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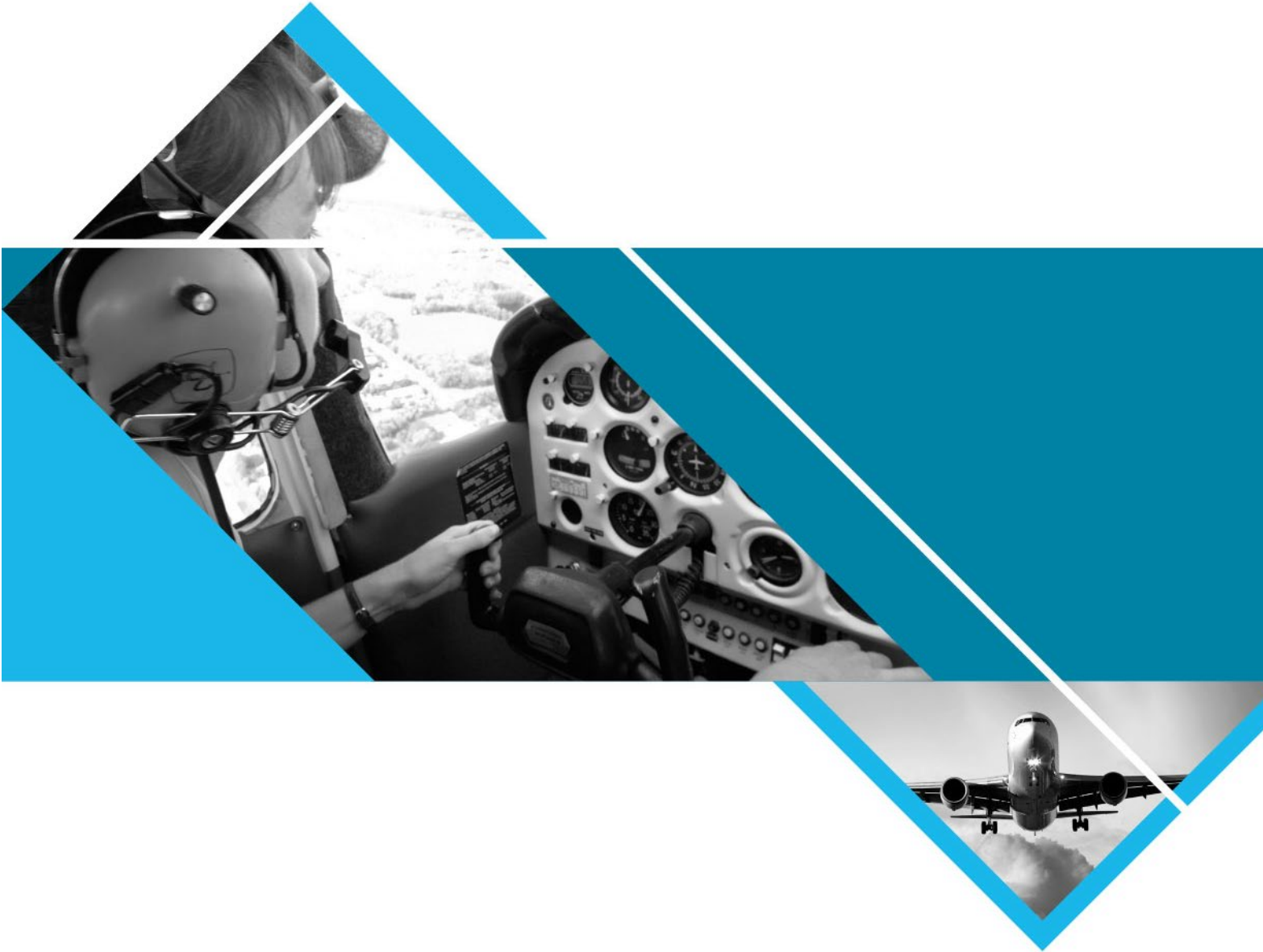
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Flight Crew Licensing Manual

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This document contains guidance material intended to assist CASA officers, delegates and the aviation industry in understanding the operation of the aviation legislation. However, you should not rely on this document as a legal reference. Refer to the civil aviation legislation including the Civil Aviation Act 1988 (Cth), its related regulations and any other legislative instruments—to ascertain the requirements of, and the obligations imposed by or under, the law.

Preface

As a Commonwealth government authority, CASA must ensure that the decisions we make, and the processes by which we make them, are effective, efficient, fair, timely, transparent, properly documented and otherwise comply with the requirements of the law. At the same time, we are committed to ensuring that all of our actions are consistent with the principles reflected in our Regulatory Philosophy.

Most of the regulatory decisions CASA makes are such that conformity with authoritative policy and established procedures will lead to the achievement of these outcomes. Frequently, however, CASA decision-makers will encounter situations in which the strict application of policy may not be appropriate. In such cases, striking a proper balance between the need for consistency and a corresponding need for flexibility, the responsible exercise of discretion is required.

In conjunction with a clear understanding of the considerations mentioned above, and a thorough knowledge of the relevant provisions of the civil aviation legislation, adherence to the procedures described in this manual will help to guide and inform the decisions you make, with a view to better ensuring the achievement of optimal outcomes in the interest of safety and fairness alike.

Shane Carmody
Chief Executive Officer and
Director of Aviation Safety

Work health and safety (WHS) for employees.

All CASA workers (including contractors) have legal duties under the WHS legislation. Your duty as a worker includes taking reasonable care of your own health and safety and ensuring that nothing you do (or omit) causes harm to others. You must comply so far as reasonably practicable with any reasonable instruction given to you by CASA and you must co-operate with any reasonable WHS policy or procedure. Your duty of care is proportionate to the control you can exercise over your work activities and work environment.

Different roles in CASA bring different hazards which, if not managed effectively, may create a safety risk. For example, working airside, working outdoors, driving long distances, or dealing with client aggression.

The management of health and safety is integrated into how we conduct our daily work e.g. use of personal protective equipment, training and our work protocols. The WHS Risk Register and Safe Work Practices document identified risks and their management. However, if you identify something that poses an unacceptable risk, you should not place yourself or others at risk of injury; ensure that you discuss the risk with your supervisor as soon as practicable and (if necessary) [report the hazard](#) in ESS. Continuous improvement of our health and safety management system is essential to keeping everyone safe at work.

For further information go to the [WHS Horace page](#) or contact WHS@casa.gov.au.

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Revision history

Amendments/revisions of this Manual are recorded below in order of most recent first.

Version No.	Date	Parts/Sections	Details
15	October 2020	Table of Contents All	<p>Amend 15.9 to read 15.10</p> <p>Remove Permission Issue (PI) from 1.4</p> <p>Remove BAK from 1.4.2 and add RPL exam in EAP</p> <p>Delete VFR Syllabus (Aeroplane) and replace with CASR Part 61 in 3.5</p> <p>Amend (Operate Radio) to read (Communicating in an aviation environment and Operate aeronautical radio) in 3.5</p> <p>Delete #4 in 5.2</p> <p>Insert wording in 7.2 – Non-integrated training</p> <p>Insert wording into 10.3.4 - Pilot Instructor Rating</p> <p>Change numbers/letting – 10.3.5</p> <p>Delete DIBP and replace with Department of Home Affairs in 11.3</p> <p>Delete 11.5.3</p> <p>Change Foreign to Non-Australian Territory in 11.13</p> <p>Update 15 to include RPL controlled Airspace & RPL controlled aerodrome endorsement exam</p> <p>Delete assessment 15.1</p> <p>Add wording “within 14 days” and change email address to applications@casa.gov.au</p>
14.1	May 2020	Section 14.13	<p>Add the following comment into Section 14.13</p> <p>Certified / Notarised Certificates of completion for Qualifications as a Pilot (aircraft type</p>

			<p>endorsement, initial and postgraduate flying qualifications, competencies and renewals). You must also include the last three (3) full page opening of your logbook (do not submit PMKeys reports or ADO service records</p> <p>Deleted the original information in Section 14.13</p>
14	April 2020	<p>Section 14.11</p> <p>Section 5.2</p>	<p>Add the following comment into table QFI or QFH</p> <p>FIR Grades 2 or 3 and specific training endorsements (FIR – Formation Aerobatics will not be considered)</p> <p>Amend Aeronautical Knowledge Examinations to add</p> <p>Pass in CASA PPL Knowledge examination</p> <p>-PPLA or PPLH</p>
13	February 2020	Section 14.2.2	<p>Removed</p> <p>Adjustment of Flight Time for ADF Pilots</p>
12.1	September 2019	<p>Section 17.5.4.3</p> <p>Section 17.5.4.4</p> <p>Section 17.5.4.6</p>	Updated Prerequisites
12.0	July 2019	All	Chapters reviewed for quality and revised for end of CASR 61 transitional amendments
11.0	February 2018	Paragraph 11.5.1	Reserving the paragraph until the Executive proposal is finalised
10.0	July 2017	Section 15.4	Removal of note referencing obsolete Senior Commercial Pilot Licence
9.0	June 2016	All	<p>Addition of Section 15.10 CASA Examination Policy – CASR Part 141 and 142 Operators</p> <p>Incorporate regulatory changes that have occurred to CASR Part 61</p>

			since implementation in September 2014
8.0	September 2014	All	Revised for inclusion of Part 61 regulatory reforms
7.2	November 2010	Table on Contents	Added Preface
7.1	July 2010	Section 3.11	Updated Prerequisites
7.0	October 2008	Chapters 1, 3, 5, 6, 9, 18	Chapters revised and updated
6.5	April 2008	Section 17.2.1	Update to CAAP 5.23-2(0)
6.4	November 2007	Section 14.5 Section 17.2.8	New bullet point regarding requirements for pre-issue of logbook added to Para 1 Requirements for SPL holders to have class endorsement in logbooks added
6.3	September 2007	Section 10.1 Section 14.4.1	Address details updated and responsibilities defined Acceptable means of compliance in respect of standard applying to crosswind inserted
6.2	August 2007	Section 14.4.1 Section 17.8	Changed last para – cross wind test requirement. Introduced new section 17.8 – Night Vision Goggles (NVG) – Helicopter Endorsements.
6.1	December 2006	Complete reissue New Chapters 11 to 26 introduced	Chapters 1, 2, 3, 4, 5, 7 and 8 revised extensively to introduce: <ul style="list-style-type: none"> • Change from LARP to AIRS and Chapter 7 renamed as <i>AIRS User Procedures</i>. • Removal of ALO and transfer of ALO's duties to FCL • CLARC. References to Area Office changed to Field Office. The sponsor's title updated throughout the manual. FCL-Delegates Handbook incorporated into the FCL Manual

			<p>resulting in the addition of new chapters 11 to 26. Previous Chapter 11 <i>Terms and Abbreviations</i> renumbered as Chapter 27.</p>
6.0	November 2004	Complete reissue	<p>Chapters 1, 2, 3, 4, 5, 7 and 8 revised extensively, particularly Chapter 7 – previously <i>LARP User Procedures</i>, now converted to <i>Current Aircraft Codes</i> with the LARP information removed and made into a new manual, <i>FCL LARP User Procedures Manual</i> and moved to CASAconnect. In Chapter 3, a new section (3.11) <i>Unmanned Aerial Vehicle Controller Certificate</i> introduced and remaining Sections of the chapter renumbered. In Chapter 4, logbook insert pages in section 4.6 Changed. Forms 1162 and 738 changed completely. Form 639 Flight Crew Photo ID/Student Pilot Licence Application (new form) introduced to provide for application of Photo ID in licences.</p>
5.0	April 2003	Complete reissue	<p>New issue of manual. New form – Form 899 ARN/Student/Photo Pilot Licence And Identification Checklist.</p>
4.1	July 2000	Revision History only	<p>New form – Form 971 Application for Flight Instructor Rating—Balloons. Apart from the changes to the Revision History, no further changes to the manual.</p>
4.0	August 1999	All	<p>Online version of the Flight Crew Licensing Manual Minor changes to Part 8 – Administration</p>
3.0	August 1995	Complete reissue	<p>Replaces previous version of the CAA Flight Crew Licensing Procedures Manual</p>

1 Overview of Licensing

1.1 Foreword

The Civil Aviation Safety Authority Australia (CASA), under the Civil Aviation Act 1988, is responsible for the regulation of civilian air operations in Australian Territory and the operation of Australian aircraft outside Australian Territory. Part of this responsibility is the task of issuing certificates, licenses, registrations and permits, which include ensuring persons operating aircraft in the capacity of flight crew, are qualified to do so.

The purpose of the Flight Crew Licensing Procedures is to provide stakeholders involved in issuing flight crew qualifications with the required understanding of regulations that govern the issue of such qualifications and with an understanding of their responsibilities for ensuring these regulations are adhered to.

It provides them with reference information they need to process licensing applications consistently.

As readers' familiarity with licensing matters varies, the manual has been written to ensure that all staff, regardless of their level of experience, has information they need to complete their tasks competently and efficiently.

Amendments to the manual are the responsibility of the Section Head, Specialist Services, based in Canberra. Staff should forward advice of errors, inconsistencies or suggestions for improvement to that officer.

1.2 What is Flight Crew Licensing

The flight crews discussed in the Flight Crew Licensing Procedures are pilots and flight engineers.

In terms of policy, flight crew licensing is one of the means CASA uses to maintain the safety of air travel and airspace both for members of the aviation industry and the general public. The licensing system ensures that all civilian pilots and flight engineers are properly trained and proficient. This is achieved by:

- requiring anyone who wishes to perform any duty essential to the operation of an Australian aircraft during flight to hold an appropriate permit or authorisation
- controlling the qualifications pilots and flight engineers must have before they are permitted to operate an aircraft
- controlling who may train and test the proficiency of pilots and flight engineers to ensure they meet the required standards.

In terms of procedures, flight crew licensing refers to the system of issuing, renewing and recording the documents that permit or authorise flight crew to operate Australian registered aircraft.

1.3 Types of Flight Crew Qualifications

The permits or authorisations issued by CASA to licence flight crew fall into three (3) groups.

Type	Description
Licence	A document issued by CASA that indicates privileges a holder is authorised to exercise.
Rating	An authorisation entered on or associated with a licence and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence.
Endorsement	An additional qualification which extends the privileges of an aircraft rating of the licence holder

Notes:

A licence can mean any of the following:

- Pilot Licence being any of:
 - Recreational
 - Private
 - Commercial
 - Multi Crew
 - Air transport
- Flight Engineer Licence
- Glider Pilot Licence

A rating can mean any of the following:

- Aircraft category rating
- Aircraft class or type rating
- Operational rating

An endorsement can mean any of the following:

- Design feature
- Flight activity
- An endorsement on an operational rating

1.4 Overview of Client Services Centre

The area of CASA responsible for flight crew licensing is Flight Crew Licensing Specialist and Client Services teams in the Client Services Centre (CSC) branch. The branch is in Canberra and comprises of two main streams - Specialist Services and Client Services streams.

The Specialist Services Stream includes the Flying Operations and Licensing, Aircraft Registrar and Maintenance Personnel Licensing teams. The Flying Operations and Licensing team is responsible for technical support to the Flying Operations Section, FCL procedures, providing advice to industry, CASA officers and other Civil Aviation Authorities, overseeing contracts for examination delivery, supporting the PEXO Exam System and managing special cases of license suspensions and cancellations.

The Client Services Stream includes the Flying Operations and Licensing, Aviation Medicine, Airworthiness and Aircraft Registration teams. The Flying Operations and Licensing team is responsible for centralised licensing for flight crew, Aviation Reference Numbers (ARNs) and Aviation Security Identification Cards (ASIC).

CSC is responsible in Aviation Medicine for delivering medical certification services, appointing Designated Aviation Medical Examiners (DAME) and maintaining a DAME database, developing and maintaining standards and advisory material (DAME Handbook), issuing policy advice on medical matters and researching and analysing the medical database.

CSC is responsible in Maintenance Personnel Licensing or undertaking licensing and approval entry control and renewal functions, developing and delivering examinations nationwide and providing advice to industry, CASA officers, and other National Aviation Authority (NAAs) personnel.

CSC is responsible in Aircraft Registration for developing and maintaining standards and advisory materials, administering the Australian Civil Aircraft Register - Parts 45, 47 and 13, overseeing the GFA register and administering certification and continuing airworthiness data.

1.4.1 Flight Operations and Licensing Teams

The **Flight Operations and Licensing Specialist team is responsible for:**

- providing CSC and Regional Office staff with advice about licensing procedures and administration
- providing training in flight crew licensing to new administrative staff, if required.

Flying Operations and Licensing Client Services team is responsible for:

- improving the delivery of a range of services to people in the aviation industry.
- all flight crew licensing services.
- issue of Aviation Reference Numbers (ARNs).
- receiving and processing application forms that have been lodged directly with CSC. All licences are issued from the centre.
- delivering a better and more consistent service to the aviation industry.

1.4.2 Keeping Records

CASA maintains records of all flight crew licenses issued and examination passes, except for examinations set by industry (Pre-solo and Pre-area solo Air Legislation and RPL exam in EAP).

CSC is responsible for the overall coordination and maintenance of information entered onto European Aviation Processing (EAP) system and its interface with other relevant data systems such as the database for medical information and flight crew theory exams (PEXO).

2 Legislation Governing Flight Crew Licensing

2.1 Legislation that empowers CASA to regulate Flight Crew Licensing

This section describes the legislative framework that enables Civil Aviation Safety Authority Australia (CASA) to regulate flight crew licensing.

2.1.1 Civil Aviation Act

The Civil Aviation Act 1988 is the principal piece of legislation governing aviation in Australia. It specifies the conventions and agreements relating to international civil aviation and the functions of the Civil Aviation Safety Authority Australia. It gives the Authority powers to regulate the safety of civil aviation operations in Australia. Among these powers is the authority to regulate flight crew.

2.1.2 Civil Aviation Safety Regulations

The Civil Aviation Act empowers the Governor-General to make regulations. Regulations state the more detailed requirements that persons must comply with.

Regulations have three important aspects in relation to flight crew licensing. They enable the Civil Aviation Safety Authority Australia to:

- make Orders for remaining CAR Part 5 regulations relating to flight crew licensing
- specify the requirements for issue and maintenance of flight crew qualifications in the CASR Part 61 Manual of Standards.
- identify and enforce breaches of the regulations.

2.1.3 Civil Aviation Advisory Publications

CASA issues Civil Aviation Advisory Publications (CAAPs) to explain in simple language why a regulation or order is required and actions the industry can take to comply with it. For example, both the pilot in command of an aircraft and the operator are required to take reasonable steps to ensure that the aircraft is carrying sufficient fuel to enable the flight to be undertaken safely. To help ensure compliance with the regulation, a CAAP has been produced that provides guidance on how to calculate fuel requirements under different circumstances. The content of the CAAP is advisory only and provides one method of ensuring compliance with the regulations.

2.1.4 ICAO

ICAO sets standards and recommended practices applicable to flight crew licenses.

Australian licenses largely comply with ICAO standards. However, there are some differences that CASA has notified to ICAO and these are listed on the Australian Flight Crew Licenses and ICAO Differences page on the CASA website. The website lists the more important pilot license differences for the information of Australian pilots operating overseas and to assist overseas licensing authorities in recognition of Australian flight crew qualifications. Some of the differences are also printed on the flight crew licence.

2.1.5 Privacy Act

The Privacy Act 1988 establishes the Information Privacy Principles which apply to the collection, storage, use and security of “personal information” by Commonwealth authorities, including CASA.

2.1.6 Freedom of Information Act

The Freedom of Information Act 1982 (FOI Act) creates a legally enforceable right of public access to documents held by Commonwealth authorities, including CASA.

2.1.7 Archives Act

The Archives Act 1983 specifies how long records kept by Commonwealth departments are retained, how they are destroyed and who is responsible for their retention or destruction. The Act applies to the personal history files and Company Operations Manuals of flight crew. In most cases, these records are either:

- transferred to Archives if no new information has been added to them for at least five years; or
- may be destroyed “80 years after date of birth of the licence holder”.

2.2 Instruments of Delegation and Approval

Instruments of delegation or approval are the legal mechanism whereby CASA transfers the right to exercise the powers to another individual or organisation. The delegation or approval is tied to the function to be performed.

Instruments of delegation and approval are used to:

- remove the need for Civil Aviation Safety Authority Australia staff to deal with routine matters when they can be handled more efficiently by the aviation industry
- enable Civil Aviation Safety Authority Australia staff and certain other members of the aviation industry to make decisions more quickly by reducing the need to refer a matter to a more senior officer or a higher authority
- ensure that decisions are made only by those persons deemed competent to do so

2.2.1 Instruments of Delegation

A delegation is a legal mechanism whereby an individual or body possessing legal powers transfers the right to exercise any or all of those powers to another person or body. CASR Part 11.260 provides the regulatory mechanism for the issue of delegations.

2.2.2 Instrument of Approval

An instrument of approval is issued when the CARs or CASRs permit CASA to approve a person to perform a particular function. For example, for the issue of a balloon category qualification CAR 5.20 (see note) allows “the Authority to approve a person to conduct flying training for a balloon flight crew rating”. The Director does not need to sign Instruments of Approval. They can be signed by a delegate under CAR 5.20.

Note: CARs and CAOs specifically relating to Balloons will still remain after the introduction of CASR Part 61

2.2.3 Who is appointed as a Delegate or Authorised Person?

Civil Aviation Safety Authority Australia staff members with the appropriate expertise may be appointed as delegated or authorised persons.

2.2.4 Responsibilities of a Delegation or Authorisation

Delegates or authorised persons are required to use their professional judgment when exercising powers. To arrive at decisions, they must consider all pertinent factors, including the policy of the Civil Aviation Safety Authority Australia. However, they cannot be directed or instructed by other persons to come to a particular conclusion or to decide matters in a particular way.

When industry delegates act, they do so as the Civil Aviation Safety Authority Australia—that is, they are the Authority for the purposes of that function. Their decisions carry the same authority and liability as decisions made by Civil Aviation Safety Authority Australia delegates.

More information about delegations and processes for approving delegates is available in the Industry Delegates and Authorised Persons Management Manual, covering:

The definition of a delegation:

- how a person becomes a delegate
- the powers a delegate can exercise and the authority that is retained by the Civil Aviation Safety Authority Australia
- the limitations that are placed on a delegate's discretion to act
- how a delegate may exercise his or her delegated powers.

