescribes the aeronautical experience requirements for the grant of an aeroplane ATPL.

Regulation 61.710 Aeronautical experience requirements for grant of air transport pilot licences—helicopter category

Prescribes the aeronautical experience requirements for the grant of a helicopter ATPL.

Regulation 61.715 Aeronautical experience requirements for grant of air transport pilot licences—powered-lift aircraft category

Prescribes the aeronautical experience requirements for the grant of a powered-lift ATPL.

For more information getting an ATPL refer to the CASA website.

12 Subpart 61.L - Aircraft ratings and endorsements for pilot licences

An aircraft rating is a flight crew qualification that authorises the holder to operate particular aircraft. Aircraft are categorised as one of aeroplane, helicopter, powered-lift, gyroplane, or airship, a flight crew licence will always have one or more category ratings.

Every type of aircraft, including all of its models, has a type certificate. The type certificate specifies whether it is a single-pilot or multi-pilot aircraft (or in a few cases, both). Different aircraft rating systems are used depending on the purposes such as flight crew licensing, airworthiness, maintenance, and flight operations.

There are two kinds of aircraft ratings for flight crew:

Pilot Class ratings which include different but similar types of aircraft

Pilot and Flight Engineer Type ratings which are limited to one type of aircraft, although a type rating can include models that are variants of each other. There are no co-pilot aircraft ratings in Part 61 (as there were under the previous CAR Part 5 regulations) however there is a cruise-relief type rating.

The regulations in this Subpart prescribe the requirements for the grant of a particular rating as well as recency requirements for the exercise of the privileges of the rating such as flight review or proficiency check. The Subpart also prescribes the types of design feature endorsements and requirements for the grant of an endorsement.

There are several legislative instruments that prescribe special training requirements for particular aircraft types in a class and aircraft that are designated as an aircraft requiring a type rating. These aircraft have handling characteristics that are of a nature that safety may be compromised if a pilot does not receive additional training. The instruments also address matters relating to the flight review and proficiency check requirements prescribed for each aircraft rating. Additionally, the instruments provide the cruise relief type ratings that may be granted. These instruments are referenced in detail in the relevant Divisions.

Division 61.L.3 addresses Class ratings, Division 61.L.5 addresses type ratings and Division 61.L.6 addresses cruise relief type ratings.

This subpart should be read with reference to Subpart 61E - pilot licences - general limitations and authorisation in this document.

Division 61.L.1—Preliminary

Regulation 61.720 What Subpart 61.L is about

As mentioned above, Subpart 61.L is about ratings and endorsements that authorise a pilot licence holder to operate an aircraft of a particular category, class or type with a design feature.

Division 61.L.2—Aircraft category ratings

The aircraft categories are aeroplane, helicopter, powered-lift, gyroplane, and airship.

The initial grant of a pilot licence must have a category rating issued at the same time. A person who qualifies for the grant of a pilot licence, are taken to have met the requirement for the grant of the associated category rating.

A category rating may be added to a pilot licence that has previously been granted. For example, a person may hold a pilot licence with an aeroplane category rating, and subsequently undertake training for the grant of a pilot licence with a helicopter category rating.

Most ratings and endorsements that can be attached to a licence are common across categories however they will frequently have requirements and privileges that are category specific.

Whilst balloons are a category of aircraft, the licensing requirements for a balloon pilot licence are not addressed in Part 61. Regulations for balloon licencing and ratings can be found in the Civil Aviation Regulations - Part 5 and the Civil Aviation Orders.

Regulations that apply to the Category Ratings

Regulation 61.725 Where a person holds a licence with a category rating, the person may exercise the privileges of that licence in that category of aircraft only.

Regulation 61.730 provides the criteria for the grant of a category rating.

Division 61.L.3—Aircraft class ratings

Class ratings are used to simplify the requirements for licensing and provide a qualification for types of aircraft that have similar characteristics and are not sufficiently complex as to require type rating. An aircraft is included under a class rating if it isn't prescribed a type rating or certified for multi-crew operations. For example, a Piper Seneca is a multi-engine aeroplane and is not designated as a type rated aircraft, therefore it is covered by the multi-engine aeroplane class rating.

Typically, pilots get their initial class rating when completing the training for a pilot licence. A licence cannot be issued to a person unless it includes an aircraft class or type rating, relevant to the kind of aircraft used in the training and flight test for the licence. Pilot can subsequently add a class rating by completing flight training and a flight test for the rating.

The classes of aircraft are:

- single-engine aeroplane
- multi-engine aeroplane
- single-engine helicopter
- powered-lift aircraft
- single-engine gyroplane
- airship.

Before flying an aircraft, a pilot must be competent in operating the particular aircraft (regulation 61.385). Even if a person is qualified to fly single-engine aeroplanes covered by the class rating, before flying a different type covered by the class rating, pilots must make sure that they are competent to flying the new type, which may have different systems, performance and handling characteristics to the type of aircraft they flew when qualifying for the class rating. The pilot must also any design feature endorsement relevant to the aircraft to be flown.

Class rated aircraft typically have less complex systems, are not high performance and can be operated single pilot. However, some aircraft not designated as type rated aircraft require the completion of specific training and completion of a flight review before a pilot can operate them. These aircraft are identified as being sufficiently complex or have performance or handling characteristics that warrant initial type-specific training and a flight review in the specific type. The aircraft that require this initial training and flight review are prescribed in instrument Part 61 Flight Crew Licensing (Prescribed Aircraft and Type ratings) (edition 9) Instrument 2023.

After the initial training, the aircraft is treated the same as any other aircraft in the class. Examples of these aircraft are the Pilatus PC-12, C208 Caravan, Bell 206, R22 and R44.

For some pilots this might mean that they are required to undertake multiple flight reviews in several different types in 24 months. Part 5 of instrument CASA EX66/21 — Flight Crew Licensing (Miscellaneous Exemptions) Exemption 2021 simplifies the flight review requirement in this circumstance, reducing the

number of flight reviews a pilot needs to complete, by requiring a pilot to complete a flight review in an aircraft of the same category in the previous two years. If a pilot operates a multi-engine aircraft in that category, the flight review must be conducted in a multi-engine aircraft.

Refer to Section 8 of CASA 62/20 Conditions on Flight Crew Authorisations (edition 3) Instrument 2020 for flight review exemption for R22 and R44 helicopters, which permits a flight review in either of these types to meet the flight review requirement of the other.

Pilots must have a current flight review to operate an aircraft of the class, which is valid for 24 months.

Regulations that apply to the Class Rating

Regulation 61.735 provides that a pilot with a class rating can pilot an aircraft of the class unless it is a certificated as a multi-crew aircraft or is a type for which a single-pilot rating is required, these are mostly helicopter types.

Regulation 61.745 provides that the holder of a class rating is required to have a valid flight review to pilot an aircraft of that class which is valid for 24 months.

The requirement to hold a valid flight review to operate an aircraft in a class can be met in several ways including passing a flight test for the class rating, pass a flight test for an operational rating or undertaking design feature training in an aircraft covered by the class rating. An operator or rating proficiency check in an aircraft of the class or a flight review for a type rating in an aircraft of the class also meet the flight review requirements.

Regulation 61.747 prescribes the flight review requirements for the class rating; however, some requirements have been amended by instruments mentioned above.

Regulation 61.750 prescribes the requirements for the grant of a class rating noting that a multi-engine class rating can only be attached to a PPL, CPL, MPL or ATPL, the holder of an RPL is limited to single engine aircraft only.

Division 61.L.4—Design feature endorsements

Flying aircraft with special design features requires additional knowledge and skills to conduct flight safely.

Part 61 prescribes design features for each category of aircraft. For example, if a pilot wants to fly an aircraft with a retractable undercarriage, they first need to complete flight training and be assessed as competent to conduct the flight safely.

On the completion of the training by an authorised flight instructor, they can be issued with the endorsement if they are assessed as competent to the standards specified in the Part 61 Manual of Standards.

A pilot must hold the applicable design feature endorsement before flying an aircraft fitted with a specified design feature.

A design feature endorsement is applicable only for the category and class.

Regulations that apply to the Design Feature Endorsements

Regulation 61.755 prescribes the design features for each category of aircraft that require a design feature endorsement.

Regulation 61.760 allows the holder to fly an aircraft has the design feature and the holder has a class or type rating for the aircraft that they are to fly.

Regulation 61.765 provides that the holder must have an aircraft class rating that covers the aircraft with the design feature and passed a flight test in an aircraft with the design feature, holds a type rating for an aircraft with the design feature or completed flight training for the design feature endorsement.

Division 61.L.5—Pilot type ratings

CASA specifies a type rating for certain aircraft when pilots need to complete an approved course of training and pass a flight test, to ensure pilots have a sufficient level of competency to operate the aircraft safely.

A type rating authorises a pilot or flight engineer to operate a particular type of aircraft.

All aircraft certified for multi-crew operations, and some single pilot aircraft as determined by CASA in the interests of safety, will have type rating prescribed by CASA. This aligns with the ICAO requirements providing pilots with a qualification which is recognised internationally.

Training for an aircraft type rating is undertaken with a flight training operator holding a Part 141 or a Part 142 certificate.

Different models or variants of an aircraft can be included in a type rating where there a similarities between the aircraft. In some cases, additional flight training might be required for the holder of the type rating prior to flying one of the models or variants. CASA specifies when such differences training is required which must be conducted by a Part 141 or Part 142 operator.

Flight crew licensing type ratings are listed in a legislative instrument which is updated when new aircraft are introduced, or ratings are changed. The instrument is available through the CASA website and is titled Part 61 Flight Crew Licensing (Prescribed Aircraft and Type ratings) (edition 9) Instrument 2023.

Currently, the prescription of a type rating for all multi-engine helicopters, rather than a class rating, has led to practical barriers to the efficient conduct of training and entry-control testing of pilots for less complex multi-engine helicopters certified for single-pilot operation.

In the interim, instrument CASA EX49/22 — Multi-Engine Helicopters Exemption 2022 has been issued to enable pilots to operate certain multi-engine helicopters in a similar system and will provide some relief from the Part 61 requirements. The instrument is very detailed and should be carefully reviewed to ensure full advantage can be taken whilst maintaining a higher level of safety and compliance.