3 Issuing Licence's and their Associated Aircraft Category Rating

3.1 Overview of suite of Flight Crew Licencing Regulations

Part 61 of the CASR establishes a framework that sets out the requirements and standards for the grant of flight crew (pilot and flight engineer) licences, ratings (e.g. the authority to fly a specific large aircraft) and endorsements (e.g. to do aerobatics or fly in formation). This Part consolidates and replaces the existing legislation for flight crew licences specified in Part 5 of the CARs and a number of the Civil Aviation Orders (CAO), except for balloon licences, which will be transferred to the CASR at a later date.

Part 61 contains the new requirement for a low-level flight crew rating for pilots who need to fly less than 500 ft above ground level. As regulation 157 of the CAR will remain in effect until CASR Part 91 commences, transitional arrangements will be utilised. CASA intends to issue a general exemption from paragraph 157(1) (b) under CASR Part 11 to pilots who have been issued a low-level rating under Part 61. To ensure safety is maintained, this exemption will be subject to conditions that the pilot conducts the flight in accordance with the requirements specified for exercising the privileges of the low level rating under Part 61 and that the operation has been fully risk assessed prior to commencing and does not create undue hazard to persons or facilities below the flight path of the aircraft.

Part 64 sets out regulatory arrangements for authorisations for ground personnel (i.e. non-pilots) to operate radios and taxi aeroplanes. This Part replaces provisions in Part 8 of the CASR and CAO 20.22, generally maintaining but simplifying previous requirements.

Parts 141 and 142 outline approvals and regulatory requirements for flight training organisations that provide training for flight crew licences using aircraft and flight simulation training devices. Under previous requirements, all flight training organisations required an Air Operator's Certificate (AOC) issued under the Act, except for specified ratings and endorsements on flight crew licences, the training for which could be provided by organisations or persons not having an AOC. The providers of flight training using flight simulators required an approval under CASR Part 60.

Under the new arrangements, all flight training except for certain endorsements must be conducted through a Part 141 or Part 142 organisation. Part 141 provides for Part 141 Certificates to be issued to organisations providing flight crew training for single-pilot certificated aircraft. Part 142 provides for an AOC to be issued to organisations providing flight crew training for multi-crew certificated aircraft. Both parts 141 and 142 also require the training organisation to develop and comply with an 'exposition' that is a collection of documents that sets out the organisation's structure, training activities, management systems, training plans and procedures. Training organisations are also required to implement either a safety management system and have a Safety Manager (for aircraft operators) or a quality assurance management system and a Quality Assurance Manager (for training organisations using only flight simulation training devices). The publication of advisory material, sample expositions and safety management systems, and information technology tools will assist industry to meet the requirements of Part 141 and 142.

CASR Parts that make up the Licensing Suite:

- Part 61: Flight Crew Licensing
- Part 64: Authorisations for non-licensed personnel (Ground Crew)
- 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 recurrent training and contracted checking

3.2 The Licencing Process

3.2.1 Method of Issue and Validity

Competency for the issue of a pilot licence, endorsement or rating is measured through examinations of theoretical knowledge and practical assessments to determine the level of a person's skill and knowledge following training and the accumulation of experience (i.e. aeronautical experience) as well as medical examinations to assess a person's medical fitness to hold the licence. A limited number of theory and medical examinations are conducted by the aviation industry or General (Medical) Practitioners on CASA's behalf.

Once issued, a flight crew licence and the ratings contained on that licence are perpetually valid. However, the licence holder is required to undergo periodic flight reviews and proficiency checks along with the required medical for the level of licence held to maintain all the privileges a qualification provides.

3.2.2 General Administration – Policy

This section provides stakeholders:

- with general policy required for the issue of flight crew licences with the associated category rating/s.
- provides the policy for replacing, cancelling and suspending a licence

Note: Under CASR Part 61, CASA only issues a licence and the associated category rating. All other qualifications are issued by industry and CASA is simply notified of the issue. However, CASA does “process” the notification by entering the details into the FCL system

3.2.3 Eligible Flight Crew Licence Applicants

Eligible applicants for Australian flight crew licences can be divided into three main groups:

- Australian residents and overseas applicants with no licence
- Australian defence force qualified pilot applicants who graduated from a recognised Australian Defence Force course (see Chapter 14)
- Overseas qualified pilot applicants (from recognised ICAO state) wishing to fly Australian-registered aircraft in Australia or overseas (see Chapter 12 (other than New Zealand) or Chapter 13 (New Zealand).

An Applicant for Australian Flight Crew Licence must:

- be competent in Aviation English Language to at least level 4
- be qualified to hold the licence, that is
 - passed all the theory and practical training requirements and
 - have the required aeronautical experience
 - as well as passed a flight test for the licence and associated aircraft category rating
- hold a current medical applicable to the level of licence sought
- be a fit and proper person
- pass an aviation security status check
- submit all the required documentation providing evidence they are qualified
- pay the application fee for the licence.

Applications for a flight crew licence must be made by completing and submitting by electronic or other means the required documentation:

- submitting the relevant application form(s) available from the CASA website
- a Flight Examiner must complete and submit flight test report indicating a pass along with the examination result advice, Knowledge Deficiency Report (KDR) and any previous fail flight test reports to CASA.
- applications must be made on the relevant form to ensure all the required information is provided and to assist CASA to process the application. For RPL, PPL, CPL and ATPL licences, the flight test report is entered on the respective application form.

All flight crew licence applications are assessed in CSC Canberra.

3.3 Table 1: History of Licence Styles

Current Book Style

- Licences issued after April 2001 are in a new booklet style to comply with ICAO requirements and allow for easier recognition of Flight Crew Qualifications overseas.
- The new CASR Part 61 format details all licences, qualifications and ratings held by the licence holder and removes the need for a separate Record of Flight Crew Qualifications (RFCQ) to accompany the licence.
- The licences can be reprinted each time a new licence, endorsement or rating is added or renewed and replaces the previous licence in full. However, this is not required in order to use the licence, as it is only a record of the qualifications held. Medical Certificates are placed in the back of the folder and are also replaced in full when a new Certificate is received after each medical examination.
- Licence prints can be requested at any time in writing to CSC.

Plastic Card Style

- Licences issued between April 1992 and March 2001 were in the form of a plastic card, similar to a credit card. This show only the highest licence held by the pilot for each aircraft category and remain a valid licence for use in Australia but are not suitable for overseas use as they are not ICAO compliant.
- Records of Flight Crew Qualifications (RFCQ) to accompany the plastic card licence are no longer available and are replaced by the new book style licence.

Paper Dockets Style

- A few licences, such as Student Pilot Licences, were issued by industry delegates and Flying Schools as a paper docket. CASR Part 61 regulation has removed the Student Pilot Licence requirement.

Old' Book Style

- The 'old' book style licences issued before April 1992 can no longer be used to exercise the pilot privileges.

3.3.1 CSC Assessment Procedures

CSC staff follow the documented procedures in the CSC Procedures Manual for the processing, assessment and issue of all applications for flight crew licences and associated ratings and endorsements.

A CASA checklist is used by staff to ensure all aspects related to the application are covered. This checklist is filed as a permanent record of the assessment process and the result.

In summary the assessment of an application for a flight crew licence includes:

- logging receipt of the application
- checking applicant has an ARN.
- checking the form is completed correctly and all required additional documents are attached to the application form
- checking the applicant is qualified to be issued a licence including:
 - aviation security status check
 - holds required medical status at the time of the flight test
 - aeronautical knowledge requirements
 - minimum aeronautical experience
 - Aviation English Language Proficiency Level 4 or higher
 - passed a flight test
- checking that the Head of Operations and Flight Examiner are appropriately authorised
- entering all details into the CASA database
- issuing and printing the licence
- sending the licence to the applicant

Note: All licences require a security check and are not issued until a successful security has been completed, along with an immigration check only if applicable.

3.4 Issuing Flight Crew Licences

CSC may issue any FCL, Rating or Endorsement.

CSC may issue an overseas pilot a Certificates of Validation. The special procedures for issuing these are described in Chapter 12.

3.5 Testing English Guidelines

All applicants for an Australian flight crew licence or certificate must have a satisfactory standard of English to enable them to safely exercise the privileges of the licence or certificate.

A person's ability to satisfy this requirement is usually assessed during his or her training. The CASR Part 61 includes competency elements (Communicating in an aviation environment and Operate aeronautical radio) specifically designed to assess a person's ability to communicate

effectively with Air Traffic Control (ATC), other pilots etc. during normal and emergency procedures.

For the issue of a Recreational Pilot Licence (RPL) the candidate must satisfy the General English Language Proficiency (GELP) requirements as per the [Part 61 Manual of Standards](#).

A RPL holder wishing to be issued a Recreational Pilot Licence Endorsement that requires use of aeronautical radio must hold at least an ELP Level 4.

For the issue of a PPL, CPL, ATPL or CoV, the candidate must satisfy the requirements for ICAO aviation English Language Proficiency (ELP) level 4 or higher. The required standards for ELP are in the Manual of Standards. Some Flight Examiners and approved ELP Assessors can issue ELP Level 6 however should an applicant be assessed as not meeting the Level 6 requirements, then they would need to be assessed at one of the approved language test centers, see [CASA web site](#).

Note: The Manual of Standards requirements for GELP include:

- Pronounce words clearly, using an accent that does not cause difficulties in understanding;
- Convey information in clearly structured sentences without confusion or ambiguity;
- Use extensive vocabulary to accurately communicate on general and technical topics, without excessive use of jargon, slang or colloquial language;
- Speak fluently without long pauses, repetition or excessive false starts;
- Respond to communication with actions that demonstrate that the information has been received and understood;
- Exchange information clearly in a variety of situations with both expert and non-expert English speakers while giving and receiving timely and appropriate responses;
- Use appropriate techniques such as questioning, non-verbal communication and paraphrasing to validate communications.

Note: All GELP and ELP assessments are to be conducted on a 'face-to-face' basis and recorded on audio medium, and when required by CASA, make the recorded audio file available for audits by CASA officers.

3.6 Aviation Security Status Checks

Since December 2003, the Federal Government announced that all applicants for pilot licences (including CoV) and all existing pilots will be subjected to an aviation security status checks (ASSC).

- Aviation Security Status Check
 - The Transport Security Regulations 2005 provide the framework for carrying out ASSC
 - The regulations, in effect, mean that CASA now wait for the ASSC to be completed before issuing a flight crew licence.
 - The timeframe required to process a licence and to carry out the required checks may vary.

The coordination of ASSC and issue of licences is carried out by CSC. Details of an applicant are sent to government agencies for checking. Information is taken from the ASIC, or AVID application

If one of the agencies is concerned about a particular applicant, the agency notifies the Secretary of the Department of Transport and Regional Services. It is up to the Secretary to decide whether the applicant has an adverse aviation security assessment.

If the Secretary decides that a person has an adverse aviation security assessment, the person is not eligible for the issue of a flight crew licence.

The following individuals need to undergo proof of identity and ASSC:

- applicants who are applying for an Australian professional Flight Crew Licence under the provisions of the Trans-Tasman Mutual Recognition Act 1997 (TTMRA)
- applicants who are applying for an Australian Flight Crew Licence for the first time including overseas and ADF conversions

3.7 Flight Reviews and Other Recent Requirements

One of the requirements to exercise the privileges of the licence is for a flight review to be undertaken in the two years preceding the proposed flight. The review must be completed by an authorised flight instructor who holds a grade of flight instructor rating that authorises him or her to conduct flight reviews.

The review is a cooperative endeavor between instructor and pilot, which is intended to provide the pilot with a periodic assessment of his or her flying knowledge and skills, and to determine if there has been deterioration in areas that may reasonably affect safety. It is not a test, but a review during which flight instruction may be given to improve the pilot's performance.

If a pilot satisfactorily completes the flight review, the person conducting the review must make an entry in the person's licence. A pilot who has not completed a flight review within the preceding 24 months, or any proficiency that satisfies the requirement, must not exercise the privileges of their aircraft class or pilot type rating.

See CASR 61.745 Limitations on exercise of privileges of aircraft class ratings – Flight Review.

See CASR 61.800 Limitations on exercise of privileges of pilot type ratings – Flight Review.

3.8 Schedule of Fees

The Schedule of Fees is a document produced by the CASA's Finance Branch and is distributed to branches within CASA after they are revised. The Schedule lists all the scheduled services requested by the industry, including the relevant fee CASA is required to charge for that service—that is, fixed rate or hourly rate.

3.9 Expired Licenses

When the CAA was formed in 1988 the provisions of the Air Navigation Regulations (ANRs) were repealed and re-enacted as the Civil Aviation Regulations (CARs) that dealt with legislative matters, including flight crew licences.

Similarly, provisions relating to perpetual licences that were enacted in 1990 (see Statutory Rules Number 216 of 1990) did not have any effect on a licence that was not in force at the time. The Statutory Rules contained a savings provision to convert licences which had been issued under Part V of the CARs, but this did not include licences that had expired prior to this legislative conversion in 1990.

Therefore, a pilot with an expired licence wishing to take up flying again will need to request the re-issue of a new flight crew licence. The pilot may apply in writing and a flight crew licence reflecting the perpetual status of the licence will be sent to the pilot or provide evidence acceptable to CASA that the old licence is stamped 'PERPETUAL'. The pilot may not exercise the privileges of the licence until the new licence has been issued and conducted required flight review or proficiency check.

3.10 Refusal to Issue Flight Crew Licences

If a licence is being refused, the applicant must be notified in writing outlining the reasons. Refer to [CASR Part 11](#) for further information regarding CASA regulatory administrative processes.

4 Issuing Aircraft Category Class and Type Ratings

4.1 Overview

With the introduction of CASR Part 61 several key changes are in place with regards to the structure of qualifications related to the issuing of and maintenance of privileges required to operate aircraft.

Qualifications issued under CAR Part 5 was on the basis of specific aircraft endorsements eg B737 300-900, Beechcraft Baron or a group of aircraft under the one class endorsement, such as “Single engine aircraft under 5700kg”.

Under Part 61 qualifications are now issued on the basis of Class and Type Ratings for each aircraft category, the following table shows a comparison between the two sets of regulations regarding aircraft qualifications:

Example Aircraft	CAR Part 5	CASR Part 61
Cessna 172 / Piper PA28	Both aircraft included in the “Single Engine Aircraft not exceeding 5700kg maximum take-off weight” endorsement	Both aircraft included in the “Single Engine Aeroplane Class Rating”
Beechcraft Duchess / Piper Seminole	Separate BE76 endorsement / Separate PA44 Endorsement	Both aircraft included in the Multi-Engine Aeroplane Class Rating
Boeing 737 300-900	B737 300-900 Endorsement	B737 300 to 900 Type Rating
Bell 206	B206 Endorsement	Included in the “Single Engine Helicopter Class Rating”
Bell 222	B222/430 Endorsement	B222/430 Type Rating

CASR Part 61 is accompanied by a legislative instrument “Prescription of Aircraft and Ratings” which specifies aircraft covered by type ratings and other aircraft which are covered by an aeroplane or helicopter class rating but because of their complexity or handling characteristics are subject to conditions with regards to training and flight review. Please ensure that you have the latest edition of this instrument.

Under CASR Part 61 an aircraft category rating is issued at the same time a licence is issued or if a level of licence is already held the new category rating is issued onto the licence; however, the applicant must meet the requirements for the grant of the level licence for the new category. That is a PPL Licence with an aeroplane category rating has a helicopter category added to the existing PPL, the applicant must meet the requirements for the PPL helicopter licence level.

A category rating issued will be for either a class or type rating however for an aeroplane recreational pilot licence level only a single engine aeroplane or helicopter class rating can be issued.

From private pilot licence level up there are no restrictions as to the class or type rating a licence holder can hold.

4.2 Aircraft Category Qualification Structure

4.2.1 Aeroplane Category Qualifications

- Single Engine Aeroplane Class Rating
- Multi Engine Aeroplane Class Rating
- Aeroplane Type Rating issued as a specific type rating

Notes:

1. Multi Engine Centreline Thrust aircraft are grouped in the Single Engine Aeroplane Class Rating
2. Current light multi-engine endorsements are now grouped into the multi-engine class rating. "light twin" endorsements such as B58, PA31 etc. will no longer appear on a CASR 61 licence document.
3. Type Rating can be for either multi crew or single pilot certified aircraft*
 - Type Ratings are listed in the latest edition of the 'Prescription of Aircraft and Ratings'.

4.2.2 Helicopter Category Qualifications

- Single Engine Helicopter Class Rating
- Multi Engine Helicopter Type Rating

Note: All Multi Engine Helicopters are Type Ratings.

4.2.3 Gyroplane Category Qualifications

- Single Engine Gyroplane Class Rating

4.2.4 Airship Category Qualifications

There are no classes prescribed under Part 61 for the Airship Category.

4.2.5 Powered Lift Category Qualifications

There are no classes prescribed under Part 61 for the Powered Lift Category.

Note: An initial issue pilot licence *cannot* be issued without a category rating. The category rating must be issued at the same time as the licence. For an existing level of licence for which a new category rating is issued the applicant must meet the requirements for the issue of that level of licence for the category rating.

Eg: If adding a helicopter category onto an existing PPL licence issued with an aeroplane category rating, the applicant still must meet the requirements for the helicopter category rating as if it was an initial issue for that level of licence.

4.2.6 Aircraft Design Feature Endorsements

CASR Part 61 requires a licence holder has the aircraft design feature endorsement on their licence to operate an aircraft with that design feature.

Design Feature endorsements can be issued by an appropriately qualified flight instructor.

The following list of design feature endorsements required under CASR Part 61 are:

- Aircraft Design Feature Endorsements
 - The following design features on an aeroplane require a design feature endorsement:
 - tailwheel undercarriage;
 - retractable undercarriage;
 - manual propeller pitch control (piston engine);
 - gas turbine engine;
 - multi-engine centre-line thrust;
 - pressurisation system;
 - floatplane;
 - floating hull;
 - ski landing gear.
 - The following design features on a helicopter require a design feature endorsement:
 - float alighting gear;
 - retractable undercarriage;
 - gas turbine engine.
 - The following design features on a gyroplane require a design feature endorsement:
 - retractable undercarriage;
 - pressurisation system;
 - gas turbine engine.
 - The following design features on an airship require a design feature endorsement:
 - pressurisation system;
 - gas turbine engine.

4.2.7 Flight Activity Endorsements

Flight activity endorsements extend the privileges a pilot can exercise on an aircraft category they are rated on.

Flight activity endorsements can be issued by an appropriately qualified flight instructor, and they are not subject to flight reviews to maintain the privileges of the endorsement.

Provided the pilot holds a valid flight review for the aircraft category rating they are able to conduct the flight activity on that aircraft category.

CASR Part 61 lists the following as flight activities requiring an endorsement:

- Aerobatics flight activity endorsement

- Aerobatics (1,500) flight activity endorsement
- Aerobatics (1,000) flight activity endorsement
- Aerobatics (500) flight activity endorsement
- Aerobatics (unlimited) flight activity endorsement
- Formation flying (aeroplane) flight activity endorsement
- Formation aerobatics flight activity endorsement
- Spinning flight activity endorsement
- Formation flying (helicopter) flight activity endorsement

5 Recreational Pilot Licence

5.1 General Overview

The Recreational Pilot Licence (RPL) is the first licence qualification of the licence hierarchy in CASR Part 61. Despite being a licence qualification the privileges of the licence are very restrictive as to what aircraft a holder can fly and the type of operation a holder can do.

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.

Holders are restricted to the single engine class for both aeroplane and helicopter categories with additional conditions placed on aircraft flown that are covered by the class. An applicant for the grant of a recreational pilot licence (RPL) must be at least 16 and also must have met the following requirements:

- passed the aeronautical knowledge examination for a recreational pilot licence and the associated aircraft category rating; and
- completed flight training for a recreational pilot licence and the associated aircraft category rating; and
- passed the flight test mentioned in the Part 61 Manual of Standards for a recreational pilot licence and the associated aircraft category rating; and
- completed at least 25 hours of flight time as pilot of an aircraft of the category for which the associated aircraft category rating is sought, including:
 - at least 20 hours of dual flight; and
 - at least 5 hours of solo flight time

Regulation: CASR 61.475

Note: An applicant for a RPL who holds a pilot certificate granted by a recreational aviation administration organisation that administers activities involving aircraft of a particular category and that certificate permits the holder to act as the pilot in command of an aircraft of that category may be granted a RPL. Before exercising the privileges of the RPL that holder must complete a flight review.

Regulation: CASR 61.480

The holder of a recreational pilot licence is authorised to pilot a single-engine aircraft as pilot in command or co-pilot if:

- the aircraft is certificated for single-pilot operation; and
- the aircraft has a maximum certificated take-off weight of not more than 1,500 kg; and
- the aircraft is not rocket-powered or turbine-powered; and
- the flight is conducted by day under the VFR; and is
- authorised to pilot an aircraft in an area that is:

- within a 25 nautical mile radius of the aerodrome from which the flight began; or
- a flight training area for the aerodrome; or
- along a direct route between the aerodrome and the flight training area

Regulation: CASR 61.460 & 470.