In relation to flight reviews and proficiency checks, instrument CASA EX66/21 — Flight Crew Licensing (Miscellaneous Exemptions) Exemption 2021 provides some relief for the pilot from the requirement have a proficiency check or flight review for each aircraft type (Part 4 and Part 5 of the instrument respectively). Basically, a pilot must have completed a check, whether a flight review or a proficiency check, in the most complex aircraft they hold a type rating for. If they are type rated in a multi-crew aircraft, then at least one of the checks must be in a multi-crew aircraft.

Operating a type rated aircraft under the IFR

To conduct a flight in a type rated aircraft under the IFR the pilots must pass the flight test for the type rating as if the flight was conducted under the IFR or the pilot must complete an IPC in an aircraft covered by the type rating.

In addition to the requirement to have a valid IPC to conduct a flight under the IFR, CASA also requires the pilot of a type rated aircraft to have a valid IPC relevant to the aircraft covered by the type rating. The IPC conducted in a type rated aircraft can satisfy both requirements.

Under the exemption, pilots only need to have completed an instrument proficiency check (IPC) in the previous 24 months that is relevant to the aircraft being flown. This replaces having a valid IPC for a pilot type rating.

For single-pilot turbojet aircraft, the validity period for the type rating is 12 months and the proficiency check must have been conducted as a single-pilot, that is if the pilot underwent a proficiency check in a multi-crew aircraft, they could not fly a type rated single-pilot aircraft under the IFR. Refer section 10 of CASA 62/20 Conditions on Flight Crew Authorisations (edition 3) Instrument 2020.

The exemption does not change the annual instrument rating IPC requirement. Pilots still must complete an annual IPC that was conducted in an aircraft of the same category. For pilots to fly a multi-engine aircraft under the IFR, they must complete the IPC in a multi-engine aircraft of the same category.

Operating a type rated aircraft under the VFR

To conduct a flight in a type rated aircraft under the VFR the pilot must have completed a flight review in a relevant aircraft. The flight review requirement is satisfied if the person passed the flight test for the type rating in the previous 24 months or has completed a proficiency check in an aircraft covered by the rating.

CASA EX66/21 — Flight Crew Licensing (Miscellaneous Exemptions) Exemption 2021 simplifies the flight review requirements. For some pilots it reduces the number of flight reviews they need to complete. Under the exemption, pilots only need to complete a flight review that was conducted in an aircraft of the same category within the previous two years.

If it is a multi-engine aircraft, the flight review must have been done in a multi-engine aircraft of the same category.

A flight crew member must have a current flight review to operate the aircraft type, which is valid for 24 months.

Training

Training for an aircraft type rating must be completed at a Part 142 school however, for some of the less complex aircraft types, the type training can be done at a Part 141 school. Examples of aircraft type rating training that can be conducted at a Part 141 school are:

- Aeroplane: SA226/227, BE350/1900, MU-2, PC-24
- Helicopter: A109, AS355, EC135, BK117/EC145

The full list of aircraft that can be trained at a Part 141 school are prescribed in instrument Type Ratings Excluded from Part 142 Flight Training (Edition 7) Instrument 2023 .

A cruise relief type rating authorises a person to act as co-pilot with an operator that has an approved cyclic training and proficiency programme and only whilst the aircraft is at Flight Level 200 or above. A cruise relief pilot type rating can only be granted on multi-crew type rated aircraft.

Regulation 61.770

The holder of a pilot licence with a type rating is authorised to operate the type covered by the rating.

Regulation 61.775

Where a person undertakes the training and flight test for a type rated aircraft in a flight simulator, the person must have experience operating as pilot of the aircraft before they may conduct a flight as PIC. This requirement is waived if the pilot has experience as pilot in aircraft with similar power plants. This regulation recognises the fidelity limits of flight simulators, especially for pilots with limited flight experience. That is, there can be differences between the performance and handling characteristics of a simulator and the actual aircraft, which can introduce safety risks.

For example, if a pilot completes a Dash 8 type rating in a flight simulator but hasn't accrued 25 hours on that type of aircraft, they cannot fly the aircraft as PIC. However, if the person had over 1000 hours of flight time as PIC of other turbo-prop aeroplanes, they can operate as PIC of the Dash 8 (as long as other operational requirements are met).

Regulation 61.780

Requires training for type variants where required by a legislative instrument

Regulation 61.785

Requires a pilot to have completed a course of training in multi-crew cooperation (MCC) else hold a multi-crew type rating.

Regulation 61.790

Provides that a pilot may only operate a type rated aircraft under the IFR if they had been flight tested in the aircraft type or if they have a current instrument proficiency check in an aircraft covered by the type rating.

Regulation 61.795

Provides the recent experience requirements on aircraft models

Regulation 61.800

Prescribes the flight review requirements for pilot type ratings, with the alternative means of meeting the requirements via undertaking a relevant flight test, proficiency checks, operator proficiency checks or participating in a training and checking system.

For example, a pilot holds an instructor rating with a Metro II type rating training endorsement and completes their instructor proficiency check in a Metro II aircraft. The instructor rating proficiency check covers the Metro II type rating flight review requirement.

Regulation 61.805

Prescribes the requirement for operating a type rating aircraft under the IFR.

The proficiency check requirement for a type rating can be met in several ways such as a flight test conducted under the IFR in the aircraft type, an IPC in the aircraft type, or participation in an operator's approved training and checking system.

Regulation 61.810

Prescribes the requirement for the grant of an aircraft type rating.

Regulation 61.815

Provides for the holder to meet the requirements for the grant of an aircraft type rating if they flight test for the MPL was conducted in that type.

Regulation 61.820

Provides relief for pilots who held a type rating under a previous legislative instrument and a new instrument, or an amendment to an instrument, has meant that changes to variants of an aircraft type or a new type rating now covers the type rating held.

Regulation 61.822

Part 61 does not provide a co-pilot type rating, as existed under the previous legislation. A pilot performing the role of a co-pilot under Part 61 must hold a type rating for the aircraft flown.

Division 61.L.6—Cruise relief type ratings

Cruise relief type ratings may be granted to a pilot or flight engineer and are type specific.

A cruise relief co-pilot rating may only exercised if the aircraft is operated by an operator with an approved training and checking system and the aircraft is at or above flight level 200.

As with type ratings, if the rating is to be exercised in a variant and differences training is required, the differences training must be completed prior to the holder operating that aircraft.

Recent experience for both a cruise relief co-pilot or a cruise relief flight engineer includes participating in an operator's training and checking system and specified flight time or simulator time as co-pilot or cruise relief engineer or have exercised the privileges of the rating in an aircraft.

To be granted a cruise relief rating, a person must hold a CPL, MPL or ATPL with the applicable category rating. For a cruise relief flight engineer, they must also hold a either a cruise relief co-pilot type rating or a pilot type rating for the aircraft type.

Regulations that apply to the Cruise Relief Type Rating

Regulation 61.825 prescribes the kinds of cruise relief type rating.

Regulation 61.830 prescribes the privileges of cruise relief type ratings.

Regulation 61.835 provides the general limitations on a cruise relief type rating including matters associated with operation of variants.

Regulation 61.840 prescribes the recency requirements for both cruise relief co-pilots and cruise relief flight engineers including matters relating to variants.

Regulation 61.845 provides the requirements for the grant of a cruise relief type rating including when multi-crew cooperation training may be required.

Regulation 61.850 provides for the grant of a cruise relief type rating when a change in legislation alters the models as variants of a type rating or models are covered by a new type rating.

For more information on staying current, ratings and endorsements please refer to the CASA website.

13 Subpart 61.M - Instrument ratings

An instrument rating authorises a pilot to fly under instrument flight rules (IFR). Whilst flying under the IFR should not be considered a right to flying in any, and in all bad weather conditions, it does provide the flexibility and skills to depart and arrive when weather is marginal, at night and when VFR flight is not possible. It should be noted too, that a pilot can fly under the IFR if the hold and ATPL(A) or a Private Instrument rating (PIFR).

A pilot who is untrained in instrument flying and inadvertently enters cloud can compromise the safety of the passengers and the aircraft. Many accidents are the result of pilots who lack the necessary skills or equipment to fly in even marginal visual meteorological conditions (VMC) or IMC and attempt flight without outside visual references.

Most commercial aviation organisations require pilots to be instrument rated, it's often a necessary step to become an airline, a corporate or charter pilot and for conduct of emergency services such as ambulance and search and rescue operations in aeroplanes and helicopters.

An instrument rating requires specific training and instruction beyond what is required for a PPL or CPL, including rules and procedures specific to instrument flying, additional instruction in meteorology, and more intensive training focus on flying solely by reference instruments. A pilot must pass a flight test to be granted an instrument rating. Pilots with an instrument rating generally possess a broader aviation skill base, improved flying accuracy and more precise flying techniques thereby creating safer, more confident pilots.

A pilot can hold many instrument endorsements that relate to aircraft class or category ratings or types of instrument approaches.

An aircraft instrument endorsement typically requires minimum experience in the relevant kind of aircraft. This can usually be satisfied when completing the training for the initial issue of the instrument rating by an authorised flight training operator. Experience can be gained in either an aircraft or approved flight simulation training device.

A pilot can complete training for an instrument rating as a co-pilot of a multi-crew operation. However, they must demonstrate the same instrument flying competency standards whether operating as co-pilot or pilot-in-command.

To ensure pilots who hold an instrument rating maintain a minimum level of competency to conduct flights under the IFR, CASA requires the pilot to have successfully completed an instrument proficiency check (IPC) within the previous 12 months. Where the IPC is completed within 3 months prior to the expiry of the previous IPC, the IPC is valid for 12 months from the date the previous IPC would have expired. There are also separate IPC requirements for different kinds of aircraft.

In addition, CASA also specifies recent experience requirements which are also designed to maintain a pilot's competency through periodic application of knowledge and skills, required to perform instrument approach operations.

Recent experience

An instrument approach procedure (IAP) is identified by the navigation infrastructure on which the procedure is designed. The aircraft navigation systems utilise the specified navigation infrastructure to provide navigation guidance information that is used by the pilot to navigate the aircraft in accordance with the IAP. The navigation guidance generated by the on-board navigation systems may provide only lateral guidance information with the pilot required to determine the vertical path of the aircraft from other sources of information. The conduct of such an approach is a 2D instrument approach operation, as only lateral navigation guidance is provided by the navigation systems.

Some navigation systems use navigation infrastructure to provide both lateral and vertical navigation guidance information that can be used by the pilot to navigate the aircraft. When lateral and vertical navigation guidance is used by the pilot to conduct an approach, that is a 3D instrument approach operation.