5.2 General Reference Tables for Issuance of Recreational Pilot Licence

Age	Applicant must be at least 16 years at the time flight test undertaken
Medical Certificate	Minimum required is Recreational Aviation Medical Practitioners Certificate which must be valid at the time the flight test is undertaken and at time of issue. Note: If issuing a RPL to RAAUS Pilot Certificate holder they must have a valid medical at time the RPL Licence is issued.
English Language Proficiency	Must have at least a valid General English Language Proficiency at time of flight test Note: If the Flight Test undertaken included a request for issue of a FLIGHT RADIO ENDORSEMENT then the applicant MUST have held at least a valid ICAO level 4 at the time of the flight test and issuance of the licence and endorsement by CSC.
Pre-Requisite Licence	Not applicable but must have an ARN.
Aeronautical Knowledge <i>Refer Manual of Standards Schedule 4</i>	<ol style="list-style-type: none"> 1. Pass in the CASA RPL knowledge examination <ul style="list-style-type: none"> - RPLA or RPLH 2. Pass in the CASA PPL knowledge examination <ul style="list-style-type: none"> - PPLA or PPLH 3. Pass in examination conducted by the training organisation (Part 141 or 142) * which covers the following units of knowledge: <ul style="list-style-type: none"> - BAKC Basic Aeronautical Knowledge (All categories) - RFRC RPL – Flight rules and air law (All categories) - PHFC PPL – Human factors (All categories) - BAKA Basic Aeronautical Knowledge (Aeroplane Category only) - BAKH Basic Aeronautical Knowledge (Helicopter Category only) - The training organisation must hold an approval under CASR 61.040 to conduct examinations and those

	<p>examinations must be set in accordance with the Part 61 Manual of Standards*.</p> <p>Examination credits obtained before the introduction of Part 61 may be recognised as valid for the issuance of an RPL.</p> <p>Passes obtained in BAK(A) or BAK(H) ceased to be accepted on 30th June 2019. For determination contact FCL exams supervisor. fcl.exams@casa.gov.au</p>
Issued by	CASA – Client Services Centre (CSC)
Who is authorised to conduct the flight test	<p>FLIGHT EXAMINER holding a valid Flight Examiner Rating with a PRIVATE PILOT LICENCE FLIGHT TEST or COMMERCIAL PILOT LICENCE FLIGHT TEST endorsement <i>for the category</i>.</p> <ul style="list-style-type: none"> The Flight Examiner must have held a valid Class 1 Medical IAW 61.415 at the time the Flight Test was undertaken.
Flight Test Pre-requisites	<p>The applicant must have been certified by a person under Regulation CASR 61.235 (5) that the applicant has met the following requirements before undertaking the flight test:</p> <ul style="list-style-type: none"> is at least the minimum age to hold the licence; and has passed the aeronautical knowledge examination for the licence; and has met the flight training requirements for the grant of the licence; and has met the aeronautical experience requirements for the licence; and meets the general English language proficiency requirements

Aircraft Category requirements for the Issuance of Recreational Pilot Licence:

All Categories	
Aircraft Class	<p>Single Engine Class only</p> <p>Note: the aircraft used for the test must registered or recognised and:</p> <ul style="list-style-type: none"> have a maximum certified take-off weight of 1,500kg or less; and not rocket or turbine powered; and is certified for single pilot operation.
Approved Flight Simulation Training Device	The flight test CANNOT be undertaken in a Flight Simulation Training Device

<p>Aeronautical Experience</p>	<p>At least 25 hours of flight time as pilot of an aircraft of the relevant category which must include:</p> <ul style="list-style-type: none"> • at least 20 hours of dual flight; and • at least 5 hours of flight time as pilot in command. <p>Note: Simulated flight time does not count towards any of the hour requirements</p>
<p>Flight Rules</p>	<p>Test must be conducted under the Day VFR</p>
<p>Documentation</p>	<p>Application forms for the issue of the licence:</p> <ul style="list-style-type: none"> • Aeroplane Category: Form 61-1RA • Helicopter Category: Form 61-1RH • Gyroplane Category: Reserved • Powered Lift Category: Reserved • Airship Category: Reserved

Requirements for the Issuance of a Recreational Pilot Licence Endorsement:

<p>Navigation</p>	<p>An applicant for this endorsement MUST:</p> <ul style="list-style-type: none"> • Have passed the aeronautical knowledge examination (RPLN) for the endorsement also passed PPLA/PPLH as appropriate. • Have completed the flight training • Have at least 5 hours of solo cross-country time completed on the category for which the endorsement is requested <p>Note: the cross-country flight time must include a flight of at least 100nm, which has a full stop landing made at each of 2 aerodromes or landing areas other than the aerodrome from which the flight departed.</p>
<p>Flight Radio</p>	<p>An applicant for this endorsement MUST:</p> <ul style="list-style-type: none"> • Have passed the aeronautical knowledge examination for the endorsement • Have completed the flight training • Hold at least a current ICAO Level 4 Aviation English Language Proficiency assessment

Controlled Airspace	<p>An applicant for this endorsement MUST:</p> <ul style="list-style-type: none"> • Have passed the aeronautical knowledge examination for the endorsement • Have completed the flight training • Hold at least a current ICAO Level 4 Aviation English Language Proficiency assessment
Controlled Aerodrome	<p>An applicant for this endorsement MUST:</p> <ul style="list-style-type: none"> • Have passed the aeronautical knowledge examination for the endorsement • Have completed the flight training • Hold at least a current ICAO Level 4 Aviation English Language Proficiency assessment
Documentation	<p>61-1RE Recreational Pilot Licence Endorsements Application Form</p>

5.3 Grant of Recreational Pilot Licence in recognition of a pilot certificates granted by certain organisations

A holder of a pilot certificate granted by a recreational aviation administration organisation may be issued a Recreational Pilot Licence.

The pilot certificate holder is eligible to be issued the same Aircraft Category Rating on the RPL as the holder is permitted to fly on their pilot certificate.

The pilot certificate holder is taken to have passed the RPL aeronautical knowledge examination AND flight test for the associated aircraft category rating.

The applicant is also taken to have met the requirements for the grant of:

- the aircraft category rating for each category of aircraft in which the person is permitted by their pilot certificate to act as pilot in command on; and
- the aircraft class rating for each class of aircraft in which the person is permitted by their pilot certificate to act as pilot in command on; and
- the design feature endorsement for each design feature of an aircraft in which the applicant is permitted by their pilot certificate to act as pilot in command on.

Note: The holder of an aircraft class rating must successfully complete a flight review to be authorised to exercise the privileges of the class rating and is not taken to have met the flight review requirement on the basis of being granted a RPL on the basis of their pilot certificate.

5.4 Grant of Recreational Pilot Licence endorsements in recognition of other qualifications

An applicant for a recreational pilot licence endorsement is eligible to be granted the endorsement if the applicant holds a recreational pilot licence and another flight crew licence that authorises the exercise of the privileges of the endorsement.

An applicant for a controlled aerodrome endorsement is eligible to be granted the endorsement if the applicant holds a pilot certificate granted by a recreational aviation administration organisation and the applicant holds an approval from the recreational aviation administration organisation to pilot an aircraft at a controlled aerodrome.

An applicant for a controlled airspace endorsement is eligible to be granted the endorsement if the applicant holds a pilot certificate granted by a recreational aviation administration organisation and the applicant holds an approval from the recreational aviation administration organisation to pilot an aircraft in controlled airspace.

An applicant for a flight radio endorsement is eligible to be granted the endorsement if the applicant holds a pilot certificate granted by a recreational aviation administration organisation and the applicant holds an approval from the recreational aviation administration organisation to operate an aircraft radio and has a current aviation English language proficiency assessment.

An applicant for a recreational navigation endorsement is eligible to be granted the endorsement if the applicant holds a pilot certificate granted by a recreational aviation administration organisation and the applicant holds a cross-country navigation approval from the recreational aviation administration organisation and the applicant has completed at least 5 hours of solo cross-country flight time.

6 Private Pilot Licence

6.1 General Overview

The Private Pilot Licence (PPL) significantly extends the limited privileges available on a RPL. The following privileges are available to a PPL holder:

- operate as pilot in command on multi-engine class or multi engine type rated aircraft provided they hold the multi-engine class or type rating for the relevant aircraft category rating on their PPL
- operate in a multi crew operation as PIC or Co-Pilot on multi-crew certified type rated aircraft (Private Operations Only)
- transmit on a radio frequency during flight
- hold an Instructor Rating (limited privileges)
- hold an Instrument Rating

A PPL can be granted after successful completion of either an integrated or non-integrated training course. (Note: the difference in aeronautical experience required in Part 61 Division 61.H.2 and 61.H.3)

The flight radio privileges are embedded in the PPL and as such an applicant must hold at least a valid ICAO Level 4 Aviation English Language Proficiency assessment.

Although a PPL holder can hold an Instructor Rating the training endorsements available to a PPL on that rating are very limited when compared to CPL or ATPL holders.

The endorsements available to a PPL holder on an Instrument Rating are not limited when compared to CPL or ATPL holders.

A course of training for a PPL can only be conducted at an approved Part 141 or 142 training organisation.

6.2 Relevant History

6.2.1 Overview of Area Restrictions

Prior to the introduction of Part 5 of the CARs in December 1992, private pilot licences were issued in two forms—restricted and unrestricted (RPPL and UPPL). A restricted licence meant that area limitations applied to the holder. These limitations were detailed on the licence.

Although the current CARs do not refer to restricted and unrestricted private licences directly, Part 2 of Statutory Rule No. 279 of 1992 (see note 41 on page Notes–10 in CAR 1988) ensures that private pilot licences issued prior to December 1992 have effect as if they were issued under the current regulations. It also continues any conditions or restrictions that are endorsed on the licences.

This means that anyone who held an RPPL or UPPL prior 1 December 1992 continues to hold that licence in perpetuity.

6.2.2 Removal of PPL Area Restriction

Traditionally, the removal of the PPL area restriction was not considered to be a licence issue, but merely the removal of a restriction from an existing licence.

Prior to 1 December 1992, CFIs and some Flight Examiners were authorised to “cross out” the restrictions on paper/book RPPLs, following the successful completion of the Unrestricted Private Pilot Licence (UPPL) flight test. This enabled the pilot to exercise the privileges of a full PPL immediately after the “pass” flight test.

This practice continued after 1 December 1992, with the CFI/ATO recording the PPL flight test pass in the pilot’s Logbook under the LBE system, as opposed to making an entry in the book style licence. This practice assumed that the pilot would be able to exercise the privileges of a full PPL when the CFI/ATO made this entry.

6.2.3 CAR 267

However, CASA legal advice indicates that this practice is not supported by legislation. The restrictions endorsed on the RPPL have the effect of conditions imposed under the current legislation and, therefore, can only be “revoked” by a variation to the licence under CAR 267. Only a person holding a delegation under CAR 267 may vary a licence in this manner. As this function is restricted to CASA staff, applications to remove the PPL Area restriction will need to be referred to CSC for action.

Note: Industry Flight Examiners have not been issued a delegation under this CAR.

The usual approach in such cases is for the pilot to be issued with a new PPL.

6.3 General Reference Table for Issuance of a Private Pilot Licence

Age	Applicant must be at least 17 years at the time flight test undertaken (CASR 61.515)
Medical Certificate	Minimum required is a Class 2 which must be valid at the time of the flight test and issuance of the licence by CASA. (CASR 61.410)
English Language Proficiency	Must have at least a valid ICAO Level 4 Aviation English Language Proficiency assessment for the flight test and issuance of the licence by CASA.
Pre-Requisite Licence	Not applicable but must have an ARN.

<p>Aeronautical Knowledge <i>Refer MOS Schedule 4</i></p>	<p>To be eligible for a PPL, applicant must have passed at least the PPL Aeronautical Knowledge Exam for the aircraft category. Knowledge Deficiency Report(s) (KDR) must also be submitted to CASA where the examination pass score was less than 100%. Relevant exam codes include (only one option is required):</p> <ul style="list-style-type: none"> • PPL (Category Specific); or • ALL 7 CPL subjects. <p>Note: If the applicant has completed the CPL exam series in lieu of the PPL, KDR's for ALL the exams must be completed and submitted.</p> <p>For determination contact FCL exams supervisor. fcl.exams@casa.gov.au</p>
<p>Issued by</p>	<p>CASA – Client Service Centre (CSC)</p>
<p>Who is authorised to conduct the flight test</p>	<p>FLIGHT EXAMINER holding a valid Flight Examiner Rating with a PRIVATE PILOT LICENCE FLIGHT TEST or COMMERCIAL PILOT LICENCE FLIGHT TEST endorsement <i>for the category</i>.</p> <ul style="list-style-type: none"> • The Flight Examiner must have held a valid Class 1 Medical IAW 61.415 at the time the Flight Test was undertaken.
<p>Flight Test Pre-requisites</p>	<p>The applicant must have been certified by a person under Regulation CASR 61.235 (5) that the applicant has met the following requirements before undertaking the flight test:</p> <ul style="list-style-type: none"> • is at least the minimum age to hold the licence; and • has passed the aeronautical knowledge examination for the licence; and • has met the flight training requirements for the grant of the licence; and • has met the aeronautical experience requirements for the licence; and • meets the Aviation English language proficiency requirements • KDR's completed for an applicant with an examination pass of less than 100%

Documentation	<p>Application forms for the issue of the licence:</p> <ul style="list-style-type: none"> • Aeroplane Category: Form 61-1PA • Helicopter Category: Form 61-1PH • Gyroplane Category: Reserved • Powered Lift Category: Reserved • Airship Category: Reserved
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Aircraft Category specific requirements for Issuance of a Private Pilot Licence:

Aeroplane Category	
Aeroplane Class / Type for Flight Test	<ul style="list-style-type: none"> • Single Engine Class; • Multi Engine Class
Approved Flight Simulation Training Device	The flight test CANNOT be undertaken in a Flight Simulation Training Device
Aeronautical Experience	<p>For the following hour requirements, the word “and” does not mean add the next hour requirements to the previous one. It simply means “and another requirement is...”</p> <p>Aeronautical experience includes flight and simulated flight time. (CASR 61.075)</p> <p style="text-align: center;">Integrated Training Course:</p> <ul style="list-style-type: none"> • An applicant for a private pilot licence with the aeroplane category rating must have at least 35 hours of aeronautical experience that includes: <ul style="list-style-type: none"> – at least 30 hours of flight time as a pilot; and – at least 20 hours of flight time as pilot of an aeroplane; and <p>Note: if applicant has only the minimum hours required in an aeroplane (20) then the 10 hours required to make up the 30 hours flight time can be logged in a helicopter / gyroplane / airship / powered lift</p> <ul style="list-style-type: none"> – at least 10 hours of solo flight time in an aeroplane; and

	<ul style="list-style-type: none"> – at least 5 hours of solo cross-country flight time in an aeroplane; and – at least 2 hours of dual instrument time; and – at least one hour of dual instrument flight time in an aeroplane. <p>Note: The difference in hours between the 30 hours flight time as a pilot and the 35 hours of aeronautical experience required can be made up with simulated flight time</p> <p style="text-align: center;">Non-integrated Training Course:</p> <ul style="list-style-type: none"> • An applicant for a private pilot licence with the aeroplane category rating must have at least 40 hours of aeronautical experience that includes: <ul style="list-style-type: none"> – at least 35 hours of flight time as a pilot; and – at least 20 hours of flight time as pilot of an aeroplane; and <p>Note: if applicant has only the minimum hours required in an aeroplane (20) then the 15 Hours required to make up the 35 hours flight time can be logged in a helicopter /gyroplane /airship / powered lift</p> <ul style="list-style-type: none"> – at least 10 hours of solo flight time in an aeroplane; and – at least 5 hours of solo cross-country flight time in an aeroplane; and – at least 2 hours of dual instrument time; and – at least one hour of dual instrument flight time in an aeroplane. <p>Note: For the 2 hours of dual instrument time, 1 hour must be in an aeroplane.</p> <p>The difference in hours between the 35 hours flight time as a pilot and the 40 hours of aeronautical experience required can be made up with simulated flight time</p>
Flight Rules	Test must be conducted under the Day VFR
Helicopter Category	
Helicopter Class / Type for Flight Test	<ul style="list-style-type: none"> – Single Engine Class Type – Multi Engine Type

<p>Approved Flight Simulation Training Device</p>	<p>The flight test CANNOT be undertaken in a Flight Simulation Training Device</p>
<p>Aeronautical Experience</p>	<p>For the following lists of hour requirements, the word “and” does not mean add the next hour requirements to the previous one. It simply means “and another requirement is...”</p> <p>Aeronautical experience includes flight and simulated flight time</p> <p style="text-align: center;">Integrated Training Course:</p> <p>An applicant for a private pilot licence with the helicopter category rating must have at least 35 hours of aeronautical experience that includes:</p> <ul style="list-style-type: none"> – at least 30 hours of flight time as pilot of a helicopter; and – at least 10 hours of solo flight time in a helicopter; and – at least 5 hours of solo cross-country flight time in a helicopter; and – at least 2 hours of dual instrument time; and – at least one hour of dual instrument flight time in a helicopter. <p>Note: Pilot in command or solo are interchangeable terms, a trainee pilot logs solo flights as pilot in command</p> <p>The difference in hours between the 30 hours flight time as a pilot and the 35 hours of aeronautical experience required can be made up with simulated flight time</p> <p style="text-align: center;">Non-integrated Training Course:</p> <p>Note: This course of training is non-ICAO compliant and the flight crew licence will reflect this.</p> <p>An applicant for a private pilot licence with the helicopter category rating must have at least 40 hours of aeronautical experience that includes:</p> <ul style="list-style-type: none"> – at least 35 hours of flight time as a pilot; and – at least 30 hours of flight time as pilot of a helicopter; and

	<ul style="list-style-type: none"> – at least 10 hours of solo flight time in a helicopter; and – at least 5 hours of solo cross-country flight time in a helicopter; and <p>Note: The difference in hours between the 35 hours flight time as a pilot and the 40 hours of aeronautical experience required can be made up with simulated flight time</p>
Flight Rules	Test must be conducted under the Day VFR
Gyroplane Category	
Gyrocopter Class for Flight Test	Single Engine Class
Approved Flight Simulation Training Device	The flight test CANNOT be undertaken in a Flight Simulation Training Device
Aeronautical Experience	<p>For the following lists of hour requirements, the word “and” does not mean add the next hour requirements to the previous one. It simply means “and another requirement is...”</p> <p>Aeronautical experience includes flight and simulated flight time</p> <p style="text-align: center;">Integrated Training Course:</p> <p>An applicant for a private pilot licence with the gyroplane category rating must have at least 35 hours of aeronautical experience that includes:</p> <ul style="list-style-type: none"> – at least 30 hours of flight time as a pilot; and – at least 20 hours of flight time as pilot of a gyroplane; and – at least 10 hours of solo flight time in a powered aircraft; and – at least 5 hours of solo flight time in a gyroplane; and – at least 5 hours of solo cross-country flight time in a powered aircraft. <p>Note: Pilot in command or solo are interchangeable terms, a trainee pilot logs solo flights as pilot in command</p>

	<p>The difference in hours between the 30 hours flight time as a pilot and the 35 hours of aeronautical experience required can be made up with simulated flight time</p> <p style="text-align: center;">Non-integrated Training Course:</p> <p>An applicant for a private pilot licence with the gyroplane category rating must have at least 40 hours of aeronautical experience that includes:</p> <ul style="list-style-type: none"> – at least 35 hours of flight time as a pilot; and – at least 20 hours of flight time as pilot of a gyroplane; and – at least 10 hours of solo flight time in a powered aircraft; and – at least 5 hours of solo flight time in a gyroplane; and – at least 5 hours of solo cross-country flight time in a powered aircraft. <p>Note: Pilot in command or solo are interchangeable terms, a trainee pilot logs solo flights as pilot in command</p> <p>The difference in hours between the 35 hours flight time as a pilot and the 40 hours of aeronautical experience required can be made up with simulated flight time</p>
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Flight Rules	Test must be conducted under the Day VFR
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Powered Lift	
Powered Lift Class / Type Rating for Flight Test	Not applicable as classes and types are not specified for the Powered Lift Category
Approved Flight Simulation Training Device	The flight test CANNOT be undertaken in a Flight Simulation Training Device
Aeronautical Experience	<p>For the following lists of our requirements, the word “and” does not mean add the next hour requirements to the previous one. It simply means “and another requirement is...”</p> <p>Aeronautical experience includes flight and simulated flight time</p> <p>An applicant for a private pilot licence with the powered-lift aircraft category rating must have at least 40 hours of aeronautical experience that includes:</p>

Powered Lift	
	<ul style="list-style-type: none"> – at least 35 hours of flight time as a pilot; and – at least 30 hours of flight time as pilot of a powered-lift aircraft or helicopter; and – at least 20 hours of flight time as pilot of a powered-lift aircraft; and – at least 10 hours of solo flight time in a powered-lift aircraft; and – at least 5 hours of solo cross-country flight time in a powered-lift aircraft; and – at least 2 hours of dual instrument time; and – at least one hour of dual instrument flight time in a powered-lift aircraft. <p>Note: There are no integrated courses for training for powered lift.</p>
Flight Rules	Test must be conducted under the Day VFR

7 Commercial Pilot Licence

7.1 General Overview

The Commercial Pilot Licence (CPL) significantly extends the limited privileges available on a PPL. The following privileges are available to a CPL holder:

- operate as pilot in command on any aircraft in any operation other than:
 - a multi-crew aircraft in a charter or regular public transport operation; or
 - a single-pilot multi-engine aircraft with more than 9 adult passengers in a regular public transport operation; or
 - a turbojet aeroplane with a maximum take-off weight of more than 3500kg in a regular public transport operation; and
- to pilot, as co-pilot, any aircraft in any operation
- transmit on a radio frequency during flight
- hold an Instructor Rating
- hold an Instrument Rating.

A CPL can be granted after successful completion of either an integrated or non-integrated training course. (Note the difference in aeronautical experience required in Part 61 Division 61.1.2 and 61.1.3).

As the FROL has been abolished under Part 61 the flight radio privileges are embedded in the CPL and as such an applicant must hold at least a valid ICAO Level 4 Aviation English Language Proficiency assessment.

The endorsements available to a CPL holder on an Instructor Rating are not limited.

A course of training for a CPL can only be conducted at an approved Part 141 or 142 training organisation.

7.2 General Reference Table for Issuance of Commercial Pilot Licence

Age	Applicant must be at least 18 years at the time flight test undertaken (CASR 61.580)
Medical Certificate	Minimum required is a Class 1 which must be valid at the time of the flight test and issuance of the licence by CASA. (CASR 61.235(C))
English Language Proficiency	Must have at least a valid ICAO Level 4 Aviation English Language Proficiency assessment for the flight test and issuance of the licence by CASA.