The different methods of conducting an approach highlight the different knowledge and skill required to conduct such operations. CASA has prescribed a 2D IAP and 3D IAP endorsement for an instrument rating to ensure pilots complete training to understand the operational differences and demonstrate competency to a flight examiner.

Instrument approach privileges are not derived from the navigation aid but are given on the basis of the design of the approach, being either 2 dimensional (2D) or 3 dimensional (3D). The 3D approach differs from the 2D in that it provides final approach guidance in the vertical dimension in addition to lateral guidance.

A flight test for the grant of an instrument rating must include the issue of at least a 2D IAP endorsement.

An instrument approach must be flown in accordance with an authorised (published) instrument approach procedure (IAP). An IAP relies on ground or satellite navigation infrastructure. Aircraft navigation systems use these to generate navigation guidance information. Some systems give lateral (directional) guidance while others can provide both lateral and vertical navigation guidance information.

A 2D IAP endorsement authorises a pilot to conduct a 2D instrument approach operation. In 2D IAP operations, a pilot uses instrument displays that provide lateral (directional) navigation information to navigate in accordance with the IAP. The pilot must manage the vertical path of the aircraft without reference to any vertical path guidance information and comply with any descent limitations of the procedure.

The holder of 2D instrument approach endorsement can fly any 2D approach irrespective of the type of navigation aid signal being used to derive position information as long as they have received training in that kind of navigation system.

A 3D IAP endorsement authorises a pilot to conduct a 3D instrument approach operation. In 3D IAP operations, a pilot uses instrument displays that provide both lateral and vertical navigation guidance information to navigate in accordance with the IAP.

Any approach conducted with reference to 3D guidance is considered a 3D operation.

The regulations refer to Azimuth guidance and Course deviation indicators.

Azimuth guidance operations

Azimuth guidance operations are where the instrument uses a needle pointer to show relative bearings to or from a station or waypoint.

The Automatic Direction Finder (ADF) displays a bearing to or from a station in the form of azimuth guidance.

Course deviation indicator operations

Course deviation indicator operations are where the instrument shows the lateral displacement of the aircraft from a selected track.

On the display, you may see the deviation from the track as angular displacement or as horizontal distance. The scale of the deviations may vary dependent on the navigation system used to generate the guidance information.

Division 61.M.1—Privileges and requirements for grant of instrument ratings

The privileges and limitations associated with an instrument rating encompass matters relating to aircraft equipment, the types of instrument approaches and the kind of navigation systems to be operated, and recency relating to both pilot proficiency and conduct of particular kinds of instrument procedures.

Recency in IFR operations is pivotal to ensuring that a pilot maintains a reasonable level of competence in between check flights. Instrument approach procedures require a high level of skill and concentration, more so when they are conducted in adverse weather conditions. Quite often, during extended periods of calm weather, a pilot may not encounter conditions that warrant the conduct of an approach. The time between

approaches could be several months, particularly if the holder is not a frequent flyer. The general recency requirements described in this division provide some level of surety that a pilot has reviewed the procedures for the conduct of flights under the IFR, and associated instrument approaches.

Flying single-pilot operations under IFR can be demanding. A pilot needs to demonstrate and maintain competency to conduct single pilot operations under the IFR. This is achieved by either passing the flight test for the instrument rating in a single-pilot aircraft or conducting an instrument proficiency check in a single-pilot aircraft. They must also conduct single pilot IFR operations at least every 6 months.

Currency and proficiency is maintained via an annual proficiency check. A proficiency check is an assessment of the continuing skills and knowledge of a pilot to safely operate an aircraft under the IFR, and conduct an instrument approach. It is normal for some piloting skills to deteriorate over time, a proficiency check ensures piloting skills continue to meet the instrument rating standards described in the Part 61 MOS. A pilot must have a current proficiency check for the category of aircraft they plan to fly under the IFR. If a pilot operates both aeroplanes and helicopters, the pilot must have a valid IPC for whichever category of aircraft they are going to be operating under the IFR.

The proficiency check requirement can be met in several ways. These are:

- complete a proficiency check in accordance with the Part 61 MOS requirements.
- pass the instrument rating flight test within the previous 12 months.
- pass a flight test for an instrument endorsement that was undertaken more than 6 months after the initial instrument rating flight test.
- complete an operator proficiency check that covers IFR operations and conducted by a flight examiner.
- participate in an approved training and checking system conducted by an operator - the proficiency check is only valid for operations conducted by the operator.

Regulation 61.855 Privileges of instrument ratings

A pilot holding an instrument rating can pilot an aircraft under the IFR or at night under the VFR.

Regulation 61.860 Limitations on exercise of privileges of instrument ratings—general

The aircraft to be operated under the IFR must be appropriately equipped with navigation systems for the type of instrument approaches the pilot intends conduct.

To conduct an instrument approach, a pilot must be trained and have demonstrated competency in the conduct of the IAP procedures. Where the IAP requires the conduct of a circling approach, the pilot must have demonstrated proficiency in the conduct during their most recent proficiency check.

If a pilot is conducting single-pilot IFR operations their flight test or most recent proficiency check must have been conducted as a single-pilot operation.

Regulation 61.865 Limitations on exercise of privileges of instrument ratings—endorsements

Before a pilot can conduct a flight under the IFR in an aircraft, they must hold the relevant aircraft category/class endorsement and instrument approach endorsement.

For example, a pilot of a single-engine helicopter wishing to conduct flight under the IFR and operate into an aerodrome with a GNSS approach must hold an instrument rating with a single-engine helicopter instrument endorsement and an IAP 2D instrument endorsement.

Regulation 61.870 Limitations on exercise of privileges of instrument ratings—recent experience: general

The general recency requirements are to be met by a pilot who is not participating in an operator's training and checking system for IFR operations or has not completed a proficiency check that covered IFR operations within the previous three months.

Provides that a pilot must meet prescribed recent conduct requirements for a particular instrument approach using a kind of navigation system in the specified time frames.

General recency may be accomplished in either an aircraft or an approved flight simulation training device.

Regulation 61.875 Limitations on exercise of privileges of instrument ratings—recent experience: single pilot

Provides the recency requirement for a pilot conducting flight under the IFR as a single pilot.

Regulation 61.880 Limitations on exercise of privileges of instrument ratings—instrument proficiency check

Provides the requirements for a proficiency check and the alternative ways it may be achieved.

Regulation 61.885 Requirements for grant of instrument ratings

An instrument rating can only be granted to the holder of a private, commercial, or air transport pilot licence with at least one aircraft category/class endorsement and one instrument approach endorsement.

The requirements for the grant of an instrument rating include a pass in the IREX examination, completed flight training and passed a flight test in accordance with the standards described in the Part 61 MOS and have the prescribed aeronautical experience.

Regulation 61.887 Removal of instrument rating conditions about acting as pilot in command under IFR

This regulation applies to a pilot who may have been limited to operating under the IFR as a co-pilot under previous legislation.

A pilot may have the limitation removed if they meet all the requirements for the grant of an instrument rating with an instrument endorsement for the category or class of the rating they held.

Division 61.M.2—Privileges and requirements for grant of instrument endorsements

The aircraft category/class endorsements available for an instrument rating are prescribed in Table 61.890. Part 1 of the table provides the dual instrument time and night-time, including the flight time that must be done in an aircraft of the category/class. Part 2 of the table identifies the approach endorsements available to a pilot, being 2D or 3D approaches.

An instrument rating must have at least a 2D instrument approach endorsement.

A navigation system is defined as those devices in the cockpit that assist the pilot in determining the position of the aircraft. Navigation systems comprise both on-board aircraft systems and radio aids and would include an ADF, VOR, GPS or an FMS (Flight Management System) or any system that is used for navigation or managing an aircraft's flight path.

A pilot must have conducted an instrument approach using a kind of navigation system before they can conduct an instrument approach using that system in IMC. Practically, this means that they must be familiar with and competent to use the system, and that would generally be achieved through training.

A 3D approach provides the pilot with both horizontal and vertical guidance. The DA for a 3D IAP is usually lower than for a non-precision approach and require a higher level of knowledge and skill by the pilot to bring an aircraft safely onto the runway. To ensure a pilot continues to be proficient in the conduct of this type of approach, competency must be demonstrated during their most recent proficiency check or by participating in a training and checking system that includes 3D instrument approaches.

Regulation 61.895 Privileges of instrument endorsements

Is self-explanatory, a person must hold an instrument endorsement before they can conduct the activity it authorises.

Regulation 61.900 Limitations on exercise of privileges of instrument endorsements

Provides that a pilot must be familiar and competent to use a particular navigation system before they can use it in IMC. In relation to 3D approaches, the regulation prescribes the time frames and options of ensuring competence to perform a 3D approach is being assessed.

Regulation 61.905 Requirements for grant of instrument endorsements

To be granted an endorsement on an instrument rating a pilot must meet the training and knowledge requirements and pass a flight test for the endorsement.

Subpart 61.N - Private instrument ratings

The Private Instrument Rating is designed for private pilots as their needs are generally less demanding than that of a commercial pilot. It is for private operations for the private pilot as an alternative to the “professional level” Instrument Rating, which is required to operate in commercial operations.

With the private instrument rating, the pilot attains a foundational rating and has the option to add further privileges to it, for instance flying at night. The over-arching benefit of a Private Instrument Rating is that a pilot only needs to be trained and tested for endorsements that they are going to use.

It is recommended that as much training as possible be conducted under the IFR. Exposure to the IFR environment is particularly important as is exposure to actual IMC conditions during training. It is possible, due to varying circumstances, that a rating could be gained without the holder having flown in anything other than simulated IMC. Any pilot gaining a rating without actual IMC exposure would be well advised to seek an instructor or another experienced IFR pilot to accompany their first flight in real IMC.

The requirement for instrument rating holders to have recent experience before acting as PIC under the IFR is well accepted. However, because of the vast differences in the levels of experience and the types of operation likely to be undertaken by PIR holders, the rating does not specify any particular recency requirements. The holder is solely responsible to ensure that he or she is fully competent to undertake any IFR flight.

Recent experience is essential to competency in IFR operations because the skills required quickly degrade if not practised regularly. The recent experience requirements of the instrument rating (Part 61M regulations 61.870(2) through 61.870(7)) should be used as guidance as to what minimum recent experience will provide continued safe operations by the holder of a PIR.

A pilot must undertake a flight review for their PIFR every 24 months.

The private instrument rating does not conform to ICAO standards for an instrument rating and so is only available for use within Australia.

The basic private instrument rating

The 'base” PIR' is a simpler qualification with reduced privileges in comparison with the Instrument Rating however, by means of a selection of 26 instrument endorsements, a holder can significantly increase the privileges of their PIR. Whilst the PIR is a simpler qualification, the standards to be met by a pilot are the same as those for the instrument rating. All operations authorised by the PIR are conducted under the IFR to the same procedures and standards which apply to other IFR aircraft conducting the same IFR operations.

The base PIR allows IFR flight to be conducted en-route only, with no departure or arrival privileges under the IFR. Pilots must always be visual below the RLSALT (route lowest safe altitude) or MSA (minimum sector altitude) at all times. The PIR authorises the holder to act as PIC of flights under the IFR by day in single pilot aircraft having a MTOW not greater than 5700kg. There are seven aircraft category/class endorsements for the PIR, single engine aeroplane, multi-engine aeroplane, single engine helicopter, multi-engine helicopter, powered-lift aircraft, gyroplane and airship. A multi-engine rating authorises IFR flight in a single engine aircraft of the same category.

The base rating allows for the whole of a flight to be conducted under the IFR but differs from the traditional instrument rating in that it limits the holder to flight in visual conditions when operating below LSALT, that is with a flight visibility of at least 5000 metres and clear of cloud. This means that climb and descent below LSALT, even though flown under the IFR, must be by visual reference.

Operations at or above the Lowest Safe Altitude (LSALT), Minimum Sector Altitude (MSA) or Minimum Vector Altitude (MVA) may be conducted in cloud. The ability to navigate using either NDB, VOR or GNSS navigation system is essential for initial issue of the rating.

Instrument endorsements

Instrument endorsements may be obtained by passing the appropriate flight test at any time subsequent to the grant of the PIR rating. The full range of instrument endorsements will enable a PIR holder to undertake the same range of IFR procedures available to an Instrument Rating holder. However, the rating may only be used in those categories of operation able to be flown by a private pilot, that is not commercial operations.

Instrument endorsements gained on a single engine rating are also valid for use with a multi-engine rating, with two exceptions:

- A single-engine instrument departure endorsement is not valid for use in a multi-engine aircraft; and
- An instrument approach and landing instrument endorsement is only valid for single-engine aircraft unless a multi-engine instrument approach and landing endorsement is also held. This endorsement is a single authorisation covering engine failure procedures during an instrument approach and allows the holder to conduct any instrument approach held when flying multi-engine aircraft.

The separate instrument endorsements for multi-engine aeroplanes and helicopters are in place as these aircraft have an additional requirement to be able to maintain terrain clearance with reduced climb performance in event of engine failure and to be able to proceed to another aerodrome or return to the departure aerodrome in that event.

The night instrument endorsement will authorise flight under the IFR at night using the basic rating and other instrument endorsements held, which are otherwise limited to daytime. The night instrument endorsement only authorises flight at night under the IFR and does not include NVFR procedures, unlike an instrument rating, which does allow flight at night under the VFR procedures.

The holder of a current instrument rating (IR) may be granted a PIR without a test. Equivalent instrument endorsements will also be granted.

Division 61.N.1 - privileges and requirements for grant of private instrument ratings

Regulation 61.910 Privileges of private instrument ratings

Provides the privileges of the private instrument rating.

Regulation 61.915 the holder of a PIR may only conduct IFR operations and activities if they hold the relevant instrument endorsement. It also limits the holder to operate at night under the IFR only (not VFR procedures).

Regulation 61.920 Limitations on exercise of privileges of private instrument ratings—endorsements

Limits the holder of a PIR to conducting an instrument approach in IMC only if they have conducted the approach in the last 6 months and operating under the IFR only if they have done so the last 6 months.

Regulation 61.925 Limitations on exercise of privileges of private instrument ratings—recent experience

Prescribed the requirements for a flight review and the alternative means by which the requirement can be met.

Regulation 61.930 Requirements for grant of private instrument ratings

Details the training, aeronautical experience and testing requirements for the grant of a private instrument rating.

Division 61.N.2 - privileges and requirements for grant of private instrument endorsements

Regulation 61.935 Kinds of private instrument endorsement

Identifies the 26 private instrument endorsements available to the holder of a PIR.

Regulation 61.940 Privileges of private instrument endorsements

Provides the privileges of an instrument endorsement, including, for instrument departures, climb to the LSALT on the first route segment.

Regulation 61.942 Limitations on exercise of privileges of private instrument endorsements—visibility and cloud

Where a pilot holds the base level PIR only, that is for en-route IFR operations by day and /or night only, operations below LSALT must have visibility of 5,000metres and remain clear of cloud.

Regulation 61.945 Limitations on exercise of privileges of private instrument endorsements

An instrument approach using a particular kind of navigation system may only be conducted in IMC if the PIR holder has previously conducted the approach. If the aircraft being operated is a multi-engine aircraft, the PIR holder must also hold the approach and landing multi-engine instrument endorsement for the aircraft category.

Regulation 61.950 Requirements for grant of private instrument endorsements

Details the training, aeronautical experience and testing require for the grant of an instrument endorsement.

14 Subpart 61.O - Night VFR ratings

A night VFR (NVFR) rating allows flight at night under visual meteorological conditions. Although flying in visual conditions, there may not be a visual horizon. Therefore, night flight requires a greater understanding of the operation and utilisation of flight instruments and navigation aids. There are also additional considerations with regard to regulations and procedures to be taken into account when planning a flight at night.

A night VFR rating will remain in force for as long as a flight crew licence is held. If the night VFR rating test was conducted in a single-engine aircraft, the rating is only valid for single-engine and centreline-thrust aircraft.

Flight operations conducted at night under VFR is not a common practice internationally, mainly due to weather and terrain factors. Flight at night is more commonly conducted under instrument flight rules (IFR). Night is defined in the Aeronautical Information Publication (AIP) as the period between the end of evening civil twilight and the beginning of morning civil twilight.

Compared to other countries, Australia's weather and low lowest safe altitudes (LSALT) reduce the risks associated with NVFR operations. However, there are additional complexities and risks associated with night flying evidenced by the relatively higher rate of night operation accidents. This supports the requirement for pilots to undertake specialised training to enable them to gain a night flying qualification.

The Part 61 standards augment visual navigation with navigation using instrument navigation systems. Flight under VFR, by day or night, must be conducted in visual meteorological conditions (VMC) and in compliance with minimum inflight visibility standards and prescribed vertical and horizontal distances from cloud.

NVFR operations are not the same as flying at night under IFR, even though proficiency in instrument flying and use of radio navigation systems is required, NVFR flight is based on visual procedures in VMC.

Before exercising the privileges of a night VFR rating, a pilot must meet recent experience and flight review requirements. The recency requirements relate to the conduct of take-off and landings at night and the carriage of passengers.

Division 61.O.1—Privileges and requirements for grant of night VFR ratings

Regulation 61.955 Privileges of night VFR ratings

A pilot holding a NVFR rating can operate at night under the VFR.

However, a person who plans to conduct night operations using a night vision imaging system or is planning to conduct night aerial application operations, must undertake further training and obtain an additional operational rating relating to these types of operations.

Regulation 61.960 Limitations on exercise of privileges of night VFR ratings—endorsements

Table 61.980 provides the Night VFR endorsements that a pilot can be granted. A pilot must hold at least one of the endorsements which relate to the category of aircraft they wish to operate. If the night VFR flight test was conducted in a single engine aircraft, the rating is only valid for operations in single engine aircraft. For the aeroplane category, there is a separate endorsement for multi-engine aeroplane night VFR operations. There is not a separate endorsement for multi-engine helicopters.

Regulation 61.965 Limitations on exercise of privileges of night VFR ratings—recent experience

The recency requirement is for one take-off and landing, at night piloting an aircraft, in the previous 6 months or have had an assessment flight with an instructor, at night.

If a pilot is planning to carry passengers at night, then regulation 61.395 is applicable, requiring the pilot to have conducted 3 take-off and landings at night, in an aircraft, in the previous 90 days.

While instrument flying proficiency is essential to the safe conduct of night flying, there are no regulated IF recency requirements specified for NVFR operations. Pilots should be mindful of the degradation of unused skills and consider undertaking a check flight with an instructor if there is significant gaps between flights under the NVFR.

Regulation 61.970 Limitations on exercise of privileges of night VFR ratings—flight review

Prescribes the criteria for a NVFR flight review providing alternative means of satisfying the requirements.

The following is an example of how a pilot meets the requirements:

> A pilot passes a night VFR rating flight test in a single-engine aeroplane on 15 May 2023 permitting the pilot to conduct NVFR operations in single-engine aeroplanes until 31 May 2025.
>
> To continue flying aeroplanes under the NVFR after 31 May 2025, the pilot will need to complete a night VFR flight review in an aeroplane. The review needs to have been completed within 24 months prior to of the day of the flight.
>
> The passes a multi-engine aeroplane night VFR endorsement flight test on 14 August 2023. This does not meet the flight review requirement because it was done within 6 months of doing the initial rating flight test. Therefore, the pilot still needs to complete a night VFR rating flight review in an aeroplane to continue flying aeroplanes under the NVFR after 31 May 2025.
>
> If the pilot wants to fly multi-engine aeroplanes under the NVFR after 31 May 2025, the flight review will need to have been completed in a multi-engine aeroplane.
>
> If the multi-engine aeroplane night VFR endorsement flight test was done on 20 December 2023 (that is more than 6 months after the initial NVFR flight test), then the pilot would be able to fly single-engine and multi-engine aeroplanes under the NVFR up to 31 December 2025.
>
> The pilot is employed by an operator that conducts night VFR operations. They complete the operator's proficiency check and it includes night VFR operations. That means the pilot can continue conducting night VFR operations for 24 months after the check is done.

Regulation 61.975 Requirements for grant of night VFR ratings

An applicant for the grant of a night VFR rating must hold a PPL or higher licence and an endorsement for the category of aircraft for which the rating is sought. There are minimum experience requirements to be met and a flight test.

There is no theory examination required for the night VFR rating though an oral assessment is required prior to the flight test. The flight test will entail demonstration of competency in flight manoeuvres flown solely by reference to instruments. These requirements are described in the flight test standards in schedule 5 of the Part 61 MOS.