<p>Pre-Requisite Licence</p>	<p>Not applicable but must have an ARN.</p>
<p>Aeronautical Knowledge <i>Refer MOS Schedule 4</i></p>	<p>To be eligible for a CP(A)L, you must have passed the relevant Aeronautical Knowledge Exams. Relevant exam codes include (only one option is required):</p> <ul style="list-style-type: none"> • CADA + CFPA + CHUF + CLWA + CMET + CNAV + CSYA – 7 subject-part exams; or • CADA + CFPA + CLWA + CSYA – if hold a CP(H)L. <p>To be eligible for an CP(H)L, you must have passed the relevant Aeronautical Knowledge Exams. Relevant exam codes include (only one option is required):</p> <ul style="list-style-type: none"> • CADH + CFPH + CHUF + CLWH + CMET + CNAV + CSYH – 7 subject-part exams; or • CADH + CFPH + CLWH + CSYH – if hold a CP(A)L <p>Knowledge Deficiency Report(s) (KDR) must also be submitted to CASA where the examination pass score was less than 100%.</p> <p>For determination contact FCL exams supervisor. fcl.exams@casa.gov.au</p>
<p>Issued by</p>	<p>CASA – Client Services Centre (CSC)</p>
<p>Who is authorised to conduct the flight test</p>	<p>FLIGHT EXAMINER holding a valid Flight Examiner Rating with a COMMERCIAL PILOT LICENCE FLIGHT TEST endorsement <i>for the category</i>.</p> <ul style="list-style-type: none"> - • The Flight Examiner must have held a valid Class 1 Medical IAW 61.415 at the time the Flight Test was undertaken.
<p>Flight Test Pre-requisites</p>	<p>The applicant must have been certified by a person under Regulation CASR 61.235 (5) that the applicant has met the following requirements before undertaking the flight test:</p> <ul style="list-style-type: none"> • is at least the minimum age to hold the licence; and • has passed the aeronautical knowledge examinations for the licence; and • has met the flight training requirements for the grant of the licence; and • has met the aeronautical experience requirements for the licence; and • meets the Aviation English language proficiency requirements



	<ul style="list-style-type: none">• KDR`s completed for an applicant with an examination pass of less than 100%
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Documentation	<p>Application forms for the issue of the licence:</p> <ul style="list-style-type: none"> • Aeroplane Category: Form 61-1CA • Helicopter Category: Form 61-1CH • Gyroplane Category: Reserved • Powered Lift Category: Reserved • Airship Category: Reserved
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Aircraft Category specific requirements for the Issuance of a Commercial Pilot Licence:

Aeroplane Category	
Aeroplane Class for Flight Test	<ul style="list-style-type: none"> – Single Engine Class; or – Multi Engine Class; or – Type Rating
Approved Flight Simulation Training Device	The flight test CANNOT be undertaken in a Flight Simulation Training Device
Aeronautical Experience	<p>For the following hour requirements, the word “and” does not mean add the next hour requirements to the previous one. It simply means “and another requirement is...”</p> <p>Aeronautical experience includes flight and simulated flight time. (CASR 61.075)</p> <p style="text-align: center;">Integrated Training Course:</p> <p>An applicant for a commercial pilot licence with the aeroplane category rating must have at least 150 hours of aeronautical experience that includes:</p> <ul style="list-style-type: none"> – at least 140 hours of flight time as a pilot of an aeroplane; and – at least 70 hours of flight time as pilot in command of an aeroplane; and – at least 20 hours of cross-country flight time as pilot in command of an aeroplane; and – at least 10 hours of instrument time; and – at least 5 hours of dual instrument flight time in an aeroplane. <p>Note: An integrated training course can only be completed at a Part 142 organisation.</p>

	<p style="text-align: center;">Non-integrated Training Course:</p> <p>An applicant for a commercial pilot licence with the aeroplane category rating must have at least 200 hours of aeronautical experience that includes:</p> <ul style="list-style-type: none"> – at least 190 hours of flight time as a pilot of an aeroplane; and – at least the following hours of flight time as pilot in command of an aeroplane <ul style="list-style-type: none"> – (i) for an applicant holding a commercial pilot licence, or an air transport pilot licence with helicopter rating – 60 hours; – (ii) for an applicant holding a private pilot licence with helicopter rating – 80 hours; – (iii) for any other applicant – 100 hours; – at least 20 hours of cross-country flight time as pilot in command of an aeroplane; and – at least 10 hours of instrument time; and – at least 5 hours of dual instrument flight time in an aeroplane.
Flight Rules	Test must be conducted under the Day VFR
Helicopter Category	
Helicopter Class / Type for Flight Test	<ul style="list-style-type: none"> – Single Engine Class – Multi Engine Type
Approved Flight Simulation Training Device	The flight test CANNOT be undertaken in a Flight Simulation Training Device
Aeronautical Experience	<p>For the following lists of hour requirements, the word “and” does not mean add the next hour requirements to the previous one. It simply means “and another requirement is...”</p> <p>Aeronautical experience includes flight and simulated flight time</p> <p style="text-align: center;">Integrated Training Course:</p> <p>An applicant for a commercial pilot licence with the helicopter category rating must have at least 100 hours of aeronautical experience that includes:</p> <ul style="list-style-type: none"> – at least 90 hours of flight time as pilot of a helicopter; and

Helicopter Category	
	<ul style="list-style-type: none"> – at least 35 hours of flight time as pilot in command of a helicopter; and – at least 10 hours of cross-country flight time as pilot in command of a helicopter; and – at least 10 hours of instrument time; and – at least 5 hours of instrument flight time in a helicopter. <p style="text-align: center;">Non-integrated Training Course (1A):</p> <p>Note: This course of training is non-ICAO compliant and the flight crew licence will reflect this.</p> <p>An applicant for a commercial pilot licence with the helicopter category rating must have at least 150 hours of aeronautical experience that includes:</p> <ul style="list-style-type: none"> – at least 140 hours of flight time as pilot; and – at least 70 hours of flight time as pilot in command of a helicopter; and – at least 35 hours of flight time as pilot in command of a helicopter; and – at least 10 hours of cross-country flight time as pilot in command of a helicopter; and <p style="text-align: center;">Non-integrated Training Course (1B):</p> <p>Note: This course of training is non-ICAO compliant and the flight crew licence will reflect this.</p> <p>An applicant for a commercial pilot licence with the helicopter category rating must have at least 105 hours of aeronautical experience that includes:</p> <ul style="list-style-type: none"> – at least 105 hours of flight time as pilot of a helicopter; and – at least 35 hours of flight time as pilot in command of a helicopter; and – at least 10 hours of cross-country flight time as pilot in command of a helicopter; and
Flight Rules	Test must be conducted under the Day VFR
Gyroplane Category	
Gyrocopter Class for Flight Test	– Single Engine Class

Gyroplane Category	
Approved Flight Simulation Training Device	– the flight test CANNOT be undertaken in a Flight Simulation Training Device
Aeronautical Experience	<p>For the following lists of hour requirements, the word “and” does not mean add the next hour requirements to the previous one. It simply means “and another requirement is...”</p> <p>Aeronautical experience includes flight and simulated flight time</p> <p>An applicant for a commercial pilot licence with the gyroplane category rating must have at least 150 hours of aeronautical experience that includes:</p> <ul style="list-style-type: none"> – at least 75 hours of flight time as pilot of a gyroplane; and – at least 35 hours of flight time as pilot in command of a gyroplane; and – at least 20 hours of dual flight in a gyroplane; and – at least 20 hours of cross-country flight time as pilot in command of a powered aircraft; and – at least 10 hours of cross-country flight time as pilot in command of a gyroplane; and – at least 10 hours of dual instrument time in an aircraft or approved flight simulation training device for the purpose.
Flight Rules	Test must be conducted under the Day VFR
Powered Lift	
Reserved	
Airship	
Reserved	

8 Air Transport Pilot Licence

8.1 General Overview

The Air Transport Pilot Licence (ATPL) significantly extends the limited privileges available on a CPL. The following privileges are available to an ATPL holder:

- The holder of an air transport pilot licence is authorised to pilot an aeroplane, helicopter or powered lift aircraft as pilot in command or co-pilot: see sub part 61E and regulations 61.670 and 61.695.
- The holder of an air transport pilot licence is authorised to taxi an aircraft in certain circumstances: see regulation 61.430.
- The holder of an air transport pilot licence is authorised to transmit on a radio frequency of a kind used for the purpose of ensuring the safety of air navigation: see regulation 61.435.
- You must have at least 1500 hours' aeronautical experience for the aeroplane category or 1000 hours for the helicopter category. In addition, the theory exams must be completed within a two-year period to remain valid. One of the most significant changes in the new regulations is the introduction of an ATPL flight test.
- Before a flight test, you must undertake a multi-crew cooperation course (MCC) but you do not have to hold an instrument rating as these privileges are embedded in the ATPL (A). The flight test will be in a multi-engine, turbine aircraft or an approved flight simulator and must be conducted under IFR in a multi-crew environment. An ATPL holder is only authorised to conduct IFR as a single pilot operation if they have previously completed a flight test or instrument proficiency check conducted as a single pilot operation and have conducted a flight under the IFR in a single pilot aircraft within the previous six months.

8.2 General Reference Table for Issuance of an Air Transport Pilot Licence

Age	Applicant must be at least 21 years at the time flight test undertaken (CASR 61.700)
Medical Certificate	Minimum required is a Class 1 which must be valid at the time of the flight test and issuance of the licence by CASA. (CASR 61.415)
English Language Proficiency	Must have at least a valid ICAO Level 4 Aviation English Language Proficiency assessment for the flight test and issuance of the licence by CASA.
Pre-Requisite Licence	CPL or MULTI CREW PILOT LICENCE with same aircraft category rating

<p>Aeronautical Knowledge <i>Refer MOS Schedule 4</i></p>	<p>To be eligible for an ATP(A)L, you must have passed relevant Aeronautical Knowledge Exams. Relevant exam codes include IREX and (only one option is required):</p> <ul style="list-style-type: none"> • AALW + AASA + AFPA + AHUF + AMET + ANAV + APLA – 7 subject-part exams; or • AASA + AFPA + APLA– if hold an ATP(H)L <p>To be eligible for an ATP(H)L, you must have passed relevant Aeronautical Knowledge Exams. Relevant exam codes include (only one option is required):</p> <ul style="list-style-type: none"> • AALW + AASH + AFPH + AHUF + AMET + ANAV + APLH – 7 subject-part exams; or • AASH + AFPH + APLH – if hold an ATP(A)L <p>For determination contact FCL exams supervisor. fcl.exams@casa.gov.au</p>
<p>Issued by</p>	<p>CASA – Client Services Centre (CSC)</p>
<p>Who is authorised to conduct the flight test</p>	<p>FLIGHT EXAMINER holding a valid Flight Examiner Rating with an AIR TRANSPORT PILOT LICENCE FLIGHT TEST endorsement <i>for the category</i>.</p> <ul style="list-style-type: none"> • The Flight Examiner must have held a valid Medical IAW 61.415 at the time the Flight Test was undertaken.
<p>Flight Test Pre-requisites</p>	<p>The applicant must have been certified in writing by a person under Regulation CASR 61.235 (5) that the applicant has met the following requirements before undertaking the flight test:</p> <ul style="list-style-type: none"> • is at least the minimum age to hold the licence; and • has passed the aeronautical knowledge examinations for the licence; and • has met the flight training requirements for the grant of the licence; and • has met the aeronautical experience requirements for the licence; and • meets the Aviation English language proficiency requirements • KDR`s completed for an applicant with an examination pass of less than 100%
<p>Documentation</p>	<p>Application forms for the issue of the licence:</p> <ul style="list-style-type: none"> – Aeroplane Category: Form 61-1AA – Helicopter Category: Form 61-1AH – Powered Lift: Reserved

Aircraft Category Specific Requirements for the Issuance of an Air Transport Pilot Licence:

Aeroplane Category	
Aeroplane Class for Flight Test	The flight test for the air transport pilot licence with the aeroplane category rating must be conducted under the IFR in a multi-engine turbine powered aeroplane that is configured for flight, and operated, with a co pilot
Approved Flight Simulation Training Device	The flight test CAN be undertaken in a Flight Simulation Training Device
Aeronautical Experience	<p>For the following hour requirements, the word “and” does not mean add the next hour requirements to the previous one. It simply means “and another requirement is...”</p> <p>Aeronautical experience includes flight and simulated flight time. (CASR 61.075)</p> <ol style="list-style-type: none"> 1. An applicant for an air transport pilot licence with the aeroplane category rating must have at least 1 500 hours of aeronautical experience that includes: <ol style="list-style-type: none"> a. at least 1 400 hours of flight time as a pilot; and b. at least 750 hours of flight time as pilot of an aeroplane; and c. either: <ol style="list-style-type: none"> i. at least 500 hours of flight time in an aeroplane as pilot in command under supervision; or ii. at least 250 hours of flight time in an aeroplane as pilot in command or pilot in command under supervision, of which at least 70 hours must be as pilot in command; and d. at least 200 hours of cross-country flight time in an aeroplane; and e. at least 100 hours of cross-country flight time as pilot in command, or pilot in command under supervision, of an aeroplane; and f. at least 100 hours of flight time at night as pilot of an aeroplane, other than dual flight; and g. at least 75 hours of instrument time; and

	<p>h. at least 45 hours of instrument flight time in an aeroplane.</p> <p>2. Any of the required aeronautical experience that is not completed as flight time as a pilot must be completed as simulated flight time in an approved flight simulation training device for the purpose.</p> <p>3. However, no more than 25 hours may be completed in a flight simulation training device that is not a flight simulator.</p> <p>4. The flight time in an aeroplane required by sub regulation (1) must be completed in a registered or recognised aeroplane.</p>
Flight Rules	Test must be conducted under the IFR
Helicopter Category	
Helicopter Class / Type for Flight Test	The flight test for the air transport pilot licence with the helicopter category rating must be conducted in a turbine powered helicopter that is certificated for night VFR operations and configured for flight, and operated, with a co pilot
Approved Flight Simulation Training Device	The flight test CAN be undertaken in a Flight Simulation Training Device
Aeronautical Experience	<p>For the following lists of hourly requirements, the word “and” does not mean add the next hour requirements to the previous one. It simply means “and another requirement is...”</p> <p>Aeronautical experience includes flight and simulated flight time</p> <p>1. An applicant for an air transport pilot licence with the helicopter category rating must have at least 1 000 hours of aeronautical experience that includes:</p> <ul style="list-style-type: none"> a. at least 900 hours of flight time as a pilot; and b. at least 750 hours of flight time as pilot of a helicopter; and c. at least 250 hours of flight time as pilot in command, or pilot in command under supervision, of a helicopter; and

	<ul style="list-style-type: none"> d. at least 70 hours of flight time as pilot in command of a helicopter; and e. at least 200 hours of cross-country flight time in a helicopter; and f. at least 100 hours of cross-country flight time as pilot in command, or pilot in command under supervision, of a helicopter; and g. at least 50 hours of flight time at night as pilot of a helicopter; and h. at least 30 hours of instrument time; and i. at least 20 hours of instrument flight time in a helicopter. <p>2. Any of the required aeronautical experience that is not completed as flight time as a pilot must be completed as:</p> <ul style="list-style-type: none"> a. simulated flight time in an approved flight simulation training device for the purpose; or b. tethered flight time. <p>3. However:</p> <ul style="list-style-type: none"> a. no more than 25 hours of the required aeronautical experience may be completed in a flight simulation training device that is not a flight simulator; and b. no more than 5 hours of the required aeronautical experience may be completed as tethered flight time. <p>4. The flight time in a helicopter required by sub regulation (1) must be completed in a registered or recognised helicopter.</p>
<p>Flight Rules</p>	<p>Test can be conducted under the Day VFR Note: A Helicopter ATPL does not mandate IFR procedures.</p>



Powered Lift
Reserved
Airship
Reserved

9 Multi-Crew Pilot Licence

9.1 General Overview

A new pilot qualification was established by the International Civil Aviation Organisation (ICAO) specifically for airline co-pilots in 2006.

The new licence was incorporated into ICAO Annex 1 (Personnel Licensing) in November 2006. It is based on the recommendations of ICAO's flight crew licensing training panel (FCLTP/2) which held a series of meetings on MPL during 2004 and 2005. The meetings were prompted by calls from industry for better ways to train co-pilots amid mounting evidence that deficits in teamwork were major contributors to airline accidents.

The MPL is designed to develop the abilities needed to fly multi-crew airline aeroplanes. Compared to traditional training pathways it 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.

Traditional training methods emphasis independence and individual skills. While appropriate for single-pilot operations, they can impede the transfer to multi-crew operations. Pilots moving to work in airlines have needed bridging training.

ICAO has also issued a set of procedures for training and has set them out in its PANS-TRG (procedures for air navigation services – training) document, which shifts the focus from prescriptive flying hour requirements to competency-based training and assessment.

The procedures put more emphasis on simulator training including the use of simulated air traffic control. Pilots will still be able to take the traditional pathway to qualifying to fly as co-pilot, progressing from the private pilot licence through the commercial licence to the air transport pilot licence.

9.2 General Reference Table for Issuance of a Multi-Crew Pilot Licence

Age	Applicant must be at least 18 years at the time flight test undertaken (CASR 61.655)
Medical Certificate	Minimum required is a Class 1 which must be valid at the time of the flight test and issuance of the licence by CASA. (CASR 61.415)
English Language Proficiency	Must have at least a valid ICAO Level 4 Aviation English Language Proficiency assessment for the flight test and issuance of the licence by CASA.
Pre-Requisite Licence	Not applicable but must have an ARN.

Aeronautical Knowledge Refer MOS Sch. 4	Same as for ATPL. Please refer to section 8.2
Issued by	CASA – Client Services Centre (CSC)
Who is authorised to conduct the flight test	FLIGHT EXAMINER holding a valid Flight Examiner Rating with an AIR TRANSPORT PILOT LICENCE FLIGHT TEST endorsement <i>for the category</i> . <ul style="list-style-type: none"> The Flight Examiner must have held a valid Class 1 Medical IAW 61.415 at the time the Flight Test was undertaken.
Flight Test Pre-requisites	<ul style="list-style-type: none"> have passed the aeronautical knowledge examination for the multi-crew pilot licence and the aeroplane category rating; and have completed a multi-crew pilot licence training course; and have passed the flight test mentioned in the Part 61 Manual of Standards for the multi-crew pilot licence; and have met the aeronautical experience requirements hold a pilot type rating for a multi-crew aeroplane* <p>*A multi pilot type mentioned in latest edition of the 'Prescription of Aircraft and Ratings'</p>
Documentation	Application forms for the issue of the licence: 61-1MPL Note: The MPL is aeroplane category only

Aircraft Category specific requirements for the Issuance of a Multi-crew Pilot Licence:

Aeroplane Category	
Aeroplane for Flight Test	Multi Engine Turbine powered aeroplane for which a pilot type rating is prescribed by the "latest edition of the 'Prescription of Aircraft and Ratings'
Approved Flight Simulation Training Device	The flight test CAN be undertaken in a Flight Simulation Training Device
Aeronautical Experience	An applicant for a multi-crew pilot licence with the aeroplane category rating must have at least 240 hours of aeronautical experience that includes: <ul style="list-style-type: none"> at least 40 hours of flight time as pilot of an aeroplane; and

	<ul style="list-style-type: none"> • at least 10 hours of solo flight time in an aeroplane; and • at least 5 hours of cross-country flight time as pilot in command of an aeroplane. <p>Any of the required aeronautical experience that is not completed as flight time as a pilot must be completed as simulated flight time in an approved flight simulation training device for the purpose.</p> <p>The cross-country flight time required (at least 5 hours of cross-country flight time as pilot in command of an aeroplane) must include a flight of at least 150 nautical miles during which a full-stop landing is made at each of 2 aerodromes not within the flight training area for the aerodrome from which the flight began.</p> <p>The applicant must have completed at least 12 take-offs, and at least 12 landings, in an aeroplane of the type used for the applicant’s flight test.</p> <p>The applicant is taken to meet the requirements for number of landings stated above if:</p> <ul style="list-style-type: none"> • the applicant holds an approval under regulation 61.040 for a number of take-offs and landings that is less than 12 but not less than 6; and • the applicant has completed at least that number of take-offs, and at least that number of landings, in an aeroplane of the type used for the applicant’s flight test. <p>CASA may grant an approval mentioned in dot point 1 above:</p> <ul style="list-style-type: none"> • the lower number does not adversely affect the acquisition of the required skill by the applicant; and • the Part 142 operator conducting the training course mentioned in paragraph 61.655 (2) (b) has made arrangements to ensure that corrective action can be taken if in-training or post-training evaluation indicates a need for corrective action. <p>The flight time required in an aeroplane stated above must be completed in a registered or recognised aeroplane.</p>
Flight Rules	Test must be conducted under the IFR

10 Operational Ratings

10.1 General

Operational Ratings significantly extend the privileges a flight crew licence holder can exercise on the aircraft category – class / type rating they hold. The regulations specify the minimum licence level required for the issue of an operational rating. In addition, they specify the minimum hours and whether an aeronautical knowledge examination pass is required prior to the flight crew member applying for a flight test for the issue of a rating. For the issue of an operational rating a flight test is required to be conducted which triggers the issue of the rating and at least one endorsement on that rating. A rating cannot be issued without at least one endorsement being issued on that rating.

Subsequent to the issue of an operational rating a suitably qualified and authorised Flight Examiner can issue additional endorsements on an operational rating.

Maintaining a valid operational rating is the responsibility of the holder which will require either a proficiency check or flight review depending on the rating. In all cases a proficiency check requires a qualified Flight Examiner and for a Flight Review a qualified Flight Instructor can conduct the review to revalidate the privileges of the rating.

The following are Operational Ratings available under Part 61:

Operational Rating	Validity	Revalidation	Revalidation by
Instrument	12 months	Proficiency Check	Flight Examiner
Private Instrument	24 months	Flight Review	Flight Instructor
Night VFR	24 months	Flight Review	Flight Instructor
Flight Instructor*	24 months	Proficiency Check	Flight Examiner
Simulator Instructor*	24 months	Proficiency Check	Flight Examiner
Low Level	24 months exemption	Flight Review	Flight Instructor
Aerial Application	12 months	Proficiency Check	Flight Examiner
Night Vision Imaging	12 months	Proficiency Check	Flight Examiner
Flight Examiner	24 months	Proficiency Check	CASA

*after the initial issue of the rating it is valid for 12 months, thereafter 24 months.

All Operational Ratings with the exception of the Flight Examiner Rating are issued by industry. That is CASA will only receive notification of issue by the Flight Examiner whom conducted the flight test for the rating.

Flight Examiners must ensure they are fully conversant with their obligations under the regulations when issuing or revalidating qualifications. These obligations are found in Division 61.U.2 – Obligations of Flight Examiners.

10.2 Relevant History

The following table identifies the ratings that exist under CAR Part 5 and their equivalent CASR Part 61 Rating or new Part 61 Rating.

<i>CAR Part 5 Qualification</i>	<i>CASR Part 61 Rating</i>	<i>Comments</i>
Command Instrument Rating	Instrument Rating	
Private Instrument Flight Rating	Private Instrument Rating	
Night VFR Rating	Night VFR Rating	
Flight Instructor Rating	Flight Instructor Rating	
	Simulator Instructor Rating	New Qualification
Night Vision Goggles Rating	Night Vision Imaging System Rating	New Qualification
Approved Testing Officer	Flight Examiner Rating	New Qualification
Grade of Agriculture Rating	Aerial Application Rating	New Qualification
Low Level Approvals	Low Level Rating	New Qualification

10.3 Specific Requirements for the Issue of an Operational Rating

10.3.1 Instrument Rating

Under Part 61 there is no differentiation with respect to grade of Instrument Rating i.e. there are no command or co-pilot grades issued. The Instrument Rating will only differ between holders on the basis of the endorsements they hold on their respective ratings.

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 or 3 dimensional. The 3-dimensional approach differs in that it provides final approach guidance in the vertical dimension in addition to lateral guidance.

So, a holder of 2 dimensional instrument approach endorsement (2D) can fly any 2D approach irrespective of the type of navigation aid signal being used to derive position information.