Division 61.O.2—Privileges and requirements for grant of night VFR endorsements

Regulations 61.980 Kinds of night VFR endorsement

Provides a table of the endorsements available for a NVFR rating.

Regulations 61.985 through 61.990

Self-explanatory, identifying the kinds of night VFR endorsements available, which relate to aircraft category, and for aeroplanes, includes the multi-engine aeroplane night VFR endorsement and the requirements for grant of a night VFR endorsement.

15 Subpart 61.P - Night vision imaging system ratings

A Night Vision Imaging System (NVIS) integrates all elements necessary to successfully, and safely operate with Night Vision Goggles (NVGs). NVGs enhance the flight crew's ability to maintain visual reference to the surface at night. An NVIS rating is currently available to helicopter pilots only. There are discussions in train to have the rating available to aeroplane licence holders.

A Night Vision imaging system is a risk mitigator against operations under the NVFR by enhancing operation capabilities. For example, under the NVFR, an aircraft landing at an accident site only has the downward facing spotlight to assist the pilot safely onto the ground. There is little periphery information available in relation to roads or obstacles that may be a threat. With an NVIS, the pilot is able to see the terrain, identify roads and other objects and thus increase the safety of the arrival and departure operation.

With suitable training and operating procedures, the use of NVG can enhance crew situational awareness and improve overall flight safety under night visual flight rules (NVFR).

A night visual imaging system includes NVGs, NVIS compatible aircraft lighting and other components.

An applicant for the grant of a NVIS rating must hold either a CPL or ATPL and met the requirement for an NVIS endorsement. There are two endorsements currently available. The grade 1 NVIS endorsement permits a helicopter pilot to use NVGs under either IFR or VFR procedures, they must hold a helicopter single-engine or multi-engine helicopter instrument endorsement. The grade 2 NVIS endorsement permits the holder to use NVGs at night under the VFR procedures, they must hold a helicopter NVFR endorsement.

The requirements for a pilot to be granted an NVIS rating include flight time experience. The flight time experience and qualifications are described in table 61.1025 and includes 5 hours of dual flight using NVGs. This dual training can only be commenced once the pilot has met the qualifications and other flight time requirements, other than the instrument time, mentioned in table 61.1025.

There is no aeronautical theory examination for the NVIS rating.

There are general recency requirements to be met within the 6 months prior to using NVGs as well an annual proficiency check. The recency and proficiency check requirements can also be met through participation in an operator's training and checking system that includes operations using an NVIS.

Training for a NVIS rating must be conducted with an operator who holds a Part 141 or Part 142 certificate.

The operating rules under which a person may exercise their NVIS rating are contained in Parts 91 - General operating and flight rules, 133 Australian air transport operations - rotorcraft, and 138 - Aerial work operations. The rules vary between these three parts depending on the operation being conducted.

Part 91 presents the general operational rules applicable to use of NVIS including specific additions for flight in VMC, requirements for HLS, altitude requirements/exemptions, crew requirements and equipment. The rules in this Part do not cover operations under Parts 133 or 138.

Part 133 provides the rules for using an NVIS, other than under Parts 91 or 138. Part 133 only allows for medical transport using NVIS.

Part 138 provides rules for aerial work operations using NVIS including for fire bombing and dropping of incendiary devices. This Part also requires an operator conducting NVIS operations to have a training and checking system.

Review of Multi-part Advisory Circular AC 91-13, AC 133-09 and AC 138-06 Night Vision Imaging - helicopters will assist in clarifying the operating rules and requirements for particular NVIS operations permitted by the Parts.

Division 61.P.1—Privileges and requirements for grant of night vision imaging system ratings

Regulation 61.995 Privileges of night vision imaging system ratings

Provides the privileges of the NVIS rating.

Regulation 61.1000 Limitations on exercise of privileges of night vision imaging system ratings—general

Prescribes the general limitations on the holder of an NVIS rating and includes the holder can only use NVGs in a helicopter equipped for operations with NVGs.

Regulation 61.1005 Limitations on exercise of privileges of night vision imaging system ratings—endorsements

Refers to the endorsements available on an NVIS rating.

Regulation 61.1010 Limitations on exercise of privileges of night vision imaging system ratings—recent experience

Limits the holder of a NVIS rating to conducting operations using NVGs only if they have conducted 3 hours of flight time and 3 take-off and landings in the last 6 months using NVGs.

Regulation 61.1015 Limitations on exercise of privileges of night vision imaging system ratings—night vision imaging system proficiency check

Prescribed the requirements for a proficiency check and the alternative means by which the requirement can be met.

Limits the holder of a PIR to conducting an instrument approach in IMC only if they have conducted the approach in the last 6 months and operating under the IFR only if they have done so the last 6 months.

Regulation 61.1200 Requirements for grant of night vision imaging system ratings

Details the requirements for the grant of a NVIS rating.

Division 61.P.2—Privileges and requirements for grant of night vision imaging system endorsements

Regulation 61.1235 Kinds of night vision imaging system endorsement

Identifies the NVIS endorsements available to the holder of a NVIS rating.

Regulation 61.1030 Privileges of night vision imaging system endorsements

Provides the privileges of a NVIS rating.

Regulation 61.1035 Requirements for grant of night vision imaging system endorsements

Prescribes the requirements for the grant of a NVIS rating endorsement including the flight training, aeronautical experience and flight test. There are particular requirements for the sequence of attainment of pre-requisite qualifications and flight time prior to the conduct of the NVG training and NVIS flight test.

16 Subpart 61.Q - Low-level ratings

A Low-Level Rating provides the holder privileges to conduct an operation in an aircraft below 500ft AGL.

Low level flying is a high-risk occupation, a pilot can gain some awareness of the risks through thorough training and practice. Training for the rating must include instruction on the importance of, and how to undertake, a risk assessment and plan mitigation strategies before an operation is conducted. A risk assessment of the area of operation is a legislated requirement (61.1045)

The Part 61 MOS, unit LLLR - Low level rating includes element 4.4 Planning and risk control, which prescribes the knowledge of risk assessment and risk management a pilot must have to obtain the rating.

Risk must be considered in the context of the area of the operation and be used to perform a risk assessment to determine if the operation can be carried out safely. Planning for a task may involve the application of risk mitigation strategies. The pilot must consider any information available before and during the flight to ensure operations can continue safely.

A low-level rating is granted with a category specific endorsement and can have low-level activity endorsements added to it. The activity endorsements are aerial mustering (category specific), sling operations and winch operations, both of which apply to helicopters only.

The process for obtaining the rating, and any endorsements, requires training and a flight test both of which must be conducted to the standards prescribed in the Part 61 MOS. Additionally, the applicant must meet the experience requirements specified for the rating and any endorsement sought. This training is traditionally available through a Part 141 or Part 142 training organisation with the appropriate approvals and qualified instructors.

Note that if a pilot holds an aerial application rating, they can apply for and be granted a low-level rating on the basis of their aerial application rating.

For the aerial mustering endorsement, an alternative pathway has been established where a pilot can train, be assessed, and undertake on-the-job training and supervision through their employer (a Part 138 operator). A legislative instrument CASA 05/23 - Flight training and flight tests for grant of aerial mustering endorsements approval 2023 has been made and contains the approvals and requirements for the operator, trainer and assessor who wish to conduct the training.

This pathway allows the training to be conducted by persons who have a high level of practical experience and provides the opportunity for more operational focused training with opportunity of direct supervision in mustering operations after completing their training.

The holder of a low-level rating is subject to the requirement to have a current flight review. The legislation as written requires the flight review to be undertaken every 12 months. This applies to all low-level rating holders. However, a legislative instrument has been issued that allows for a 24-month period between flight reviews for the holder of a low-level rating, other than a person with an aerial mustering endorsement. This brings into line with other ratings that are subject to a flight review. Part 15 of CASA EX66/21 — Flight Crew Licensing (Miscellaneous Exemptions) Exemption 2021 should be reviewed for the application and conditions.

The holder of an aerial mustering endorsement who intends to conduct aerial mustering operations must, within 12 months prior to conducting the operations, meet specified recent requirements. These are:

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 training endorsement; or

c. successfully completed an operator proficiency check in low-level operations covering aerial mustering operations; or

d. successfully completed a low-level flight review covering aerial mustering operations.

Division 61.Q.1—Privileges and requirements for grant of low-level ratings

Regulation 61.1040 Privileges of low-level ratings

Authorises the holder of a low-level rating to conduct low-level operations.

Regulation 61.1045 Limitations on exercise of privileges of low-level ratings—general

Requires the holder of the rating to undertake a risk assessment of their area of operation before conduct low-level operations

Regulation 61.1050 Limitations on exercise of privileges of low-level ratings—endorsements

Requires a pilot intending to conduct a mustering, winch and rappelling or sling operation to hold the relevant low-level activity endorsement.

Regulation 61.1055 Limitations on exercise of privileges of low-level ratings—recent experience

Specifies recency requirements to conduct low-level operations.

Regulation 61.1060 Limitations on exercise of privileges of low-level ratings—flight review

Prescribes the flight review requirements for the low-level rating, however Part 15 of legislative instrument CASA EX66/21 — Flight Crew Licensing (Miscellaneous Exemptions) Exemption 2021 amends the period from 12 months to 24 months, with the exception of low-level operations that are aerial mustering operations.

Regulation 61.1070 Requirements for grant of low-level ratings

Prescribes the requirements for the grant of a low-level rating.

Division 61.Q.2—Privileges and requirements for grant of low-level endorsements

Regulation 61.1075 Kinds of low-level endorsement

Identifies the endorsements available to the holder of a low-level rating.

Regulation 61.1080 Privileges of low-level endorsements

Provides the holder of a low-level endorsement may conduct the activity authorised by the endorsement.

Regulation 61.1085 Requirements for grant of low-level endorsements

Prescribes the requirements for the grant of a low-level endorsement and specifically mentions that aeronautical experience gained for the low-level endorsement cannot be counted as the experience required for a particular low-level activity endorsement.

17 Subpart 61.R - Aerial application ratings

Aerial application is the application of substances from aircraft onto the ground, and includes chemical spraying, application of fertiliser, seed sowing and firebombing of bushfires. The aerial application rating provides privileges for flight crew conducting these types of operations from an aircraft.

Water bombing and dropping of retardant on fires requires the firefighting endorsement on the aerial application rating. This provides the means for flight crew, who do not engage in agricultural spraying operations, to obtain a qualification specific to aerial firefighting operations.

Often conducted at very low level, aerial application is one of the most demanding types of flying, requiring a high degree of basic flying skills and situational awareness. Coupled with this are the environmental hazards of terrain and obstacles and frequently operating an aircraft at maximum take-off weight out of short airstrips, whilst ensuring that their operations are as safe as possible for both themselves and the environment.

It is for these reasons that a person seeking an aerial application rating is required to have the additional skill and knowledge training that comes with holding a commercial or air transport pilot licence.

An aerial application rating is category specific and must be granted with at least one endorsement, either a day aerial application endorsement or a firefighting endorsement.

The training for the day aerial application endorsement requires training in low-level flight (leading to the grant of a low-level rating), training in aerial application operations and solo flight whilst under training. After completion of their training, a pilot is subject to 10 hours of direct supervision and 100 hours of supervision (direct and indirect) in aerial application operations. Additional training and experience are required for a night aerial application endorsement.

The supervision requirement reflects the complexity and hazardous nature of these operations.

The training required for the aerial application endorsement includes an aeronautical knowledge course and examination covering topics such as planning and risk control, operational techniques, and human factors (Schedule 3 of Part 61 MOS, units AAGR and AAGA or AAGH).

The training for a firefighting endorsement requires training in low-level flight (leading to the grant of a low-level rating) and specific training in firefighting operations.

Additionally, for the firefighting endorsement, an aeronautical knowledge training course followed by an oral and written assessment is to be prepared by the training provider. There are two separate courses and assessments specified. Content of the courses is prescribed in the instrument referred to below for firefighting endorsement training.

The holder of an aerial application rating is required to meet recency requirements and have a valid proficiency check, which is vali for 12 months, before they can conduct any aerial application operation.

There are several legislative instruments that address matters relating to aerial application ratings. These instruments affect the training, recency, and ongoing proficiency check for holders of the ratings.

Part 10 of instrument CASA EX66/21 — Flight Crew Licensing (Miscellaneous Exemptions) Exemption 2021 relates to the conduct of proficiency checks for the head of operations for an aerial application operator.

Instrument CASA 59/21 - Flight Training and Flight Tests (miscellaneous) Approvals 2021 permits an operator who conducts approved firefighting operations to conduct training and assessment for the firefighting endorsement.

Instrument CASA EX136/20 — Incendiary Dropping Operations (Aerial Application Rating) Instrument 2020 removes the requirement for a pilot conducting incendiary dropping operations to hold an aerial application rating, they need only hold a low-level rating.

Division 61.R.1—Privileges and requirements for grant of aerial application ratings

Regulation 61.090 Privileges of aerial application ratings

Authorises the holder of an aerial application rating to conduct aerial application operations.

Regulation 61.1100 Limitations on exercise of privileges of aerial application ratings—endorsements

Specifies that the holder must have the relevant endorsement on the rating to conduct the activities permitted by the endorsement.

Regulation 61.1105 Limitations on exercise of privileges of aerial application ratings—recent experience

Specifies recency requirements to conduct aerial application operations.

Regulation 61.1110 Limitations on exercise of privileges of aerial application ratings—aerial application proficiency check

Prescribes the proficiency check requirements for the aerial application rating.

Regulation 61.1115 Requirements for grant of aerial application ratings

Prescribes the requirements for the grant of a low-level rating.

Division 61.R.2—Privileges and requirements for grant of aerial application endorsements

Regulation 61.1120 Kinds of aerial application endorsement

Identifies the endorsements available to the holder of an aerial application rating.

Regulation 61.1125 Privileges of aerial application endorsements

Provides the privileges of an aerial application endorsement.

Regulation 61.1130 prescribes the direct and indirect supervision required for the holder of an aerial application rating immediately following the grant of the rating with an endorsement for day or night aerial application operations.

Regulation 61.1135 Limitations on exercise of privileges of night aerial application endorsements

Prescribed recency requirements for the conduct of night aerial application operations.

Regulation 61.1140 Requirements for grant of aerial application endorsements

Prescribes the requirements for the grant of an aerial application endorsement and specifically mentions that applicant must meet the requirement for grant of a low-level rating.

18 Subpart 61.S - Flight activity endorsements

Flight activity endorsements encompass aerobatic flight, formation flying, spinning flight and formation aerobatic flight. These endorsements require additional knowledge and skills training. For example, if a pilot wants to conduct aerobatic flight, they must first complete a spinning flight activity endorsement followed by aerobatic flight training and be assessed as competent to conduct aerobatic flight safely.

Training for a flight activity endorsement must be delivered by a qualified flight instructor who holds the particular flight activity endorsement and the relevant training endorsement on their flight instructor rating. Training for a flight activity endorsement does not have to be undertaken at a Part 141 or Part 142 flight school, the flight instructor may deliver the training independently.

Flight activity endorsements can be granted for aeroplane or helicopter category aircraft only.

On the completion of the training, the flight instructor who delivered the training can issue the endorsement(s) if they assess the pilot as competent to the standards specified in the Part 61 Manual of Standards for the endorsement.

Unless a pilot is receiving training for a flight activity endorsement, they must hold the applicable endorsement before conducting the flight activity.

To conduct an aerobatic or spinning manoeuvre, the pilot needs to hold a current class 1 or 2 medical certificate as well as the relevant flight activity endorsement. Alternatively, the pilot needs to be accompanied by another pilot who holds a current class 1 or 2 medical certificate, occupies a flight control seat in the aircraft and is authorised to conduct the manoeuvre.

An applicant for an aerobatic flight activity endorsement must have a spinning flight activity endorsement.

In relation to the spinning flight activity endorsement, it must be noted that the aircraft intended to be used for the spinning activity must be certified or approved for intentional spinning (tested to recover from a 6-turn spin within 1.5 turns of recovery inputs).

Wing drop at the stall is tested for all levels of aircraft certification. Aeroplanes not certified for intentional spinning are also tested as a requirement of certification to recover from a one turn spin within one turn of recovery inputs. This certification allows a margin of safety for a mishandled recovery from wing drop at the stall, but not intentional entry to a spin.

It is recommended that the Advisory Circular 61-16 Spin Avoidance and Stall Recovery Training be reviewed prior to delivering or undertaking spin training.

Regulations 61.1145 through 61.1150

Prescribe the privileges, limitations associated with flight activity endorsements and the requirements for the grant of a flight activity endorsement.

19 Subpart 61.T - Pilot instructor ratings

A pilot instructor has a safety-critical role in aviation. Quality training outcomes are dependent on training being delivered by competent pilot instructors. They play a pivotal role in achieving quality aviation safety outcomes.

Instructors are expected be competent in conducting the operation they are giving training for, as well as being able to simultaneously deliver the training and manage difficult circumstances as they arise. An instructor must be able to evaluate the performance of trainees and determine what new or revision training is required and also be able to determine when a trainee has reached the required standard. The initial training of an instructor is the key to ensuring they understand how to achieve these desired outcomes. Competent instructors are dependent upon the quality of the 'train the trainer' instructor training, which in turn is dependent on competent trainers. Clearly a breakdown in the quality training outcomes for any pilots involved in instructor training has ramifications through generations of instructors and training outcomes.

The pilot instructor rating is an umbrella rating that allows for the grant of a flight instructor rating and a simulator instructor rating under it. A simulator instructor rating restricts the holder (who doesn't also have a flight instructor rating) to delivering instruction in a flight simulation training device only. All the same endorsements that apply to Flight Instructors apply to the Simulator Instructor Rating.

For this Subpart, where the term 'pilot instructor' is used, the information applies to both a flight instructor and a simulator instructor.

For the grant of a pilot instructor rating, the applicant must meet the requirements for the grant of at least one training endorsement. Practically then, the training course for the grant of a pilot instructor rating will incorporate the training for the grant of the applicant's first training endorsement.

For the pilot instructor rating, an applicant must pass an examination around the principles and methods instruction (PMI) upon which all subsequent training (for training endorsements) is based. This initial training is pivotal in developing the right attitudes, skills, and behaviours an instructor must have to deliver quality training to their students.

A PMI training course should be designed to ensure the trainee instructor has gained sound understanding of the basic principles of adult education, learning styles and instructional technique to be applied in their delivery of ground and flight instruction.

Schedule 3 of the Part 61 MOS contains the unit FIRC - Flight Instructor Rating - Common and prescribes the elements that a training course must cover. The PMI examination is common to all pilot instructor ratings and only needs to be completed for the initial grant of the rating.

If a trainee already meets the educational requirements—by holding either a Certificate IV in workplace training and assessment or a tertiary qualification in education—they are not required to undertake a PMI course. In either case, the applicant still must pass the PIRC examination.

Whilst there are no hour requirements for a course of training to become an instructor, Part 61 stipulates minimum aeronautical experience for trainees that must be met prior to commencing the training course for the rating, and any specific endorsements applied for. The aeronautical experience varies between aircraft categories and whether the applicant completed their CPL training via an integrated training course.

Instructional experience accrued by the holder of a recreational aviation instructor certificate is not formally recognised, and therefore cannot be credited towards the minimum aeronautical experience requirements to be met for the grant of an instructor rating and training endorsements.

Part 141 or 142 operators should have a process for assessing the competency of a prospective trainee who holds an instructor certificate issued by a recreational aviation organisation. The process should specify the assessment procedure and the maximum recognition of instructional experience that will be considered. It is recommended that this does not exceed 10 hours credit on the operator’s approved course. Credits towards an approved course should be considered only for applicants for a grade 3 training endorsement.

To exercise the privileges of most training endorsements, a pilot instructor must be engaged by a Part 141 or 142 operator that is authorised to conduct the training. The operator is responsible for instructor supervision

and guidance on the delivery of their training courses. The operator will also conduct standardisation checks of students and instructors to ensure training standards are maintained and consistent.

Private Pilots can be granted a flight instructor rating but are limited to giving instruction for grant of Design Feature and Flight Activity Endorsements. Flight training that is for the grant of design feature and flight activity endorsements may be conducted independently of a Part 141 or 142 operator.

Training endorsements

A training endorsement allows an instructor to train a person for a specific pilot authorisation. Table 61.1235 provides training endorsements available and are categorised into three parts:

- Part 1 - training for licences and aircraft ratings
- Part 2 - training for operational ratings
- Part 3 - training for flight activity and low-level endorsements.