The category of aircraft flight crew can operate using their Instrument Rating is identified by way of an endorsement on the rating.

Instrument Rating	
Licence Level Pre-requisite	Applicant must hold a Private Pilot Licence or higher (CASR 61.885 (1)(a))
Aeronautical Knowledge	To be eligible for an Instrument Rating you must have passed the Aeronautical Knowledge Examination (CASR 61.885 (2) (a))
Requirements for the issue of an Instrument Rating	<p>An applicant for an instrument rating must: (61.885 (b))</p> <ul style="list-style-type: none"> • meet the requirements for the grant of: <ul style="list-style-type: none"> – at least one instrument endorsement mentioned in column 1 of an item in Part 1 of table 61.890; and – at least one instrument endorsement mentioned in column 1 of an item in Part 2 of table 61.890. • passed the aeronautical knowledge examination for the instrument rating; and • completed flight training for the instrument rating; and • passed the flight test mentioned in the Part 61 Manual of Standards for the instrument rating and the aircraft category rating associated with the applicant’s pilot licence; and • met the aeronautical experience requirements
Issued by	Flight Examiner
Who is authorised to conduct the flight test	<p>FLIGHT EXAMINER holding a valid Flight Examiner Rating with an INSTRUMENT RATING FLIGHT TEST endorsement <i>for the category</i>.</p> <ul style="list-style-type: none"> • The Flight Examiner must have held a valid Class 1 Medical IAW 61.415 at the time the Flight Test was undertaken.
Documentation	Form for the notification of the Instrument Rating use Form 61-2I
Aeronautical Experience Requirements	<p>The applicant must meet the aeronautical experience requirements outlined in 61.885 (5)</p> <p>The applicant must have aeronautical experience that includes:</p> <ol style="list-style-type: none"> a) at least 50 hours of cross-country flight time as pilot in command; and b) at least 40 hours of instrument time, including: <ol style="list-style-type: none"> i. at least 10 hours of dual instrument time; and ii. either: iii. if sub regulation (6) applies—at least 10 hours of instrument flight time; or iv. in any other case—at least 20 hours of instrument flight time.

	Note: Additional aeronautical experience requirements can be found under Part 61.885 (6) and (7) and in table 61.890 – Instrument endorsements.
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Endorsements on the Rating	Part 1—Aircraft category/class endorsements	
	Endorsement	Activities Authorised
	Single engine aeroplane instrument endorsement	Pilot an aeroplane of the single engine aeroplane class under the IFR or at night under the VFR
	Multi engine aeroplane instrument endorsement	Pilot an aeroplane under the IFR or at night under the VFR
	Single engine helicopter instrument endorsement	Pilot a single engine helicopter under the IFR or at night under the VFR
	Multi engine helicopter instrument endorsement	Pilot a helicopter under the IFR or at night under the VFR
	Powered lift aircraft instrument endorsement	Pilot a powered lift aircraft under the IFR or at night under the VFR
	Gyroplane instrument endorsement	Pilot a gyroplane under the IFR or at night under the VFR
	Airship instrument endorsement	Pilot an airship under the IFR or at night under the VFR
	Part 2—Instrument approach procedure endorsements	
	IAP 2D instrument endorsement	Conduct a 2D instrument approach operation
IAP 3D instrument endorsement	Conduct a 3D instrument approach operation	

10.3.2 Private Instrument Rating

The Private Instrument Rating (PIR) stipulates different requirements to be met for the issue in comparison to the 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 endorsements a holder can significantly increase the privileges of their PIR.

As the name implies its purpose is for private operations and for the private pilot it provides an alternative to the “professional level” Instrument Rating which is required to operate in commercial operations.

*The base PIR simply allows IFR flight to be conducted en-route only, with no departure or arrival privileges under the IFR. Pilots must be visual below the RLSALT or MSA at all times.

Private Instrument Rating	
Licence Level Pre-requisite	Applicant must hold a Private Pilot Licence or a Commercial Licence (CASR 61.930 (1) (a))
Aeronautical Knowledge	To be eligible for a Private Instrument Rating you must have passed the Aeronautical Knowledge Examination (CASR 61.930 (2) (a) (i) or (ii))
Holds Instrument Rating	<p>An applicant for a Private Instrument Rating must: (CASR 61.930)</p> <ol style="list-style-type: none"> 1. meet the requirements for the grant of: <ul style="list-style-type: none"> – at least one endorsement mentioned in column 1 of an item in Part 2 of table 61.935. (61.930 (1)(b)) 2. passed the aeronautical knowledge examination for the <i>instrument rating</i>; or 3. a private instrument rating aeronautical knowledge examination set and conducted by: <ul style="list-style-type: none"> – CASA; or – a Part 141 or 142 operator that is authorised to conduct training for the grant of an instrument rating; and 4. completed flight training for the private instrument rating; and 5. passed the flight test mentioned in the Part 61 Manual of Standards for the private instrument rating; and 6. completed the required aeronautical experience <p>Or be the holder of an instrument rating CASR 61.930 (4)</p>
Issued by	Flight Examiner

<p>Who is authorised to conduct the flight test</p>	<p>FLIGHT EXAMINER holding a valid Flight Examiner Rating with an INSTRUMENT RATING FLIGHT TEST endorsement for the category. • The Flight Examiner must have held a valid Class 1 Medical IAW 61.415 at the time the Flight Test was undertaken.</p>															
<p>Documentation</p>	<p>Form for the notification of the Private Instrument Rating use Form 61-2I.</p>															
<p>Aeronautical Experience Requirements</p>	<p>The applicant must meet the aeronautical experience requirements outlined in 61.930 (2) (d). The applicant must have aeronautical experience that includes:</p> <ol style="list-style-type: none"> 1. at least 20 hours of instrument time, including at least 10 hours of dual instrument flight time 2. The aeronautical experience required by paragraph (2) (d) must have been completed: <ul style="list-style-type: none"> • while receiving instrument training conducted by a flight instructor who holds an instrument rating training endorsement; or • while receiving training for a private pilot licence, commercial pilot licence or air transport pilot licence or a night VFR rating; or • as a member of the Australian Defence Force. <p>Additional aeronautical experience for endorsements may be required. Refer to Table 61.935</p>															
<p>Endorsements on the Rating</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" data-bbox="437 1247 1444 1305">Part 1—Aircraft category/class endorsements</th> </tr> <tr> <th data-bbox="437 1312 938 1379">Endorsement</th> <th data-bbox="943 1312 1444 1379">Activities Authorised</th> </tr> </thead> <tbody> <tr> <td data-bbox="437 1386 938 1529">Single engine aeroplane instrument endorsement</td> <td data-bbox="943 1386 1444 1529">Pilot an aeroplane of the single engine aeroplane class under the IFR</td> </tr> <tr> <td data-bbox="437 1536 938 1641">Multi engine aeroplane instrument endorsement</td> <td data-bbox="943 1536 1444 1641">Pilot an aeroplane under the IFR</td> </tr> <tr> <td data-bbox="437 1648 938 1753">Single engine helicopter instrument endorsement</td> <td data-bbox="943 1648 1444 1753">Pilot a single engine helicopter under the IFR</td> </tr> <tr> <td data-bbox="437 1760 938 1865">Multi engine helicopter instrument endorsement</td> <td data-bbox="943 1760 1444 1865">Pilot a helicopter under the IFR</td> </tr> <tr> <td data-bbox="437 1872 938 1955">Powered lift aircraft instrument endorsement</td> <td data-bbox="943 1872 1444 1955">Pilot a powered lift aircraft under the IFR</td> </tr> </tbody> </table>		Part 1—Aircraft category/class endorsements		Endorsement	Activities Authorised	Single engine aeroplane instrument endorsement	Pilot an aeroplane of the single engine aeroplane class under the IFR	Multi engine aeroplane instrument endorsement	Pilot an aeroplane under the IFR	Single engine helicopter instrument endorsement	Pilot a single engine helicopter under the IFR	Multi engine helicopter instrument endorsement	Pilot a helicopter under the IFR	Powered lift aircraft instrument endorsement	Pilot a powered lift aircraft under the IFR
Part 1—Aircraft category/class endorsements																
Endorsement	Activities Authorised															
Single engine aeroplane instrument endorsement	Pilot an aeroplane of the single engine aeroplane class under the IFR															
Multi engine aeroplane instrument endorsement	Pilot an aeroplane under the IFR															
Single engine helicopter instrument endorsement	Pilot a single engine helicopter under the IFR															
Multi engine helicopter instrument endorsement	Pilot a helicopter under the IFR															
Powered lift aircraft instrument endorsement	Pilot a powered lift aircraft under the IFR															

	Gyroplane instrument endorsement	Pilot a gyroplane under the IFR
	Airship instrument endorsement	Pilot an airship under the IFR
	Part 2—Instrument approach procedure endorsements	
	Endorsement	Activities Authorised
	Navigation – NDB private instrument endorsement	Conduct en route navigation, including holding, under the IFR using a non-directional beacon navigation system
	Navigation – VOR/LLZ private instrument endorsement	Conduct en route navigation, including holding, under the IFR using a VHF omni range/localiser navigation system
	Navigation – GNSS private instrument endorsement	Conduct en route navigation, including holding, under the IFR using a global navigation satellite system
	Part 3—Departure endorsements	
	Endorsement	Activities Authorised
	Departure – single engine aircraft private instrument endorsement	Conduct a take-off and departure, other than a standard instrument departure, under the IFR in a single engine aircraft
	Departure – multi engine aeroplane private instrument endorsement	Conduct a take-off and departure, other than a standard instrument departure, under the IFR in a multi-engine aeroplane
	Departure – multi engine helicopter private instrument endorsement	Conduct a take-off and departure, other than a standard instrument departure, under the IFR in a multi-engine helicopter
	Departure – powered lift aircraft private instrument endorsement	Conduct a take-off and departure, other than a standard instrument departure, under the IFR in a powered lift aircraft

	Departure – airship private instrument endorsement	Conduct a take-off and departure, other than a standard instrument departure, under the IFR in an airship
	Standard instrument departure private instrument endorsement	Conduct a take-off and departure, including a standard instrument departure, under the IFR
	Part 4—Approach/arrival endorsements	
	STAR private instrument endorsement	Conduct an arrival under the IFR using a procedure published in the AIP and a navigation system for which the pilot holds an endorsement mentioned in column 1 of an item in Part 2 of this table
	Approach – NDB private instrument endorsement	Conduct an instrument approach and landing under the IFR using a non-directional beacon navigation system
	Approach – VOR/LLZ private instrument endorsement	Conduct an instrument approach and landing under the IFR using a VHF omni range/localiser navigation system
	Approach – DME or GNSS arrival procedure private instrument endorsement	Conduct an instrument approach and landing under the IFR using distance measuring equipment or a global navigation satellite system
	Approach – RNP APCH2D private instrument endorsement	Conduct a required navigational performance instrument approach without vertical guidance using: <ul style="list-style-type: none"> • a global navigation satellite system; or • another kind of area navigation based system
	Approach – RNP APCH3D private instrument endorsement	Conduct a required navigational performance instrument approach using barometric aided vertical guidance

	<p>Approach – ILS private instrument endorsement</p>	<p>Conduct an instrument approach and landing, using:</p> <ul style="list-style-type: none"> • an instrument landing system; or • a microwave landing system; or • a global navigation satellite system with ground based augmentation
	<p>Part 5—Approach/arrival endorsements—category specific</p>	
	<p>Approach and landing – multi-engine aeroplane private instrument endorsement</p>	<p>Conduct an instrument approach and landing under the IFR in a multi-engine aeroplane using a navigation system for which the pilot holds an instrument approach endorsement</p>
	<p>Approach and landing – multi engine helicopter private instrument endorsement</p>	<p>Conduct an instrument approach and landing under the IFR in a multi-engine helicopter using a navigation system for which the pilot holds an instrument approach endorsement</p>
	<p>Part 6—Night endorsement</p>	
<p>Night private instrument endorsement</p>	<p>Pilot an aircraft under the IFR at night</p>	

10.3.3 Night VFR Rating

The Night VFR Rating (NFVR) extends the privileges of a PPL or higher licence with Day VFR only privileges to operate during night hours (as defined in the AIP). Whilst the aeroplane category endorsements are listed by class, that is single and multi-engine, the helicopter category does not.

The Night VFR is issued by a Flight Examiner but can be revalidated by a Flight Instructor by a Flight Review. It is expected holders observe the general competency rule under Part 61 which may require more than the minimum recency requirements to maintain a safe level of operation.

The Night VFR is also a required pre-requisite rating for the issue of a Night Vision Imaging System Rating Grade 2 and 1 endorsements.

Night VFR Rating	
Licence Level Pre-requisite	Applicant must hold a Private Pilot Licence or higher (CASR 61.975 (1)(a))
Aeronautical Knowledge	No mandatory knowledge examination is required
Requirements for the issue of NVFR	An applicant for a NVFR rating (61.975) must meet the requirements: <ol style="list-style-type: none"> 1. For at least one endorsement mentioned in column 1 of an item in table 61.980 2. completed flight training for the rating; 3. met the aeronautical experience requirements; and 4. passed the flight test mentioned in the Part 61 Manual of Standards for the Night VFR Rating
Issued by	Flight Examiner
Who is authorised to conduct the flight test	FLIGHT EXAMINER holding a valid Flight Examiner Rating with a NVFR RATING FLIGHT TEST endorsement <i>for the category</i> . The Flight Examiner must have held a valid Class 1 Medical IAW 61.415 at the time the Flight Test was undertaken.
Documentation	Application form for Night VFR Rating use Form 61-2I .
Aeronautical Experience Requirements	The applicant must meet the aeronautical experience requirements outlined in 61.975. The applicant must have aeronautical experience that includes: <ol style="list-style-type: none"> 1. at least 10 hours at night as a pilot including at least 5 hours of dual cross-country time

	2. dual cross-country flight time must comprise at least 2 flights – one landing at an aerodrome other than the aerodrome from which the flight began	
Endorsements on the Rating	Part 1—Aircraft category/class endorsements	
	Endorsement	Activities Authorised
	Single engine aeroplane night VFR endorsement	Pilot an aeroplane of the single engine aeroplane class at night under the VFR
	Multi engine aeroplane night VFR endorsement	Pilot an aeroplane at night under the VFR
	Helicopter night VFR endorsement	Pilot a helicopter at night under the VFR
	Powered lift aircraft night VFR endorsement	Pilot a powered lift aircraft at night under the VFR
	Gyroplane night VFR endorsement	Pilot a gyroplane at night under the VFR
	Airship night VFR endorsement	Pilot an airship at night under the VFR

10.3.4 Pilot Instructor Rating

Part 61 allows Instructor Rating privileges to Private Pilots, however the endorsements available to them are limited*.

Part 61 includes a Simulator Instructor Rating under the Pilot Instructor Rating which restricts holders without a Flight Instructor Rating to give instruction in Flight Simulation Training devices only. But all the same endorsements that apply to Flight Instructors apply to the Simulator Instructor Rating.

To give flying training for the issue of a licence and the associated category rating requires Grade 3, 2 or 1 training endorsements.

The endorsements available on the rating gives applicants the choice to select an endorsement that reflects their area of speciality without having to undergo unnecessary training e.g. Type Rating training endorsement which is type specific.

There are no hour requirements for a course of training to become a flight instructor however 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 they wish to hold.

*Private Pilots holding an Instructor Rating are limited to give instruction for and issue Design Feature and Flight Activity Endorsements.

Flight Instructor Rating	
Licence Level Pre-requisite	Applicant must hold a Private Pilot Licence or higher (CASR 61.1185 (1) (a))
Requirements for the issue of FIR	<p>An applicant for a Flight Instructor rating (61.1185) must have passed the aeronautical examination for the flight instructor rating, other than ADF instructors -</p> <ul style="list-style-type: none"> • The grant of at least one training endorsement • completed flight training for the rating • passed the flight test mentioned in the Part 61 Manual of Standards for the flight instructor • met the aeronautical experience requirements
Issued by	Flight Examiner
Who is authorised to conduct the flight test	<p>FLIGHT EXAMINER holding a valid Flight Examiner Rating with a FLIGHT INSTRUCTOR RATING endorsement <i>for the category</i>.</p> <p>The Flight Examiner must have held a valid Class 1 Medical IAW 61.415 at the time the Flight Test was undertaken.</p>
Documentation	Application form for Flight Instructor Rating use Form 61-2I .
Aeronautical Experience Requirements	<p>The applicant must meet the aeronautical experience requirements outlined in 61.1185 – in an aircraft of the same category as the aircraft used for the flight test* (see note below)</p> <p>If the aircraft used for the flight test is a helicopter-;</p> <p>The applicant must have aeronautical experience that includes:</p> <ol style="list-style-type: none"> a. at least 250 hours flight time as a pilot; and b. at least 100 hours flight time as pilot in command; <p>In any other case:</p> <ol style="list-style-type: none"> c. at least 200 hours flight time as a pilot; and d. at least 100 hours flight time as pilot in command <p>Note: These Aeronautical Experience requirements are required by the applicant at the time they commence training.</p> <p>*Note: See 61.1185 (3) for alternate requirements</p>

SIM Instructor Rating	
Licence Level Pre-requisite	Applicant must hold a Commercial Pilot Licence or higher (CASR 61.1210 (1) (a)).
Requirements for the issue of SIM Instructor Rating	<p>An applicant for a Simulator Instructor rating (CASR 61.1210) must meet the requirements for;</p> <ol style="list-style-type: none"> 1. An applicant for a simulator instructor rating must: <ol style="list-style-type: none"> a. hold a commercial pilot licence or air transport pilot licence; and b. meet the requirements for the grant of at least one training endorsement. 2. The applicant must also have: <ol style="list-style-type: none"> a. passed the aeronautical knowledge examination for the simulator instructor rating; and b. completed flight training for the rating; and c. passed the flight test mentioned in the Part 61 Manual of Standards for the simulator instructor rating. 3. The applicant must also: <ol style="list-style-type: none"> a. have completed an approved course of training in principles and methods of instruction; or b. hold a Certificate IV in Training and Assessment; or c. hold a tertiary qualification in teaching. 4. Despite paragraph 61.245 (1) (a), the flight test must be conducted in an approved flight simulation training device for the flight test.
	Flight Examiner
Who is authorised to conduct the flight test	Flight Examiner holding a valid Flight Examiner Rating with a Flight Instructor Rating Flight Test .
Documentation	Application form for Simulator Instructor Rating use Form 61-21 .

Pilot Instructor Rating Endorsements		
Endorsements on the Rating	Part 1—Aircraft category/class endorsements	
	Endorsement	Activities Authorised
	Grade 1 training endorsement (category specific)	<p>Activities authorised by grade 2 instructor training endorsement</p> <p>Supervise holders of grade 2 and grade 3 training endorsements in the conduct of flight training in an aircraft of the specified category</p>
	Grade 2 training endorsement (category specific)	<p>Activities authorised by grade 3 training endorsement</p> <p>Approve a student pilot to conduct a solo flight in an aircraft of the specified category</p> <p>Conduct flight training for an aircraft class rating for aircraft of the specified category</p> <p>Assess a knowledge deficiency report for the grant of a pilot licence</p>
Grade 3 training endorsement (category specific other than aeroplanes)	<p>Conduct flight training for the specified aircraft category rating</p> <p>Conduct flight training for a recreational pilot licence, private pilot licence or commercial pilot licence, other than basic instrument flight training</p> <p>Conduct flight training for a recreational pilot licence endorsement</p> <p>Approve student pilot to conduct a solo flight in an aircraft of the specified category, other than the student's first solo flight in an aircraft of that category</p> <p>Conduct flight training for a single-engine aircraft class rating for aircraft of the specified category</p>	

	<p>Grade 3A training endorsement (aeroplane)</p>	<p>Conduct flight training for the aeroplane category rating</p> <p>Conduct flight training for a recreational pilot licence, private pilot licence or commercial pilot licence, other than basic instrument flight training</p> <p>Conduct flight training for a recreational pilot licence endorsement</p> <p>Approve a student pilot to conduct a solo flight in an aeroplane, other than the student's first solo flight in an aeroplane</p> <p>Conduct flight training for a single-engine aeroplane class rating</p>
	<p>Multi-crew pilot training endorsement</p>	<p>Conduct flight training for a multi-crew pilot licence or air transport pilot licence</p> <p>Conduct training in multi-crew cooperation</p>
	<p>Type rating training endorsement (type specific)</p>	<p>Conduct flight training for the pilot type rating or cruise relief co-pilot type rating for aircraft of the specified type</p> <p>Conduct differences training for variants of the specified aircraft type</p>
	<p>Class rating training endorsement (class specific)</p>	<p>Conduct flight training for an aircraft class rating for aircraft of the specified class</p>
	<p>Design feature training endorsement</p>	<p>Conduct flight training for any design feature endorsement that the holder holds</p>

Part 2 – Training for Operational Ratings	
Endorsement	Activities Authorised
Instrument rating training endorsement (category specific)	Conduct flight training for an instrument rating, private instrument rating, instrument endorsement or private instrument endorsement in an aircraft of the specified category Conduct basic instrument flight training for an aircraft of the specified category
Night VFR rating training endorsement (category specific)	Conduct flight training for a night VFR rating or night VFR endorsement in an aircraft of the specified category Conduct basic instrument flight training for an aircraft of the specified category
Night vision imaging system rating training endorsement	Conduct flight training for a night vision imaging system rating or night vision imaging system endorsement
Low-level rating training endorsement (category specific)	Conduct flight training for a low-level rating in an aircraft of the specified category Conduct flight training for a low-level endorsement, except an endorsement mentioned in items 8 or 9 of table 61.1075, for the specified aircraft category
Aerial application rating (day) training endorsement (category specific)	Conduct flight training for an aerial application rating in an aircraft of the specified category Conduct flight training for an aerial application endorsement mentioned in Part 1 or 2 of table 61.1120 for the specified aircraft category

	<p>Aerial application rating (night) training endorsement (category specific)</p>	<p>Conduct flight training for an aerial application rating in an aircraft of the specified category</p> <p>Conduct flight training for an aerial application endorsement mentioned in Part 3 of table 61.1120 for the specified aircraft category</p>
	<p>Instructor rating training endorsement (category specific)</p>	<p>Conduct flight training for a flight instructor rating, simulator instructor rating or training endorsement in an aircraft of the specified category</p>
	<p>Multi-engine aeroplane class rating instructor training endorsement</p>	<p>Conduct flight training for a class rating (multi engine aeroplane) training endorsement</p>
Part 3 – Training for Flight Activity and Low Level Endorsements		
	Endorsement	Activities Authorised
	<p>Sling operations training endorsement</p>	<p>Conduct flight training for a sling operations endorsement</p>
	<p>Winch and rappelling operations training endorsement</p>	<p>Conduct flight training for a winch and rappelling operations endorsement</p>
	<p>Spinning training endorsement</p>	<p>Conduct flight training for a spinning flight activity endorsement</p>
	<p>Aerobatics training endorsement</p>	<p>Conduct flight training for any of the following endorsements:</p> <p>(a) aerobatics flight activity endorsement;</p> <p>(b) aerobatics (1 500) flight activity endorsement;</p> <p>(c) aerobatics (1000) flight activity endorsement</p> <p>(d) aerobatics (500) flight activity endorsement;</p> <p>(e) aerobatics (unlimited) flight activity endorsement;</p>

		(f) formation aerobatics flight activity endorsement
	Formation (aeroplane) training endorsement	Conduct flight training for a formation flying (aeroplane) flight activity endorsement
	Formation (helicopter) training endorsement	Conduct flight training for a formation flying (helicopter) flight activity endorsement
	Formation aerobatics training endorsement	Conduct flight training for a formation aerobatics flight activity endorsement

10.3.5 Aerial Application Rating

The Aerial Application provides privileges for flight crew conducting operations which require application of chemicals or water etc. from an aircraft. This can be crop spraying, water bombing of fires etc.

Water bombing of fires draws privileges from the Firefighting Endorsement on the rating. This has been done to provide a means by which flight crew whom do not engage in agricultural spraying operations can obtain a qualification specific to aerial firefighting operations.

In addition to the endorsements flight crew hold on the rating they must ensure they meet state-based regulations for the dispersion of chemicals from aircraft.

Aerial Application Rating	
Licence Level Pre-requisite	Applicant must hold a Commercial Pilot Licence or higher (CASR 61.1115 (1)(a).
Requirements for the issue of Aerial Application Rating	<p>1An applicant for an aerial application endorsement mentioned in column 1 of an item of table 61.1120 must hold:</p> <ul style="list-style-type: none"> a. an aerial application rating; and b. the rating or endorsement mentioned in column 3 of the item. <p>2The applicant must also have:</p> <ul style="list-style-type: none"> c. completed flight training for the endorsement; and d. met the aeronautical experience requirements mentioned in column 3 of the item; and e. passed the flight test mentioned in the Part 61 Manual of Standards for the endorsement; and f. for an endorsement mentioned in column 1 of an item in Part 1 or 2 of table 61.1120:

	<p>g. met the requirements for the grant of the low-level endorsement for an aircraft of the relevant category; and</p> <p>h. passed the aeronautical knowledge examination for the endorsement.</p>	
Issued by	Flight Examiner	
Who is authorised to conduct the flight test	<p>Flight Examiner holding a valid Flight Examiner Rating with an Aerial Application Flight Test endorsement <i>for the category</i></p> <ul style="list-style-type: none"> The Flight Examiner must have held a valid Class 1 Medical IAW 61.415 at the time the Flight Test was undertaken. 	
Documentation	Application form for Aerial Application Rating use Form 61-2I .	
Endorsements on the Rating	Part 1—Aircraft category/class endorsements	
	Endorsement	Activities Authorised
	Aeroplane aerial application endorsement	<p>Pilot an aeroplane conducting an aerial application operation, other than a firefighting operation, below 500 ft AGL by day</p> <p>Pilot an aeroplane conducting a low-level operation</p>
	Helicopter aerial application endorsement	<p>Pilot a helicopter conducting an aerial application operation, other than a firefighting operation, below 500 ft AGL by day</p> <p>Pilot a helicopter conducting a low-level operation</p>
	Gyroplane aerial application endorsement	<p>Pilot a gyroplane conducting an aerial application operation, other than a firefighting operation, below 500 ft AGL by day</p> <p>Pilot a gyroplane conducting a low-level operation</p>
	Part 2 – Firefighting Endorsements	
	Aeroplane firefighting endorsement	Pilot an aeroplane conducting a firefighting operation below 500 ft AGL

		Pilot an aeroplane conducting a low-level operation
	Helicopter firefighting endorsement	<p>Pilot a helicopter conducting a firefighting operation below 500 ft AGL</p> <p>Pilot a helicopter conducting a low-level operation</p>
Part 3 - Night Aerial Application endorsements		
	Endorsement	Activities Authorised
	Night Aeroplane aerial application endorsement	<p>Pilot an aeroplane conducting an aerial application operation below 500 ft AGL under the VFR at night</p> <p>Pilot an aeroplane under the VFR during a night circuit</p> <p>Pilot an aeroplane under the VFR at night on a flight between the aerodrome at which the flight begins or ends and the area in which the aerial application operation is to take place</p>
	Night Helicopter aerial application endorsement	<p>Pilot a helicopter conducting an aerial application operation below 500 ft AGL under the VFR at night</p> <p>Pilot a helicopter under the VFR during a night circuit</p> <p>Pilot a helicopter under the VFR at night on a flight between the aerodrome at which the flight begins or ends and the area in which the aerial application operation is to take place</p>
	Night Gyroplane aerial application endorsement	<p>Pilot a gyroplane conducting an aerial application operation below 500 ft AGL under the VFR at night</p> <p>Pilot a gyroplane under the VFR during a night circuit</p> <p>Pilot a gyroplane under the VFR at night on a flight between the</p>

		aerodrome at which the flight begins or ends and the area in which the aerial application operation is to take place
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10.3.6 Flight Examiner Rating

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 issues all qualifications except the issue of a licence and the associated category rating.

Flight Examiners also hold the privilege to revalidate operational ratings requiring proficiency checks. The privileges a Flight Examiner holds are given by way of endorsements.

Flight Examiner Ratings are issued and revalidated by CASA. CASA requires Flight Examiners to undertake a mandatory periodic professional development program to maintain the privileges of the rating.

Process for the application and issue of a Flight Examiner Rating:

Step 1: Applicant applies to CASA via [Form 61-FER](#) to the FTO for assessment of qualifications and approval to undertake training.

Step 2: If successful applicant must pay the fee prior to commencing training.

Flight Examiner Rating	
Licence Level Pre-requisite	Applicant must hold a Commercial or Air Transport pilot Licence (61.1290 (1)(a)).
Aeronautical Knowledge	No aeronautical examination for the rating is required.
Requirements for the issue of a Flight Examiner Rating	<p>An applicant for a Flight Examiner rating must meet the requirements for the grant of: (61.1290 (1)(b))</p> <ol style="list-style-type: none"> 1. at least one flight test endorsement 2. completed a course of training for the rating that: <ol style="list-style-type: none"> a. is conducted by CASA or the holder of an approval under regulation 61.040 to conduct the course; and b. includes the content mentioned in the Part 61 Manual of Standards for the course; and c. passed the flight test mentioned in the Part 61 Manual of Standards for the flight examiner rating; and d. successfully completed an interview conducted by CASA.

	Note: An applicant successfully completes an interview if the applicant satisfies CASA that he or she has the necessary skills and experience to be granted a flight examiner rating.
Issued by	CASA
Who is authorised to conduct the flight test	CASA or a 61.040 approval holder will issue and revalidate Flight Examiner Ratings
Documentation	Application form for Flight Examiner Rating use 61-FER .
Privileges	<p>A flight examiner is authorised:</p> <ul style="list-style-type: none"> a. to conduct flight tests for the grant of: <ul style="list-style-type: none"> i. pilot licences; and ii. ratings on pilot licences, other than cruise relief flight engineer type ratings; and iii. endorsements on pilot licences; and b. to grant to holders of pilot licences: <ul style="list-style-type: none"> i. ratings, other than: <ul style="list-style-type: none"> ii. flight examiner ratings; and iii. cruise relief flight engineer type ratings; and iv. endorsements, other than flight test endorsements; and c. to conduct the following proficiency checks for holders of pilot licences: <ul style="list-style-type: none"> i. instrument proficiency checks; ii. night vision imaging system proficiency checks; iii. aerial application proficiency checks; iv. instructor proficiency checks; v. operator proficiency checks; and vi. to conduct assessments of English language proficiency for Level 6. <p>Note: A flight examiner is authorised to conduct a flight test in an aircraft only if the flight test for the examiner’s flight examiner rating was conducted in an aircraft.</p>
Limitations	There are a range of limitations applicable to the Flight Examiner Rating. Please see Part 61.U for a full listing of limitations.

Endorsements on the Rating	Part 1—Flight test endorsements	
	Endorsement	Activities Authorised
	Private pilot licence flight test endorsement (category specific)	<p>Conduct a flight test for any of the following authorisations in an aircraft of the specified category:</p> <ul style="list-style-type: none"> a. recreational pilot licence; b. private pilot licence; c. the specified aircraft category rating on a recreational pilot licence or private pilot licence; d. single engine aeroplane class rating; e. single engine helicopter class rating; f. single engine gyroplane class rating; g. airship class rating
	Commercial pilot licence flight test endorsement (category specific)	<p>Conduct a flight test for an authorisation mentioned in column 2 of item 1.</p> <p>Conduct a flight test for any of the following authorisations in an aircraft of the specified category:</p> <ul style="list-style-type: none"> a. commercial pilot licence; b. the specified aircraft category rating on a commercial pilot licence
	Air transport pilot licence flight test endorsement (category specific)	<p>Conduct a flight test for any of the following authorisations in an aircraft of the specified category:</p> <ul style="list-style-type: none"> a. multi crew pilot licence; b. air transport pilot licence;

		<ul style="list-style-type: none"> c. the specified aircraft category rating on an air transport pilot licence; d. if the aeroplane category is specified—multi engine aeroplane class ratings; e. instrument rating
	Multi-engine aeroplane class rating flight test endorsement	Conduct a flight test for a multi-engine aeroplane class rating
	Type rating flight test endorsement (type specific)	<p>Conduct a flight test for either of the following ratings in an aircraft of the specified type:</p> <ul style="list-style-type: none"> a. pilot type rating; b. cruise relief co-pilot type rating
	Instrument rating flight test endorsement (category specific)	<p>Conduct a flight test in an aircraft of the specified category for any of the following:</p> <ul style="list-style-type: none"> a. instrument rating; b. private instrument rating; c. instrument endorsement; d. private instrument endorsement <p>Conduct an instrument proficiency check in an aircraft of the specified category</p>
	Night VFR rating flight test endorsement (category specific)	Conduct a flight test for a night VFR rating or night VFR endorsement in an aircraft of the specified category
	Night vision imaging system rating flight test endorsement	<p>Conduct a flight test for a night vision imaging system rating or night vision imaging system endorsement</p> <p>Conduct a night vision imaging system proficiency check</p>

	Low level rating flight test endorsement (category specific)	Conduct a flight test for a low level rating or low level endorsement in an aircraft of the specified category
	Aerial application rating flight test endorsement (category specific)	Conduct a flight test for any of the following in an aircraft of the specified category: <ul style="list-style-type: none"> a. aerial application rating; b. aerial application endorsement; c. low level rating; d. low level endorsement Conduct an aerial application proficiency check in an aircraft of the specified category
	Flight instructor rating flight test endorsement (category specific)	Conduct a flight test for any of the following in an aircraft of the specified category: <ul style="list-style-type: none"> a. flight instructor rating; b. simulator instructor rating; c. training endorsement Conduct an instructor proficiency check in an aircraft of the specified category
Part 2—Other flight examiner endorsements		
	English language assessment endorsement	Conduct a level 6 aviation English language proficiency assessment Conduct a general English language proficiency assessment

10.3.7 Low Level Rating

A Low Level Rating provides the holder privileges to conduct an operation in an aircraft below 500ft AGL. Helicopter operations for winching and rappelling and sling loads which in the past have been classed as “special design feature endorsements” require flight crew to hold a Low Level Rating with endorsements for those operations.

Low level Rating					
Licence Level Pre-requisite	Applicant must hold a Private Pilot Licence or higher (CASR 61.1070 (1)(a)).				
Requirements for the issue of Low level Rating 61.1070	<p>3. An applicant for a low-level rating must:</p> <ul style="list-style-type: none"> a. hold a private pilot licence, commercial pilot licence or air transport pilot licence; and b. meet the requirements for the grant of at least one endorsement mentioned in Part 1 of table 61.1075; and c. have passed the flight test mentioned in the Part 61 Manual of Standards for the low-level rating. d. Despite paragraph 61.245 (1)(a), the flight test must be conducted in an aircraft. e. The holder of an aerial application rating is taken to meet the requirements for the grant of, and to have applied for, a low-level rating. 				
Issued by	Flight Examiner				
Who is authorised to conduct the flight test	FLIGHT EXAMINER holding a valid flight examiner rating with a LOW LEVEL FLIGHT TEST or AERIAL APPLICATION FLIGHT TEST				
Documentation	Application form for Low Level Rating use Form 61-2I .				
Endorsements on the Rating	Low Level Endorsements				
Part 1 – General					
	<table border="1"> <thead> <tr> <th>Endorsement</th> <th>Activities Authorised</th> </tr> </thead> <tbody> <tr> <td>Aeroplane low-level endorsement</td> <td>Conduct a low-level operation in an aeroplane, other than an operation mentioned in Part 2 of table 61.1075</td> </tr> </tbody> </table>	Endorsement	Activities Authorised	Aeroplane low-level endorsement	Conduct a low-level operation in an aeroplane, other than an operation mentioned in Part 2 of table 61.1075
Endorsement	Activities Authorised				
Aeroplane low-level endorsement	Conduct a low-level operation in an aeroplane, other than an operation mentioned in Part 2 of table 61.1075				

	Helicopter low-level endorsement	Conduct a low-level operation in a helicopter, other than an operation mentioned in Part 2 of table 61.1075
	Powered-lift aircraft low-level endorsement	Conduct a low-level operation in a powered-lift aircraft, other than an operation mentioned in Part 2 of table 61.1075
	Gyroplane low-level endorsement	Conduct a low-level operation in a gyroplane, other than an operation mentioned in Part 2 of table 61.1075
Part 2 – Specific low-level activities		
	Aerial mustering – aeroplane endorsement	Conduct an aerial mustering operation in an aeroplane
	Aerial mustering – helicopter endorsement	Conduct an aerial mustering operation in a helicopter
	Aerial mustering – gyroplane endorsement	Conduct an aerial mustering operation in a gyroplane
	Sling operations endorsement	Conduct a sling load operation in a helicopter
	Winch and rappelling operations endorsement	Conduct a winch or rappelling operation in a helicopter

11 Certificate of Validation

11.1 Introduction of Types of Authorisations Available to Overseas Pilots

Under the Civil Aviation Safety Regulations 1998 (CASR) no person may act as flight crew of an Australian registered aircraft unless he or she holds an appropriate “civil aviation authorisation” issued under the CASR. The authorisation may be called a, licence, certificate, or rating.

Various types of authorisations are available to qualified foreign pilots who hold an ICAO licence and wish to fly Australian-registered aircraft either in Australia or overseas (see the ICAO website for a list of Contracting States).

‘Colonies’ of existing ICAO contracting states are not deemed to be contracting states themselves and therefore flight crew licences issued by them are not ICAO endorsed. For example, a Falklands Island Flight Crew Licence is not ICAO endorsed.

The CASA website provides guidance to overseas pilots who wish to obtain Australian flight crew licences under “*For the Aviation Industry— Exams and licences—Recognition of Overseas Qualifications*”.

Holders of New Zealand professional licences have the option of applying for recognition under the Trans-Tasman Mutual Recognition Act 1997 (TTMRA). See Chapter 13 Issuing Australian Flight Crew Licences under the TTMRA.

11.2 Verification of Overseas Licenses and Ratings

Flight crew licences and aircraft, type ratings endorsed on an overseas licence or certificate must be verified by CASA with the issuing regulatory authority before issuing an Australian equivalent licence or rating.

Delays may be experienced while awaiting replies from overseas regulatory authorities. Applicants need to take this into account when applying for licences, recognition of qualifications or certificates of validation.

Note: Verification reports received from a national aviation authority are valid for 6 months from the date the report was issued. After this time CSC will require an updated verification report from the national aviation authority to be able to assess the application

11.3 Right of Entry into Australia and Work Permits

The conditions covering the right of entry into Australia and work permits are determined by the Department of Home Affairs. Overseas pilots desiring to enter Australia should address enquiries about entry visas and work permits to Department of Home Affairs through their nearest Australian Embassy, High Commission or Consular Office in their home country.

Background, immigration and confirmation of licence/qualification checks will be conducted for all applicants for a flight crew licence.

11.4 Privileges of a CoV

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. 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.

- Examples of Privileges
 - Fly an Australian-registered aircraft which is based overseas
 - Ferry an Australian-registered aircraft overseas, between overseas countries or from overseas to Australia
 - Conduct demonstration flights in an Australian-registered aircraft in Australia and overseas
 - Foreign pilots who conduct type rating training of Australian flight crew on Australian-registered aircraft
 - Undertake type rating training with an approved Part 142 training provider
 - A combination of the above

Note: 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

11.5 Types of CoV's

11.5.1 CoV for Private Day VFR Operations

This certificate permits the holder to conduct private flying operations under the Day VFR only whilst on holiday in Australia. It does not allow the holder to conduct commercial operational.

11.5.2 CoV for Commercial Operations

Applicants for a commercial CoV may be required to pass an aeronautical knowledge exam/s, for example Commercial Air Law exam. They may also be required to undertake a flight test.

In lieu of the requirement for a theory exam and/or a flight test, the CoV may be issued subject to operational conditions:

- such as the flight crew they are operating with must include an Australian Commercial Pilot or an Air Transport Pilot Licence holder at all times they are operating.
- Or that the CoV is restricted to flights with a particular operator. These conditions will be considered and determined by CASA and will be reflected on the actual certificate.

11.5.3 CoV for Flight Engineers

Flight Engineers seeking a CoV would not be required to pass any exams or licence flight test but would be limited to type specific operations with a nominated company.

11.5.4 Overseas Private Balloon Pilots

CASA does not issue CoVs to overseas private balloon pilots. Pilots seeking validation of an overseas balloon licence for private operations need to contact the Australian Ballooning Federation (ABF).

11.5.5 Overseas Ultralight or Glider Pilots

CASA does not issue CoVs to overseas ultralight or glider pilots. Pilots seeking to operate ultralights in Australia must apply to the:

- a. Recreational Aviation Australia or;
- b. Gliding Federation of Australia

for a pilot certificate.

11.6 Currency of a CoV

Unless otherwise approved by CASA, a CoV expires on whenever any of the following occurs first:

- Expiry of the overseas licence
- Expiry of the overseas medical certificate

The CASRs provide for a CoV to be granted for a period of up to 12 months. If the CoV is required for, say, three weeks, because that is the expected duration of the pilot's visit or the intended operation, you should limit the CoV to that period or, to allow for unforeseen circumstances that may delay an operation, you may issue the CoV valid for four weeks.

In accordance with CASR 61.325, CASA may only renew a current CoV or a CoV which has expired less than 3 months under the following circumstances:

- a. if the person has successfully passed the **aeronautical knowledge examination for the flight crew licence under CASR Part 61 that is equivalent to the overseas flight crew licence** to which this certificate relates; OR
- b. CASA is satisfied that exceptional circumstances justify the renewal. Such circumstances would include there being no published standard in the Part 61 MOS for the examination for the licence or an emergency operational need exists, such as aerial firefighting operations.

11.7 Prerequisites for Issue of a CoV

11.7.1 Applicant

- Holds a valid and current overseas licence (ICAO) and medical certificate:
 - Issued by the same regulatory authority

- Appropriate to the operations the pilot wants to conduct in Australia; e.g. if the pilot wants to engage in commercial VFR operations, he or she must hold at least a CPL.
- be rated for the relevant category type or class of aircraft that is on their foreign licence
 - This must be confirmed with the issuing regulatory authority by email or fax
- Passes any examination or tests that CASA considers necessary in the interests of the safety of air navigation

Note: In some cases the requirement to pass an examination or flight test may be waived in favour of operational conditions that limit the circumstances under which the holder may exercise the privileges of the CoV; these conditions must be stated on the certificate.

- A current ICAO Level 4 ELP standard or higher
- Is deemed to be a fit and proper person to hold the CoV (refer CASR 11.055)
- Hold an Aviation Security Status Check (refers Aviation Transport Security Regulations 2005 regulation 6.55 and 6.59 refers)
- Has paid the appropriate fee

11.7.2 Aeronautical Experience

The pilot is not required to satisfy the Australian aeronautical experience requirements if the applicant holds the equivalent or higher class of licence overseas. However, CASA reserves the right to determine if an applicant will need to pass an exam or flight test in the interests of the safety of air navigation.

11.7.3 Medical Certificate

The overseas pilot requires a valid and current overseas medical certificate issued by the same authority that issued the overseas pilot licence. A CoV is valid and current only while the overseas licence and medical certificate are current. An Australian medical certificate cannot be used in lieu of an expired overseas medical certificate.

11.7.4 English Language Proficiency

CoVs may only be issued to an applicant whose English language proficiency is assessed to at least ICAO level 4 standards. Before granting the CoV, the applicant will need to present to CASA their overseas licence endorsed with English language proficiency to at least level 4 standards. Alternatively, the applicant can obtain an English language assessment from an authorised assessor in Australia

11.7.5 Conditions on the Issue of a CoV

CASR Subpart 61.C specifies the preconditions for the issue of a CoV.

These conditions must be met prior to the issue of the CoV. This means that if an Overseas Conversion exam is imposed on the applicant under CASR 61.290(2)(b) and 61.290(4), the requirement must be met prior to the issue.

CASR 11.056 empowers CASA to impose conditions on a CoV which are deemed to be in the interest of safety. The conditions must not undermine the validity of the CoV; they may only limit the circumstances under which the holder may exercise the privilege of the Certificate. The standard conditions are summarised in CoV Reference Table. All conditions must be stated on the CoV.

Examples of the conditions you may impose include that the CoV is valid only:

- While the holder is accompanied by the holder of an Australian CPL(A) with a command (aeroplane) instrument rating and a command type rating for the type or class.
- For co-pilot duties with {name of aviation company}
- For the purpose of ferrying {type of aircraft} from {port of departure} to {port of arrival} on {date}
- Only if all flights are authorised by the chief pilot of the aviation company
- Only if all flights are conducted in Class G airspace and outside CTAF(R)s.

11.8 Flight Reviews/Recency

The holder of a certificate of validation for an overseas flight crew licence that is equivalent to an Australian pilot licence is authorised to pilot an aircraft only if the holder has complied with the recent experience requirements mentioned in CASR 61.395 for the exercise of the privileges of the Australian pilot licence.