The training endorsements available on the instructor rating give applicants the choice to select an endorsement that reflects their area of speciality without having to undergo unnecessary training i.e., a Type Rating training endorsement which is type specific.

There are no hour requirements for a course of training for the grant of a pilot instructor rating however some training endorsements do require specific hours of aeronautical experience and qualifications that must be held before commencing training for the endorsement. The expectation is that an applicant for a training endorsement will have demonstrated competence to the standard in the endorsement activity and instructor competency to deliver training for the activity.

Grade 3, 2 and 1 training endorsements are structured for licence (other than the ATPL) with category rating, training. While the fundamentals of training are the same, licence training is about developing foundational competencies and requires more direction, support and closer supervision. The Grade 3, 2, 1 endorsement structure provides for progression of expertise and instructional maturity and that enables instructors to supervise students and other instructors as well as to lead training courses. That structure facilitates building skills and abilities through experience and additional focussed professional development including conducting flight reviews, providing supervision and course direction.

The Grade 3 training endorsement, and hence the grade 2 and grade 1 training endorsements authorise the holder to conduct training for a category rating and single engine class rating their endorsement pertains to. They do not need to hold a class rating training endorsement.

The requirements to transition from a grade 3 training endorsement through grade 2 to a grade 1 training endorsement require the applicant to have at least 200 hours and 500 hours of initial flight training experience respectively. Initial flight training time in this context is training for the RPL which encompasses the Part 61 MOS units A1 to A6 for aeroplanes and H1 through H7 for helicopters.

The grade 3 training endorsement is the most complex because it covers a very wide scope of training possibilities. The trainer delivering training for the grade 3 training endorsement must themselves be competent and received their train the trainer training from a highly experienced and competent trainer. A break down in the quality control of trainers delivering instructor training within an organisation can lead to a decline in the quality of instructors generally through each iteration of train the trainer instruction, leading to a reduction in the standard and competence of pilots generally.

From a practical perspective, an applicant for an operational rating or flight activity training endorsement should have experience in conducting the activity applicable to the training endorsement. Having operational experience has benefits to both the trainee instructor and, once qualified, to their students.

Operational experience will allow the trainee instructor to focus on how to teach the activity, rather than having to consolidate their knowledge and skill set whilst undergoing training to teach the activity. Experience will also provide exposure to the operational environment and contingencies that may not have been experienced during their own training providing an appreciation and understanding of the relevant competencies required for the activity that can then be passed onto the student.

Some training endorsements offer flexibility in experience and qualifications. For example, the requirements for the grant of a night VFR training endorsement are to hold a CPL or ATPL and have 20 hours of aeronautical experience at night as a pilot of an aircraft.

There is no requirement to hold a night VFR rating. An instructor must be qualified to operate at night under the VFR as they will be PIC for the flight. If the instructor holds a current instrument rating, they are permitted to operate at night, under the VFR, as a privilege of the rating. So, an instructor can be granted a night VFR training endorsement and conduct night VFR rating training on basis of their instrument rating as long as they meet the other requirement of 20 hours of aeronautical experience at night as pilot of an aircraft and VFR recency requirements.

A course of training for a training endorsement should address all the competencies and practical aspects of the activity. The advisory circular AC 61-07 - Flight Instructor Training provides detailed guidance, and sample courses, for training endorsements.

Before exercising the privileges of a training endorsement, it is the responsibility of the instructor and the operator (where applicable) to ensure that the instructor is competent to deliver the training permitted by the training endorsement.

Instrument of approval and exemptions applicable to flight instructors

Grade 1 Training Endorsement

The instructor rating training endorsement (item 14 in table 61.1235) is no longer required by the holder of a grade 1 training endorsement for the delivery of training for some instructor training endorsements.

The details and conditions for this approvals are contained in Instrument CASA EX64/22 — Flight Training and Flight Tests by Grade 1 Training Endorsement Holders (Exemptions and Approvals) Instrument 2022. An operator or flight instructor who is considering conducting training or testing, as provided in the instrument, should read it carefully to ensure they fully understand and can comply with the conditions and limitations imposed.

The flight school operator is responsible for ensuring that the grade 1 instructor is competent to deliver the training and conduct the flight tests permitted by the instrument. A course of training should be developed by the operator that addresses the competencies required to deliver instructor training for the training endorsements.

Basic instrument flight training

There are two instruments relating to basic instrument flight that affect a flight instructor.

There is a limitation on some holders of a grade 1, grade 2 and grade 3 training endorsements that prevents them from conducting basic instrument flight training. Most affected are helicopter flight instructors.

Part 9 of instrument CASA EX66/21 — Flight Crew Licensing (Miscellaneous Exemptions) Exemption 2021 should be reviewed for the requirements to be met prior to an affected instructor conducting basic instrument flight.

The second affects helicopter operations only. Basic instrument flight for a trainee helicopter pilot is not required, other than for a trainee undertaking an integrated training course.

Regulation 61.1225 (4)(c) requires a student who is undertaking a solo cross-country flight or a night flight to have completed 2 hours of basic instrument flight. As basic instrument flight is not required for the trainee helicopter pilot mentioned above, this requirement cannot be met. Instrument CASA EX20/21 – Flight Instructors and Part 141 Operators (Flight Training – Certain Solo Cross-country Flights) Exemption 2021 allows the flight instructor to approve the student for the solo cross country or night flight without them meeting the basic instrument flight requirement.

Proficiency check

A flight instructor must have a valid instructor proficiency check to continue to deliver flight training. A proficiency check does not need to cover all the training endorsements an instructor holds rather, an instructor proficiency check is about reviewing instructional capability in the context that an instructor operates.

The first proficiency check following the grant of an instructor rating is required 12 months following the flight test, thereafter every 24 months. There are other circumstances that can meet this requirement.

> Michele was granted a flight instructor rating with a grade 3 training endorsement on the 24 August 2022. Michele's first proficiency check would be due by the 31 August 2023 and the subsequent proficiency check would be due by the 31st August 2025.
>
> After several busy months, Michele has accrued the flight time that would qualify her for a grade 2 training endorsement. In deciding when to do the training and flight test for the Grade two training endorsement, Michele considers the proficiency check requirements. If she does the training and flight test before the end of January 2023, her first proficiency check would still be required by the end of August 2023
>
> If Michele plans her flight test for the grade 2 training endorsement for 10th February 2023, more than 6 months after her initial rating flight test, her next proficiency check would be due 24 months after that flight test, that is the end of February 2025.
>
> Michele changes employers in June 2024. She completes her new employer's operator proficiency check, which covers flight instruction, with a flight examiner who holds a flight instructor flight test endorsement. The operator proficiency check meets the instructor rating proficiency check requirement and so Michele can continue instructing until her next proficiency check which is now due in June 2026.

Pilot instructors are also subject to Part 141 operator standardisation and proficiency checks and Part 142 internal training and checking which provide both the instructor and the operator the opportunity for ongoing assessment, and refresher training when required.

Simulator instructor

A simulator instructor can conduct training for pilot licences, ratings (except for flight examiner ratings) and endorsements (except flight examiner endorsements) whilst in the employ of a Part 141 or Part 142 operator with an approved flight simulation training device.

Instruction in a flight simulation training device, is very different from flight instruction in an aircraft. The operating environment is closed to outside influences and so the hazards and risks normally prevalent in flight are not there.

A simulator instructor has the option of pausing a session if the flight is not going to plan or the trainee needs revision of a sequence or debrief on performance. Knowing when and how to manage this option is an important part of simulator instructor training as is an in-depth knowledge of the simulator capabilities and functions.

Having said that, from a trainee perspective, the environment, and the challenges of flying a particular sequence, may overshadow this closed environment and they respond as if it was real. Sophisticated simulators used by large aircraft carriers are designed to produce this effect. But this is not the case for the instructor who must manage the device and stage the prescribed scenario for the training session, ensuring that the created operating environment is as realistic as the device permits.

In many instances, the simulator instructor is managing the session from an operator console separate from the cockpit environment. This also can bring challenges which proper training and understanding of the simulator's characteristics should overcome.

A current pilot can train as simulator instructor, which is often the case for a pilot employed with a large commercial operator, they may hold training and checking positions within an operator's training and checking organisation.

To conduct training for the grant of a training endorsement for an operational rating or a flight activity, a simulator instructor must have at least 50 hours of flight training in the activity, as well as the instructor training endorsement. This ensures the training they deliver is credible and has some basis in practical experience.

When suitably qualified, a simulator instructor can conduct training in specialist areas such as multi-crew cooperation training and differences training for variants of type ratings, and conduct flight reviews. To conduct a flight review, a simulator instructor must have a grade 1 or grade 2 training endorsement or a training endorsement for the rating requiring the flight review.

Division 61.T.1—Privileges and requirements for grant of flight instructor ratings

Regulations 61.1165 through 61.185 provide the privileges, limitations, and requirements for the grant of a flight instructor rating.

Division 61.T.2—Privileges and requirements for grant of simulator instructor ratings

Regulations 61.1190 through 61.1210 provide the privileges, limitations, and requirements for the grant of a simulator instructor rating.

Division 61.T.3—Obligations of pilot instructors

Regulations 61.1215 through 61.1230 prescribes the legal responsibilities of an instructor in relation to how they exercise the privileges that some training endorsement confer.

Division 61.T.4—Privileges and requirements for grant of training endorsements

Regulations 61.1235 through 61.1250 provide the table of training endorsements available to an instructor (table 61.1235) with the activities authorised and requirements to be met for the a training endorsement to be granted. The privileges, limitations, and requirements for the grant of a training endorsement are prescribed.

20 Subpart 61.U - Flight examiner ratings

A flight examiner has two roles, the first is to evaluate the knowledge and skill of candidates to determine whether they meet the required standard for the grant of a licence, rating, or endorsement. The second role is to provide a quality check of training, placing them in a prime position to provide feedback to the applicant, and their training provider, and so engender and influence the attainment of continuously improving safety and standards in the training community.

An examiner has a high standing within the aviation community and is uniquely placed to monitor and positively influence the piloting skills, experience, knowledge, behaviours and attitudes of those with whom they come in contact. They must maintain an exemplary standard of professionalism, integrity, and ethics through properly assessing applicants to ensure a competent and safe pilot is produced.

Under previous legislation, a person who conducted flight tests was a delegate of the CASA, that is, they were conducting the testing activity on behalf of the authority. The flight examiner rating under Part 61 means an examiner is no longer a delegate of the authority, they are approved to conduct tests in their own right.