The holder of a certificate of validation for an overseas rating that is equivalent to an Australian rating is authorised to pilot an aircraft only if the holder has complied with the recent experience requirements mentioned in CASR 61 for the exercise of the privileges of the Australian rating.

A flight review or revalidation provisions may not be required if:

- The operation is:

- To be conducted entirely overseas
- To be conducted in Australia and the flight crew includes an appropriately qualified Australian pilot
- A ferry operation which:
 - Departs an Australian coastal port to fly directly to an overseas destination
 - Terminates in an Australian coastal port

11.9 Restrictions Imposed on the Overseas Licence/Medical Certificate

As the privileges of a CoV may not exceed the foreign qualifications held, any operational or medical restrictions endorsed on the overseas licence and/or medical certificate must be transferred to the CoV.

11.10 Aircraft Type ratings on a CoV

The CoV must specify the classes and/or aircraft type ratings that the pilot may operate in Australia. If the overseas pilot intends to fly only one or a few types of aircraft, the CoV should be limited to those types.

- The CoV permits the holder to either:
 - Fly Australian-registered aircraft of the class or type for which he or she is already rated on overseas
 - Undergo training for the issue of a new type rating.

11.11 Flight Crew Ratings on a CoV

A prerequisite to undertaking a rating flight test is that the candidate must hold either an Australian Private or higher pilot licence, or a CoV that has equivalent effect.

Rating privileges on a CoV may be subject to operational conditions.

11.12 Application Requirements for a CoV

When applying for a CoV, the overseas pilot must:

- Present a certified/notarised copy of his or her:
 - Licence
 - Medical or validity certificate
 - Logbook/s
 - Completed [Form 61-4COV](#) (Certificate of Validation Application)
 - An official translation of the documentation, if the documentation is in another language

- Evidence of a current ELP 4 – 6 level
- Holds an aviation security status check
- Pay the application processing fee

The applicant needs to advise CASA when the CoV is desired. If the start date is not known by CASA, the CoV will be issued as soon as it can be finalised. Otherwise, the CoV will be issued as close to the date requested. The applicant needs to make clear what the purpose is for requiring a CoV so that it can be assessed and issued with the appropriate conditions and privileges.

Copies (certified/notarised) of logbook pages are required to verify the experience the pilot has accrued on different aircraft types.

11.13 CoV Reference Table

Note: Unless the purpose of the CoV is to allow the pilot to undergo type rating training, the overseas pilot must hold an aircraft type rating that is applicable to the operation on their FCL

CoV Type	Location of Operation	Prerequisites for Issue	Standard Conditions	Comments
Commercial Pilot				
Day VFR	Non-Australian Territory	1. Valid and current foreign licence and medical certificate. 2. Meets standard for Aviation English competency Levels 4, 5 or 6.	As per foreign licence/medical.	Foreign licence and medical to be issued by the same regulatory authority.
	Australian Territory	1. Valid and current foreign licence and medical certificate. 2. Meets standard for Aviation English competency. Levels 4, 5 or 6. 3. Air Law exam* 4. CPL flight test* 5. aeronautical knowledge exam*	1. As per foreign licence/medical. 2. If determined by CASA	

CoV Type	Location of Operation	Prerequisites for Issue	Standard Conditions	Comments
IFR	Non-Australian Territory	<ol style="list-style-type: none"> Valid and current foreign licence and medical certificate. Foreign IFR rating. Meets standard for Aviation English competency Levels 4, 5 or 6. 	As per foreign licence/medical.	Foreign licence and medical to be issued by the same regulatory authority.
	Australian Territory	<ol style="list-style-type: none"> Valid and current foreign licence and medical certificate. Foreign IFR rating. Meets standard for English competency Levels 4, 5 or 6. IREX*. Flight test IFR*. 	<ol style="list-style-type: none"> As per foreign licence/medical. If determined by CASA. 	
NVFR	Non-Australian Territory	<ol style="list-style-type: none"> Hold a foreign NVFR or an equivalent qualification Meets standard for English competency Levels 4, 5 or 6 		
	Australian Territory	<ol style="list-style-type: none"> Flight review and an oral quiz NVFR flight test* 		

* At CASA's direction

CoV Type	Location of Operation	Prerequisites for Issue	Standard Conditions	Comments
Instructor	Non-Australian Territory	No recognition	As per foreign licence/medical.	Foreign licence and medical to be issued by the same regulatory authority.
	Australian Territory	<ol style="list-style-type: none"> 1. Valid and current foreign licence and medical certificate. 2. Meets standard for English competency Levels 4, 5 or 6 3. Foreign Instructor rating. 4. AFR 3 exam 5. Air Law exam*. 	<ol style="list-style-type: none"> 1. As per foreign licence/medical. 2. If determined by CASA 	
Aerial Application	Non-Australian Territory	<ol style="list-style-type: none"> 1. Valid and current foreign licence and medical certificate. 2. Meets standard for English competency 	As per foreign licence / medical / rating.	Foreign licence and medical to be issued by the same regulatory authority.
	Australian Territory	<ol style="list-style-type: none"> 1. Valid and current foreign licence and medical certificate. 2. Meets standard for English competency Levels 4,5 or 6 3. Meets minimum hours requirement as per Table in Reg 61.1120 4. Foreign Ag rating. 5. Air Law exam*. 	<ol style="list-style-type: none"> 1. As per foreign licence/medical 2. AG privileges usually tied to a nominated operator. 	

* May be waived at CASA's discretion in lieu of operational conditions being placed on the CoV.

12 Issuing Australian Licences on the Basis of Overseas Qualifications

CASA is not to issue a flight crew licence to an applicant unless the relevant requirements of regulation 6.57 of the Aviation Transport Security Regulations 2005 are met.

12.1 Requirements for the Recognition of Overseas Flight Crew Authorisations

12.1.1 For recognition of an overseas authorisation to issue a Private Pilot Licence (PPL)

In accordance with CASR 61.275, CASA will accept that the requirements for the issue of an Australian flight crew licence with an aircraft rating are met, only if the holder of an overseas flight crew licence (issued by an ICAO Contracting State) with an aircraft category rating and provides evidence that satisfies CASA, that the licence and any rating on it is at least equivalent to the Australian licence and rating being requested.

1. the applicant is at least the minimum age for the grant of the Australian licence; and
2. the applicant holds an authorisation to operate an aircraft radio; and
3. either the applicant's overseas licence states that the applicant has a current ICAO level 4 English language proficiency standard or higher or the applicant has a current aviation English language proficiency assessment.

12.1.2 Recognition of an overseas authorisation for the issue a Commercial Pilot Licence (CPL) , Multi-Crew Pilot Licence (MPL) or Air Transport Pilot Licence (ATPL)

In addition to the requirements for the issue of a CPL, MPL and ATPL can only be issued if;

In addition to 61.275 to meet the requirements a letter will be issued to the applicant stating what can be recognised based off foreign qualifications and also what any other requirements are needed to be issued the equivalent authorisations in Australia.

Note: The expiry for the letters will be 12 months from the date of issue.

12.1.3 Recognition of an overseas authorisation for the grant of an aircraft rating

CASA will accept that the requirements for the issue of an aircraft rating are met, if the holder of an overseas flight crew licence with an aircraft rating provides evidence that satisfies CASA that it is at least equivalent to the Australian aircraft rating being requested and;

1. The applicant holds, or have held an overseas rating; and

2. CASA is satisfied that the applicant has completed the aeronautical experience required for the grant of the Australian rating; and

12.1.4 Recognition of an overseas authorisation for the grant of an operational rating

CASA will accept that the requirements for the issue of an operational rating are met, if the holder of an overseas flight crew licence with an operational rating provides evidence that satisfies CASA that it is at least equivalent to the Australian rating being requested and;

1. a person mentioned in regulation CASR 61.275 (5) certifies in writing that the applicant is competent in each unit of competency mentioned in the Part 61 Manual of Standards for the Australian rating; and
2. the applicant passes the aeronautical knowledge examination for the Australian rating; and
3. CASA is satisfied that the applicant has completed the aeronautical experience required for the grant of the Australian rating; and
4. the applicant passes the flight test mentioned in the Part 61 Manual of Standards for the Australian rating.
5. In addition to 61.275 to meet the requirements a letter will be issued to the applicant stating what can be recognised based off foreign qualifications and also what any other requirements are needed to be issued the equivalent authorisations in Australia
6. **Note:** The expiry for the letters will be 12 months from the date of issue.
7. **Note:** The letter will also state any other requirements that might be required to complete the conversion.

12.1.5 Recognition of an overseas authorisation for the grant of a flight crew licence endorsement

CASA will accept that the requirements for the grant of a flight crew endorsement are met if the holder of an overseas flight crew licence with a flight crew licence endorsement provides evidence that satisfies CASA that it is at least equivalent to the Australian endorsement being requested; and if the requirements for the grant of the endorsement include passing a flight test — the applicant passes the flight test. In addition to 61.275 to meet the requirements a letter will be issued to the applicant stating what can be recognised based off foreign qualifications and also what any other requirements are needed to be issued the equivalent authorisations in Australia.

Note: The expiry for the letters will be 12 months from the date of issue.

CASA does not recognise co-pilot aircraft type ratings under CASR Part 61. This includes other similar limiting remarks such as second-in-command, first officer or P2 that might appear on a foreign licence.

12.1.6 Verification of Overseas Licenses, Ratings and Endorsements

Flight crew licences, aircraft ratings, operational ratings endorsements must be verified by CASA with the issuing regulatory authority before issuing an Australian equivalent. This must be in writing by email or fax.

Delays of a few weeks may be experienced while awaiting replies from overseas regulatory authorities.

Note: Verification reports received from a national aviation authority are valid for 6 months from the date the report was issued. After this time CSC will require an updated verification report from the national aviation authority.

12.1.7 Grant of pilot type ratings on basis of overseas training and assessment

CASA will accept that the requirements of CASR 61.810, the issue of an aircraft type rating, are met if the holder of an Australian flight crew licence provides evidence that satisfies CASA that it is at least equivalent to the Australian rating being requested. CASR 202.278 outlines the requirements for the grant of a pilot type ratings on basis of overseas training and assessment:

1. Training must be conducted by a training provider that is authorised by the national aviation authority of a recognised foreign State to conduct the training, for the grant of an overseas rating; and
2. the applicant has been assessed, by a person who is authorised by the same national aviation authority (that authorised the training provider) of the recognised foreign State to conduct the assessment, as meeting the flight test standard for the grant of the overseas rating; and
3. the training meets the standards specified in the Part 61 Manual of Standards for training for the rating; and
4. the rating, for which the overseas training has be undertaken, is at least equivalent to the Australian rating. Note that CASA no longer issues or recognises co-pilot aircraft type ratings under CASR Part 61. If CASA is not satisfied that the training is at a standard that allows the pilot to fly that type in command, then the type will not be issued.

12.1.8 Recognition of Overseas Training Courses – Flight Simulators

Flight simulators must be qualified under Part 60 of the Civil Aviation Safety Regulations, or in the case of a foreign flight simulator, it must be qualified by their relevant over-sighting National Aviation Authority (NAA). A list of NAAs that are currently recognised by CASA are outlined in AC 60-2. However, other foreign simulator providers that are not on the list may have alternative certificate/s of approvals issued to them from the Federal Aviation Authority, European Aviation Safety Authority or the United Kingdom Civil Aviation Authority to undergo

simulator training and testing; and who employ appropriately qualified training and testing officers also approved by those recognised NAAs.

If an Australian flight crew licence holder can demonstrate, by presenting to CASA relevant certificate/s, exhibiting such approvals issued by one of these authorities, then CASA may well be able to recognise the training received for assessment purposes for issue of an overseas aircraft type rating qualification on a CASA licence. Training for a type rating completed overseas and not on an overseas licence can be recognised by CASA if it is satisfied that it is equivalent to the Australian rating being requested. The applicant must provide certain records (completed and signed) from an overseas training provider that show that the applicant has satisfactorily undergone training and assessment that CASA is satisfied is equivalent to the training and assessment that would be required in Australia for the issue of that type rating.

13 Trans-Tasman Mutual Recognition Act (TTMRA)

Under the Civil Aviation Act 1988 no person may act as flight crew of an Australian registered aircraft unless he or she holds an appropriate “civil aviation authorisation” issued under the Civil Aviation Regulations. The authorisation may be called an authority, licence, certificate, rating, endorsement or another name.

The Trans-Tasman Mutual Recognition Act (TTMRA) 1997 is an agreement made between the governments of New Zealand and Australia which provides for the recognition of each other’s occupations and allows the freedom of individuals to work in either country.

The TTMRA means that with the exception of a few exclusions and exemptions, all goods and business regulatory standards adopted in NZ will be recognised in Australia as if they were Australian standards and vice versa. From an aviation perspective this means that NZ professional flight crew licences (CPL and ATPL) can be a basis upon which the holder may be eligible for the grant of equivalent Australian qualifications.

13.1 Applicant Requirements

13.1.1 Commercial Pilot (Aeroplane or Helicopter) Licence

The applicant:

- is at least 18 years of age
- has contacted the CAANZ and provided them with the required form to release the details of their flight crew licence to CSC
- has an ARN
- holds a current professional New Zealand Flight Crew Licence, which is not suspended, cancelled or restricted
- holds a minimum of Level 4 English Language Proficiency (ELP) rating in accordance with the ICAO Standard on language proficiency for flight crew. If you do not have the minimum acceptable ELP on your NZ licence, you may undertake an assessment in Australia to obtain one – for more information, see the CASA webpage. CASA will not accept a NZ ELP assessment that has not been notated on the actual flight crew licence.
- has completed the Australian Statutory Declaration and has had this document signed by an approved person.
- has the supporting documentation certified as true copies of the original by an approved person, if documents are not certified as part of the Statutory Declaration, including New Zealand licence, medical certificate and logbook pages
- pays the licence fee (refer to payment advice section of [Form 760](#), all fees are AUD). Each licence level and category require a separate fee, for example, CPL(A) & CPL(H) must be paid as separate applications
- has completed [Form 760](#) (TTMRA Application) in full and signed the declaration.

13.1.2 Air Transport Pilot (Aeroplane and Helicopter) Licence

The applicant:

- is at least 21 years of age
- has contacted the CAANZ and provided them with the required form to release the details of their flight crew licence to CSC
- holds a current professional New Zealand Flight Crew Licence, which is not suspended, cancelled or restricted
- holds a current NZ Instrument Rating proficiency check conducted as a multi crew operation on a multi-engine turbine powered aircraft (ATPL Aeroplane Category ONLY)
- holds a current minimum of Level 4 English Language Proficiency assessment (ELP) in accordance with the ICAO Standard on language proficiency for flight crew. If you do not have the minimum acceptable ELP on your NZ licence, you may undertake an assessment in Australia to obtain one – for more information, see the CASA webpage.
- has completed the Australian Statutory Declaration and has had this document signed by an approved person.
- has the supporting documentation certified as true copies of the original by an approved person, if documents are not certified as part of the Statutory Declaration, including New Zealand licence, medical certificate and logbook pages
- pays the licence fee (refer to payment advice section of [Form 760](#), all fees are AUD). Each licence level and category require a separate fee, for example, ATP(A)L & ATP(H)L must be paid as separate applications
- has completed [Form 760](#) (TTMRA Application) in full and signed the declaration.

Note: CASA does not recognise any overseas military qualifications for the issue of Australian qualifications. You must convert these to civilian qualifications with the CAANZ prior to submission to CASA.

Note: A NZ licence holder is required to complete an Application for Licence Verification form from CAA NZ website along with some identification, requesting that CAA NZ release information regarding their licence details to CASA. This needs to be completed before applying for a licence under the TTMRA.

13.1.3 Statutory Declarations (Mandatory with ALL TTMRA Applications)

This application must also be accompanied with a Commonwealth of Australia Statutory Declaration form and signed by an appropriate person.

As the TTMRA represents Commonwealth law, Australian Commonwealth statutory declaration forms MUST be used. State or territory statutory declaration forms will not be accepted. Commonwealth forms may be available at Australia Post Offices, police stations in Australia, or Australian consulates or embassies outside of Australia. Otherwise Statutory Declaration (SD) forms may be accessed from the internet link provided above.

The Statutory Declarations Regulations 1993 provides a list of persons (on the back of a SD form) before whom a declaration can be made. The persons listed are persons holding Australian qualifications or occupations so that, for example, a reference to a legal practitioner is a reference to a legal practitioner registered to practice their occupation in Australia. Therefore, a person presenting a statutory declaration form in New Zealand must make it before a Commonwealth of Australia officer or Australian Consular Officer if they cannot find a person otherwise listed (on the back of the form) who is registered and licensed to practice their profession (or trade) in Australia.

Note: A NZ doctor who is a CASA DAME may not be eligible to sign an Australian Statutory Declaration form. They must be licensed to practice medicine in a state of Australia and must also provide their Australian Medical Practitioners Registration Number in addition to their DAME number.

13.1.4 Required Information for Application Process

13.1.4.1 ARN (Aviation Reference Number) Application (including identification)

An ARN is a requirement before an initial issue of an Australian flight crew licence.

Applications for an ARN should be made on online.

13.1.4.2 Background Security Checks

An Australian flight crew licence may be issued under the TTMRA without an aviation security status (ASSC) check being completed. However, the holder of that licence will only be able to utilise the privileges of the licence once a security check application has been received and processed by CASA (ASIC or AVID application). If the licence holder needs to access a security controlled airport, he/she must hold a current ASIC.

A person, who obtains a flight crew licence under the TTMRA and subsequently fails the ASSC, may have their licence suspended or cancelled. More information on security checks can be found on the ASICs and AVIDs page on the CASA website.

If you wish to use your Australian licence, issued under the TTMRA, as soon as possible, CASA recommends you submit a ASIC application with your TTMRA application (ASIC or AVID application form, depending on your requirements to access a security controlled airport). Security clearances are usually completed within 4-6 weeks however time may vary.

13.1.4.3 Medical Certificate

Applicants cannot exercise the privileges of their Australian Licence once it is issued until they have been issued an Australian medical certificate or are exempted from the requirement.

13.1.5 Required Documentation

The following documents must be submitted to CASA:

- Completed TTMRA Application [Form 760](#)
- Copy of your New Zealand licence – both sides
- Copy of your New Zealand medical certificate – all pages (back and front)
- Correctly completed Australian Statutory Declaration form. If the Statutory Declaration form is not completed correctly, your application may be returned to you without being processed.
- Relevant logbook pages*

NOTE: All documents must either be annexed to the Statutory Declaration form or independently certified as true copies by an appropriate person – see Statutory Declaration section above.

**You are encouraged not to forward photocopied pages from your logbooks that are NOT relevant to the issue of a CASA licence. Only submit copies of those pages (in the logbook) that reflect your last renewal for a particular New Zealand rating and/or aircraft endorsement in the 'Type Rating Certificate' page should be copied and forwarded with the required accompanying statutory declaration and application form.*

13.1.6 Application Process

Complete [Form 760](#) (TTMRA) as per the instructions on the form and relevant parts of this section.

13.1.7 Submission of Application

Submit the Application to CASA via the following methods:

Mail

Civil Aviation Safety Authority
Client Services Centre, GPO Box 2005
CANBERRA ACT 2601

E-mail - applications@casa.gov.au

14 Australian Defence Force

14.1 Introduction

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

For some CASR Part 61 flight crew licence authorisations, suitably qualified ADF members or past members, are taken to have met certain requirements for the issue of some of these flight crew authorisations. This includes some licences, ratings and endorsements.

In all instances, CASA must be satisfied that the ADF qualification is at least equivalent to the CASA licence rating or endorsement being requested.

14.2 Courses Recognised by CASA

CASA only recognises the qualifications of graduates of the ADF flying training courses listed in 14.8 Recognised ADF Qualifications.

14.3 Qualifications

Australian ADF pilots who have graduated a recognised ADF course (as referred to in Section 1.1) 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.

ATPLs

For ATPLs, ADF pilots must obtain the same qualifications as for civilian applicants.

Note: ADF applicants must complete ALL seven ATPL subject exams and meet the minimum aeronautical experience requirements as laid down in the CASRs.

14.4 Aeronautical Experience

ADF applicants must meet the minimum requirements for aeronautical experience specified in the CASRs for the type of licence they apply for.

- Credit may be given for all ADF flying hours recorded in a pilot's service logbook towards the experience requirements for a civilian licence issue.
- ADF pilots record the civilian equivalent of pilot-in command (PIC) hours as Captain and in command under supervision (ICUS) hours as First Pilot (but not logged simultaneously in the Capt(ain) column).
- Only in the case of an ATPL(A), you may consider ICUS hours in lieu of PIC hours.

14.4.1 CPL, PPL & ATPL

As ADF pilots do not undergo a civilian integrated course as set out in the CASRs they must satisfy the experience requirements of a non-integrated course.

14.5 Definition of Pilot Non-Graduates

Pilot non-graduates are applicants who:

- Attended, but did not graduate from a recognised ADF flying course
- Completed only the flight screening stage at BFTS, Tamworth, NSW

14.6 Screening Training at BFTS, Tamworth

The BAe Systems Flight Training (Australia) Pty Ltd Academy at Tamworth, NSW, provides screening for RAAF/RAN/Army trainee pilots. Trainees who attend these screening courses DO NOT obtain any qualification on completion (apart from hours accrued). The screening consists of 15 hours of dual flying time (10 hours for an Army Trainee). There is no PIC or solo flying time, or theory content.

14.7 Qualifications

CASA does not recognise the ADF screening qualifications of trainee pilots, except for aeronautical experience gained.

All non-graduate pilots seeking a civilian licence must meet the requirements of the Part 61 Manual of Standards, which includes a pass in the RPLA or RPLH theory exam before attempting the RPL flight test.

Note: There is no legal capacity to recognise the ADF theory credits obtained by non-graduates.

14.8 Aeronautical Experience

The required aeronautical experience for pilot non-graduates is the same as that for graduates of a recognised ADF course when seeking a civilian licence issue.

14.9 Flight Engineers

Qualified ADF flight engineers may be issued with a civilian flight engineer licence without undergoing further examinations or a flight test.

14.10 Qualifications of Other Non-pilot Graduates

ADF schools also train ADF air traffic controllers, RAAF Air Combat Officers, and RAN Maritime Aviation Warfare Officers. CASA does not recognise these courses towards the issue of a civilian flight crew pilot licence. Therefore, when applying for a licence, these ADF applicants must complete all the training, examinations and flight tests specified in the CASRs at a civilian flight school.

14.11 Table of Conversion of Australian ADF Qualifications

The courses referred to in the table below represent the courses currently conducted by the ADF. Graduates of these courses are deemed to hold an ADF qualification that is equivalent to the class of licence listed in Column 3. Applicants must still meet the aeronautical requirements listed in the CASRs.