CASA is able to monitor flight test outcomes via the flight test management system and where there are obvious signs of deficiencies, these can be followed up and managed.

Examiners provide a service to the industry where CASA does not have enough personnel to do so due to resource constraints. The flight examiner cohort reduces the demands on CASA and allows persons with current and relevant experience to service the industry in a more efficient and cost-effective manner. With the high volume of flight tests conducted each year, the examiner cohort is an essential part of a safe aviation system.

A flight test is a holistic assessment against all the competencies required for an authorisation. The assessment should not be narrowly based on a specific task or skill but embrace all aspects of an activity as applied to a particular situation. For example, instead of assessing an applicant's ability to execute a level turn as an independent action, it may be more realistic to observe the applicant conducting the turn when positioning the aircraft in the circuit. To make an effective assessment, the flight examiner must establish a test profile that will allow them to observe a representative range of competencies in varied situations and contexts.

A flight examiner is expected to maintain a high degree of proficiency in their own flying skills and evaluation techniques and demonstrate aviation safety at all times. Examiners are evaluators and observers on flight tests and must ensure they are up to date with the applicable flight test procedures and the performance criteria imbedded in each item, as well as being up to date on regulatory, procedural and policy changes. Flight tests must be conducted in accordance with the standards and guidance in schedule 5 of the Part 61 MOS and the candidate assessed against the competencies in Schedule 2 of the Part 61 MOS, as applicable to the authorisations being assessed.

The flight examiner rating provides the holder privileges to conduct flight tests for licences, aircraft category ratings and operational ratings and their respective endorsements. The examiner may grant all qualifications except the grant of a licence and the associated category rating, and flight examiner ratings. Flight Examiners also hold the privilege to revalidate operational ratings (other than flight examiner ratings) requiring proficiency checks. These flight examiner privileges are provided by way of endorsements.

There are eleven (11) flight test endorsements prescribed in table 61.1310, plus an English language assessment endorsement. All flight test endorsements, other than the ATPL flight test endorsement, require the examiner to hold the relevant training endorsement. The ATPL flight test endorsement requires the examiner to hold an ATPL and an instrument rating flight test endorsement.

An applicant for a flight examiner rating must meet the requirements for the grant of at least one flight test endorsement. A flight examiner wishing to add further flight test endorsements to their rating must meet the

requirements and experience for the flight test endorsement, undertake a course of training and pass a flight test for the grant.

A course of training is required for a flight examiner to obtain an English language assessment endorsement on their rating. An applicant will need to be assessed and complete an interview with CASA or an approved person to be granted the endorsement.

Flight examiners must meet the recency requirements applicable to the type of flight test they are conducting. For example, if they are conducting a flight test or proficiency check for an instrument rating, they must meet the recency requirements to conduct the flight under the IFR. When the flight examiner is occupying a control seat during a flight test, they are PIC of the flight. Refer to section 2.7 of the Flight Examiner Handbook and regulations in division 61.A.2 for logging of flight time by examiners and applicants.

A flight examiner is required to undertake a proficiency check and participate in a professional development program (PDP) every 2 years. The purpose of recurrent proficiency checks and the PDP is to verify that a uniform standard continues to be applied by flight examiners in the application of performance standards and the evaluation of a candidate's skills during the conduct of flight tests.

The proficiency check is about the conduct and management of flight tests generally, and ensuring the examiner's continuing knowledge, attitude and skill set to undertake this role continue to meet the standards expected of them.

The proficiency check may be conducted in an aircraft or in an appropriate flight simulation training device. Where a flight examiner is authorised to conduct flight tests for more than one licence or rating, the authorisations about which the check is conducted will be at the discretion of CASA, or the approved person conducting the proficiency check. The one proficiency check will cover all licence and rating flight test endorsements held by the flight examiner, including those not actually reviewed during the check.

An applicant for a flight examiner rating must undergo training that includes the basic principles of assessment and relevant training for the flight tests the examiner wishes to conduct. Training courses are conducted by CASA, a schedule of examiner courses is available on the CASA website. Some operators are now approved to conduct their own Flight Examiner Rating Course providing another option for applicants. An applicant must meet specified qualification and experience criteria, and following completion of training, pass a flight test and be interviewed by CASA.

Examiners are professional, well-experienced pilots that are usually very familiar with the flight test endorsement they are applying for. However, assessment decisions required to complete the evaluations on a flight test may not be so well known. The examiner training will prepare the new flight examiner for their role however it is understood that evaluations will become more accurate and valid as a flight examiner becomes more familiar with the evaluation process.

The Flight Examiner Handbook (FEH) provides detailed guidance on the application process and extensive material around assessment principles and methods, with many focused examples. The manual also provides guidance on the conduct of all flight tests and proficiency checks.

The Flight Crew Licencing Manual provides detailed guidance on the administrative procedures that flight examiners must follow to grant ratings, endorsements and record proficiency checks and flight reviews.

Division 61.U.1—Privileges and requirements for grant of flight examiner ratings

Regulation 61.1255 Privileges and requirements for grant of flight examiner ratings

Provides the privileges of an examiner rating as the conduct of flight tests and proficiency checks for licences and ratings, other than flight examiners ratings and cruise relief flight engineer type ratings. A flight examiner may grant ratings, other than flight examiner ratings and cruise relief flight engineer type ratings.

Regulation 61.1265 Limitations on exercise of privileges of flight examiner ratings—endorsements

Limits a flight examiner to conduct flight tests and proficiency checks for the flight test endorsements they hold.

Regulation 61.1270 Limitations on exercise of privileges of flight examiner ratings—professional development

Requires the holder of a flight examiner rating to complete a professional development program or course every 2 years.

Regulation 61.1275 Limitations on exercise of privileges of flight examiner ratings—recent experience

Requires the flight examiner to meet the licence, rating or endorsement recent experience requirement for the type of flight test they intend to conduct.

Regulation 61.1280 Limitations on exercise of privileges of flight examiner ratings—flight reviews and subject matter proficiency checks

Requires the flight examiner to have a valid proficiency check or flight review for licence or rating flight test they intend to conduct.

Regulation 61.1285 Limitations on exercise of privileges of flight examiner ratings—examiner proficiency check

A flight examiner must have a valid examiner proficiency check, which is required every 2 years.

Regulation 61.1290 Requirements for grant of flight examiner ratings

An applicant for a flight examiner rating must hold either a CPL or ATPL, have completed training for the rating, passed a flight test and completed an interview with CASA.

Division 61.U.2—Obligations of flight examiners

Regulation 61.1295 Obligations of flight examiners—flight tests: liability offences

Relates to flight examiner administrative obligations such as conduct of the test in accordance with the Part 61 MOS, obtain a flight test number.

Regulation 61.1300 Obligations of flight examiners—flight tests: other offences

Relates to flight examiner flight test obligations ensuring the applicant meets the requirements for the grant of the authorisation being tested including medical, examinations and aeronautical experience.

Regulation 61.1305 Obligations of flight examiners—proficiency checks

Relates to the administrative requirements when a flight examiner conducts a proficiency check.

Division 61.U.3—Privileges and requirements for grant of flight examiner endorsements

Regulation 61.1310 Kinds of flight examiner endorsement

Table 61.1310 provides the flight examiner endorsements, the activities authorised and qualifications required of the flight examiner for the grant of the flight test endorsement.

Regulation 61.1315 Privileges of flight examiner endorsements

Authorises the flight test examiner to conduct the activities provided by the flight test endorsement.

Regulation 61.1318 Limitations on exercise of privileges of flight examiner endorsements—flight tests in aircraft

Provides that a flight examiner may only conduct a flight test in an aircraft if the flight test for grant of their rating was in an aircraft.

Regulation 61.1320 Requirements for grant of flight examiner endorsements

Prescribes the qualifications (column 3 of table 61.1310), and requirements for the grant of a flight test endorsement- completed a course of training and pass a flight test. The regulation also prescribes the requirements for the English language assessment endorsement.

21 Subpart 61.V - Flight engineer licences

Reserved.

22 Subpart 61.W - Flight engineer type ratings

Reserved.

23 Subpart 61.X - Flight engineer instructor ratings

Reserved.

24 Subpart 61.Y - Flight engineer examiner ratings

Reserved.

25 Subpart 61.Z - Glider pilot licences

The Part 61 Glider Pilot Licence (GPL) is an ICAO compliant licence, the standards for its issue are prescribed in the Part 61 Manual of Standards. The GPL provides an internationally recognised licence for pilots who would like to conduct glider flying overseas.

To meet the requirements for the grant of a GPL, a person must hold a Glider Pilot Certificate and have a current English language proficiency assessment. To exercise the privileges of the licence, the holder must have a class 1 or class 2 medical, or medical exemption.

The Glider Pilot Certificate issued by the Gliding Federation of Australia (GFA) permits pilots to fly Australian registered gliders and is administered by the GFA.

Training for a glider pilot certificate issued by the GFA is conducted to the standards provided in ICAO Annex 1 and hence in accordance with the Part 61 MOS. Even so, the glider pilot certificate is not recognised overseas.

The holder of a GPL is required to have completed a flight review in the previous 24 months prior to conducting a flight.

Regulation 61.1510 Privileges of glider pilot licences

Provides the pilot can operate a glider as PIC and transmit on a radio.

Regulation 61.1515 Limitations on exercise of privileges of glider pilot licences—general

Provides that they must operate in accordance with the operations manual of a glider organisation and has been trained and assessed as competent in the operation of the glider and the launching method.

Regulation 61.1520 Limitations on exercise of privileges of glider pilot licences—recent experience

Provides that to carry a passenger, the pilot must meet any recent experience requirements mentioned in the gliding organisations operations manual.

Regulation 61.1525 Limitations on exercise of privileges of glider pilot licences—flight review

The holder of a glider pilot licence is required to undertake a flight review every 24 months.

Regulation 61.1530 Limitations on exercise of privileges of glider pilot licences—medical certificates

Requires the holder of a glider pilot licence to hold a class 1 or class 2 medical, or a medical exemption.

Regulation 61.1535 Limitations on exercise of privileges of glider pilot licences—carriage of documents

Requires the licence holder to carry their licence and current medical and identity documents, when piloting a glider.

Regulation 61.1540 Requirements for grant of glider pilot licences

Prescribes the requirements for the grant of a glider pilot licence, including aeronautical experience in a glider.