Key: BFTS Basic Flight Training School

OFT Operation Flying Training

IFC Introductory Fighter Course

ROBC Army Regimental Officers Basic Course

LFT Navy Lead-In Flying Training

Evidence that a person has graduated from an ADF course may either be in the form of a signed logbook entry and/or a Course Completion Certificate (or a record of attainment report as in the case for Army)

Note: Applicants are still required to meet the experience requirements specified in the for the licence sought.

ADF Qualification	Civil Equivalent	Recognition	Conversion
BFTS Flight Screening	N	Hours for aeronautical experience	N/A
Graduate of BFTS ARA (Army – Basic & intermediate training)	Y	Aeronautical experience PPL(A) if ADF hours meet CASR hours (broken down)	Apply
Graduate of 2FTS - RAAF & RAN	Y	PPL(A) if ADF aeronautical experience meets CASR hours (broken-down)	Apply
Graduate 2FTS + graduate of operational conversion course (RAAF)	Y	CPL(A) if ADF aeronautical experience meets CASR hours (broken-down)	Apply
Army Graduate Helicopter Qualification Course	Y	PPL(H) if has ADF aeronautical experience meets CASR hours (broken-down)	Apply
Navy Graduate of LFT - Lead-in Flying Training (RAN)	Y	CPL(H) if ADF aeronautical experience meets CASR hours (broken-down)	Apply
Army Graduate of ROBC	Y	CPL(H) if ADF aeronautical experience meets CASR hours (broken-down)	Apply
Night	Y	Night VFR	Apply

NVG	Y	NVIS (Grade 1 and 2), for a Grade 1 and 2 must hold a NVFR prior to issue and for Grade 1 an Instrument Rating	Apply
Formation	Y	Formation (A or H)	Apply
Low flying	Y	Low Level Rating	Apply
Aerobatics	Y	Aerobatic flight activity endorsement	Apply
Formation Aerobatics	Y	Formation Aerobatics flight activity endorsement	Apply
Low level Aerobatics	Y	Aerobatics (level to be assessed)	Apply
QFI or QFH	Y	FIR Grades 2 or 3 and specific training endorsements (FIR-Formation Aerobatics will not be considered)	Apply. Must pass a flight test before rating can be granted
ADF Instrument Rating	Y	Instrument Rating	Apply. Must pass IREX and flight test before rating can be
Sling	Y	Low Level Rating with Sling Operations endorsement	Apply
Winch	Y	Low Level Rating with Winching & Rappelling operations endorsement	Apply
Flight Engineer	Y	Flight Engineer Licence	Apply (at least 18 years of age)

14.12 Requirements for the Issue of Operational Ratings

OPERATIONAL RATING	REQUIREMENTS
NIGHT VFR	PPL or higher (meet minimum hours as per CASR Table 91.980)
INSTRUMENT	PPL or higher + IREX + flight test
INSTRUCTOR (QFI OR QHI)	CPL or higher + flight test
NVIS	CPL or higher + as per CASR 61.1025 Table

14.13 Method of Application for a CASR Part 61 Qualification

Graduates of a recognised ADF course lodge their applications for a civilian flight crew licence using Form 61-1ADF Flight Crew Licence Application on the basis of ADF Qualifications.

In addition to 61.285 to meet the requirements a letter will be issued to the applicant stating what can be recognised based off ADF qualifications and also what any other requirements are needed to be issued the equivalent civilian authorisations.

Note: The letter issued on recognition of ADF operational rating qualifications are only valid for 12 months from the day of issue.

Verification of Aeronautical Experience

When applying for a licence ADF applicants must provide evidence of graduation in the form of:

- Certified / Notarised Certificates of completion for Qualifications as a Pilot (aircraft type endorsement, initial and postgraduate flying qualifications, competencies and renewals). You must also include the last three (3) full page opening of your logbook (**do not** submit PMKeys reports or ADO service records).

14.14 Medical Certificates

ADF pilots are required to have a medical certificate issued by CASA when they apply for their civilian licence. The class of medical certificate to be consistent with the class of licence held (i.e. Class 2 for a PPL, Class 1 for a CPL, MPL or ATPL).

14.15 Recording of Civilian Aeronautical Experience

ADF pilots granted a civilian licence may enter their civilian flying hours and qualifications in the service logbook, if desired or permitted to do so by the ADF.

CASA does not require ADF pilots to maintain a separate logbook for civilian flying. However, most ADF pilots elect to do so to avoid confusion about the differences in the way civilian and ADF flight time is logged.

14.16 Table of Recognised Aircraft Ratings – Aeroplanes

As part of their training and subsequent ADF flying duties, the ADF award their pilots First Pilot (day only or day/night) for particular aircraft. These ratings may be recognised as equivalent if they are an aircraft class rating or aircraft type rating however type ratings must be listed in the latest edition of the “*Prescribed of aircraft and ratings*”. Any design features for recognised aircraft as appropriate will be awarded

ADF Endorsement	CASA Aircraft Rating	
Aeroplanes	Aircraft Type or Class	Design Feature
B707	B707-300	<ul style="list-style-type: none"> • Pressurisation system • Retractable undercarriage • Gas turbine engine
Caribou	DHC4	<ul style="list-style-type: none"> • Retractable undercarriage • MPPC
CT4A	Single engine class	<ul style="list-style-type: none"> • MPPC
C47/Dakota	DC3	<ul style="list-style-type: none"> • MPPC • Retractable undercarriage • Tail wheel undercarriage
C130/Hercules C130J/Super Hercules	L-382 Not a recognised aircraft	<ul style="list-style-type: none"> • Retractable undercarriage • Pressurisation system • Gas turbine engine
Falcon 900/DA90	Falcon 50/900	<ul style="list-style-type: none"> • Retractable undercarriage • Pressurisation system • Gas turbine engine

ADF Endorsement	CASA Aircraft Rating	
Aeroplanes	Aircraft Type or Class	Design Feature
HS748	HS748	<ul style="list-style-type: none"> • Retractable undercarriage • Pressurisation system • Gas turbine engine
Nomad	Nomad	<ul style="list-style-type: none"> • Retractable undercarriage • Gas turbine engine
P3 Orion	L-188	<ul style="list-style-type: none"> • Retractable undercarriage • Pressurisation system • Gas turbine engine
PC9	Single engine class	<ul style="list-style-type: none"> • Retractable undercarriage • Gas turbine engine
KC30	A330	<ul style="list-style-type: none"> • Retractable undercarriage • Pressurisation system • Gas turbine engine
KA350	B350/1900	<ul style="list-style-type: none"> • Retractable undercarriage • Pressurisation system • Gas turbine engine
E7A Wedgetail	B737 300-900	<ul style="list-style-type: none"> • Retractable undercarriage • Pressurisation system • Gas turbine engine
PA Poseidon	B737 300-900	<ul style="list-style-type: none"> • Retractable undercarriage • Pressurisation system • Gas turbine engine

14.17 Table of Recognised Aircraft Endorsements Helicopters

ADF Endorsement	CASA Aircraft Rating	
Helicopters	Aircraft Type or Class	Design Feature
Blackhawk	S70	<ul style="list-style-type: none"> • Gas turbine engine
Iroquois/UH-1	Bell 204/205	<ul style="list-style-type: none"> • Gas turbine engine
Kiowa	Bell 206	<ul style="list-style-type: none"> • Gas turbine engine
Seahawk (S70-L)	S70	<ul style="list-style-type: none"> • Gas turbine engine
Sioux	Single engine class	<ul style="list-style-type: none"> • nil
Squirrel	AS350	<ul style="list-style-type: none"> • Gas turbine engine
EC135	EC135	<ul style="list-style-type: none"> • Gas turbine engine
Seahawk Romeo MH60R	S70	<ul style="list-style-type: none"> • Gas turbine engine

15 Flight Crew Examinations

Before a licence may be issued, flight crew must pass a CASA written theory examination for the type of licence they are applying for. However, examinations for student pilots up to RPLA/RPLH are set in accordance with the Part 61 MOS Syllabus and are conducted by the aviation industry. Reference to examinations can be found in the Part 61 MOS.

Examinations for private pilots' licences and higher licences are set and marked by CASA (refer to table below for more information).

The following table lists examinations set by the Civil Aviation Safety Authority Australia and the industry.

Examinations set by the aviation industry	Examinations set by the Civil Aviation Safety Authority Australia
<ul style="list-style-type: none"> • Pre Solo and Pre-area Solo Air Legislation for aeroplanes and helicopters • Basic Aeronautical Knowledge (BAK)* not accepted after 30 June 2019. • RPL exams where approved under CASR Part 61.215 (2) • Sport Aviation Activities • Radiotelephone operator examination (AROCP) • RPL Flight Radio Endorsement • RPL Controlled Airspace endorsement • RPL Controlled Aerodrome endorsement exams • Private IFR Instrument rating where approved under CASR Part 61.215 (2) • Aircraft/helicopter type endorsement • Night VFR and Night VFR Agricultural rating. 	<ul style="list-style-type: none"> • RPLA/RPLH and RPLN (Exam requirement) • Required for a PPL or higher: • Private and commercial pilot licence examinations for all aircraft categories • Air transport pilot licence examinations for aeroplanes and helicopters • Private, commercial and air transport conversion (only available for conversion of overseas licences) • Basic flight engineer examinations • Instrument rating examination (also satisfies the requirements for Private IFR Instrument rating) • Private IFR Instrument rating • Pilot Instructor rating – Common examination • Aerial Application examination.
<p>*The Civil Aviation Authority set this examination prior to March 1992.</p>	

15.1 Examinations Set by Approved Flying Schools

Approved flying schools set and mark the pre-solo and pre-area solo air legislation and RPL exams, Private IFR Instrument rating, [**Note:** To conduct their own 'equivalent' exams for RPL and Private IFR exams requires specific approval under CASR Part 61.215(2). See clause 15.10 below.], aircraft and type endorsements, and night VFR examinations. The candidate's Head of Flight Operations enters the results on the Theory Examination Pass Record section of the candidate's pilot logbook.

Examinations Set by the Civil Aviation Safety Authority Australia

15.2 Flight Crew Licence & Rating exams

CASA uses software called PEXO to deliver flight crew licence and rating examinations. PEXO replaced the previous CyberExam software on 24/09/2013.

PEXO uses the Internet to deliver examinations to authorised venues. Candidates should contact approved Flying Schools (for RPL, PPL and PIFR exams only) or ASPEQ to apply for a sitting, re-schedule any planned examination sessions.

ASPEQ venues and booking information is available on the [ASPEQ website](#).

15.2.1 Re-prints of a Result Advice/Knowledge Deficiency Report (RA/KDR)

Re-prints of RA/KDRs for examinations completed using the PEXO software are available only from the authorised organisation who conducted the examination or from FCL.

Candidates requiring a re-print of an RA/KDR for an examination sat under the old CyberExam system, should contact Flight Crew Licensing, fcl.exams@casa.gov.au and complete [Form 059](#) as they are not available elsewhere.

Unless otherwise advised, KDR reprints will be posted to the candidate's mailing address. They will not be sent electronically. To reduce the numbers of candidates requesting KDRs to be sent electronically.

15.2.2 Candidate's examinations history

Candidates can apply to CASA for a copy of their examination history. This is called a 'Pre-Requisite Report', candidate should complete CASA form 059. This regulatory service attracts a fee which is payable at the time of the application.

Exams stored on the CASA database may be issued within 5 working days. Older examination records may have been stored on hard paper files that have been archived. Searching for older records will attract a fee based on an hourly rate and may take up to 28 working days for results to be issued.

The examination history includes all examinations attempted, passes and failures. It is not CASA policy to issue examination results reflecting passes only.

Requests may be emailed to fcl.exams@casa.gov.au.

Unless otherwise advised, 'Pre-Requisite Reports' will be posted to the candidate's mailing address. Hopefully to reduce numbers of candidates asking these will be sent electronically in the future.

15.3 Professional Examinations

PEXO became available in September 2013 for all flight crew licence examinations, including the professional exams. Aspeq are authorised to conduct all flight crew licence and rating theory exams on behalf of CASA.

15.3.1 Flight Crew Licence exam information

CASR [Part 61 MOS](#), Schedule 3 contains the syllabuses for all examinations, including the KDR references.

CASR [Part 61 MOS](#), Schedule 4 contains the Aeronautical Knowledge Examinations Standards.

More information on all licence and rating exams can be obtained from the Exams page on the CASA website. Regional Office staff requiring additional information about exams should direct their enquiries to:

Section Head, Flight Crew Licensing Section

Telephone: 131 757

Email: fcl.exams@casa.gov.au

15.4 PEXO Exam Locations

Note: There is no technical support available outside Canberra working hours or/and on weekends/public holidays.

Candidates can sit for examinations at the times and locations available through the [ASPEQ website](#).

Examination Type	When	Where	Marked By
RPL	On request, 7 days a week. Contact Aspeq or your flying school for exam times.	Any approved flying school, or through Aspeq	PEXO system

Examination Type	When	Where	Marked By
PPL	On request, 7 days a week. Contact Aspeq or your flying school for exam times.	Any approved flying school, or through Aspeq	PEXO system
CPL	On request through Aspeq Mon–Fri (except public holidays)	Aspeq	PEXO
IREX	On request through Aspeq Mon–Fri (except public holidays)	Aspeq	PEXO system
Private IFR Rating PIFR	On request through Aspeq Mon–Fri (except public holidays)	Aspeq or approved flying schools	PEXO system
ATPL (A) / ATPL (H)	On request through Aspeq Mon–Fri (except public holidays)	Aspeq	PEXO system
Pilot Instructor Rating – Common PIRC	On request through Aspeq Mon–Fri (except public holidays)	Aspeq	PEXO system
Flight Engineer	On request through Aspeq Mon–Fri (except public holidays)	Aspeq For Flight Engineers the applicant must first apply to Aspeq. Hard copy paper will be provided	Written exam, marked by FCL.
Aerial application Rating	On request through Aspeq Mon–Fri (except public holidays)	Aspeq	PEXO system

Note: When PEXO marks an examination, a summary of the results is issued as a Result Advice and Knowledge Deficiency Report (RA/KDR). These must be retained by the candidate and presented at the flight test for the applicable licence.

15.5 How Long are Examination Credits Valid?

A theory examination credit for a particular licence or rating may require a number of subject-parts to be passed within a prescribed period or 'window'. Unless the complete set of passes has been achieved within the prescribed period, no credit shall be recorded as 'perpetual' for that licence or rating exam. Where a candidate has passed some subject-parts, but not all, then no credit may be awarded to them until all subject-parts have been passed within one 'window', e.g. if a candidate passed five of the seven CPL subjects in 2009, then no credit for these old passes can be granted and they would need to pass all seven subjects in a new 'window'.

For the CPL and ATPL examinations, some subject-part examinations (e.g. Navigation) are common for both Aeroplanes and Helicopters.

Once a person has been credited with a pass in a particular examination, or examination series (i.e. all subject parts have been passed within one 'window'), that credit is valid indefinitely.

Note: The prescribed period of time, or 'window', a candidate may use to pass all subject-parts for an examination (e.g. the 7 individual subject-parts for a CPL theory credit). Prior to 31 August 2014, this was a three year period, but with the introduction of Part 61 it has been reduced to a two-year period as specified in CASR 61.225(2).

Note: Other than for an ATPL, all candidates for a licence (RPL/PPL/CPL) or a rating (IR, AGRA, AGRH, PIFR etc.) are required to undertake oral examination of items on the Knowledge Deficiency Report (KDR). A KDR is included with the results of PEXO examinations. This report must be presented to the Examiner at the time of the flight test. The Examiner must then examine the candidate on each topic identified in the KDR to ensure the candidate has adequate knowledge of the subject material incorrectly answered during the flight crew examination and sign the report in the space provided. Candidates who have lost their KDR may apply through FCL for a replacement, using [Form 059](#). A fee will apply.

15.6 Examination Prerequisites

Examination prerequisites must be satisfied before applicants can attempt the following examinations:

- PPLA Examination for PPL(A), they must:
 - If completing a non-integrated training course, there are no prerequisites.
 - If undertaking an approved integrated training course, they must complete their training in accordance with the approved integrated course of their CASR 142 training organisation.

- PPLH Examination for a PPL(H):
 - If completing a non-integrated training course, there are no prerequisites.
 - If undertaking an approved integrated training course, they must complete their training in accordance with the approved integrated course of their CASR 142 training organisation.
- CPLA Examination for a CPL(A), they must:
 - If completing a non-integrated training course, there are no prerequisites.
 - If undertaking an approved integrated training course, they must complete their training in accordance with the approved integrated course of their CASR 142 training organisation; or
 - Hold a valid foreign ICAO CPL(A) **and** have been approved by FCL to sit the exams.
- CPLH Examination for a CPL(H):
 - If completing a non-integrated training course, there are no prerequisites.
 - If undertaking an approved integrated training course, complete their training in accordance with the approved integrated course of their CASR 142 training organisation; or
 - Hold a valid foreign ICAO CPL(H) **and** have been approved by FCL to sit the exams.
- ATPL(A) Examination for an ATPL(A) the candidate must:
 - Hold an Australian CPL(A) licence; or
 - Hold a complete CPL(A) theory credit, i.e. all seven CPL(A) subjects passed within one 'window'; or
 - Hold a valid foreign ICAO ATPL(A) **and** have been approved by FCL to sit the exams.
- ATPL(H) Examination for an ATPL(H) the candidate must:
 - Hold an Australian CPL(H) licence; or
 - Hold a complete CPL(H) theory credit, i.e. all seven CPL(H) subjects passed within one 'window'; or
 - Hold a valid foreign ICAO ATPL(H) **and** have been approved by FCL to sit the exams.

15.7 Overseas Licence Conversion – Examination Requirements

Candidates holding an overseas licence (not examination credits) from a country that is an ICAO Contracting State must, in all cases hold an ARN, and satisfy the specified prerequisites and have their qualifications assessed by a Flight Crew Licensing before attempting to sit the relevant theory examinations:

- **For PPL(A) conversion**, they must:
 - Hold a valid PPL(A) from an ICAO Contracting State without any restrictions; and

- Meet the requirements for issue of an Australian PPL(A) based on overseas licence and experience.
- **For PPL(H) conversion**, they must:
 - Hold a valid PPL(H) from an ICAO Contracting State without any restrictions; and
 - Meet the requirements for issue of an Australian PPL(H) based on overseas licence and experience.
- **For CPL(A) conversion** examination they must:
 - Hold a valid CPL(A) or ATPL(A) from an ICAO Contracting State without any restrictions; and
 - Meet the requirements for issue of an Australian CPL(A) based on overseas licence and experience; and

Pass the CPLA Overseas Conversion (aeroplane) (COSA) and CPL Human Factors (CHUF) examinations. **Notes 1 & 2**

For CPL(H) conversion examination they must:

- Hold a valid CPL(H) or ATPL(H) from an ICAO Contracting State without any restrictions; and
- Meet the requirements for issue of an Australian CPL(H) based on overseas licence and experience; and
- Pass the CPLH Overseas Conversion (helicopter) (COSH) and CPL Human Factors (CHUF) examinations. **Note 1 & 2**
- **For ATPL(A) conversion** examination they must:
 - Hold a valid ATPL(A) from an ICAO Contracting State without any restrictions; and
 - Meet the requirements for issue of an Australian ATPL(A) based on overseas licence and experience; and
 - Pass the ATPL Human Factors (AHUF) exam and the ATPL Overseas conversion (AOSA) examination **Notes 1 & 2** and
 - Pass the CASA Instrument Rating Examination (IREX), if not previously passed.
- **For ATPL(H) conversion** examination they must:
 - Hold a valid ATPL(H) from an ICAO Contracting State without any restrictions; and
 - Meet the requirements for issue of an Australian ATPL(H) based on overseas licence and experience; and
 - Pass the ATPL Human Factors (AHUF) exam and the ATPL Overseas conversion (AOSH) examination. **Notes 1 & 2**
- **Instrument Rating** conversion examination (IREX), they must:
 - Hold a valid pilot licence from an ICAO Contracting State without any restrictions; and

- Have been approved by FCL to sit IREX.
- **Pilot Instructor Rating** conversion examination (PIRC), they must:
 - Hold a valid pilot licence from an ICAO Contracting State without any restrictions; and
 - Have been approved by FCL to sit PIRC.

Note 1: In accordance with CASR 61.275, CASA must be satisfied that the overseas flight crew licence and/or ratings are at least equivalent to the Australian licence with that aircraft category rating.

Note 2: A pass in the IREX examination and an instrument rating flight test are required before the issue of an ATPL(A).

Note 3: An instrument rating is optional for any other licence, in which case this may be completed either as part of their licence conversion process or added at a later date. Where an applicant requires an instrument rating, they are required to pass the CASA IREX exam followed by the instrument rating flight test. To complete the instrument rating flight test, the applicant must hold either:

- An Australian licence (PPL or higher); or
- A Certificate of Validation (CoV).

15.8 Application Process

The application process is outlined on [Form 61-4A](#). Ensure you read Chapter 12 of this manual before making application.

Where a candidate has already completed an item, e.g. obtaining an ARN, then clearly, they do not need to do so again, but if they have not submitted certified true copies of their overseas licence and last three pages of log book entries, then they should do so.

15.9 Change of Category Examinations – Aeroplane to Helicopter or vice versa

Separate 'Change of category' examinations are no longer available to pilots changing between aeroplanes and helicopters at CPL or at ATPL level. The examinations for both licence levels have individual subjects for Aeroplanes and Helicopters. A candidate wanting to change category from aeroplanes to helicopters, or vice versa, will only need to pass the relevant sections of the examination for helicopters or aeroplanes. This will avoid the need to retest the candidate in material already passed.

Further information is available on the CASA website:

- [CPL change of category](#)
- [ATPL change of category](#)

15.10 CASA Examination Policy – CASR 141 & 142 Operators

15.10.1 Overview

Under CASR Part 61.215 (2), CASR Part 141 and 142 operators may be approved to set certain aeronautical knowledge examinations for their candidates. The aim of this document is to set out CASA's policy and provide guidelines to those operators wishing to gain approval to set examinations.

15.10.2 Permission to Conduct Examinations

Approval to conduct aeronautical knowledge examinations will only be granted once the applicant (either a 141 or 142 operator) has satisfied each of the following requirements:

1. Approval may only be granted for aeronautical knowledge examinations which are appropriate for their approved operations, i.e. if they are approved to conduct training for fixed wing aircraft, approval would not be granted for any helicopter examinations and vice versa.
2. Only examinations, in accordance with CASR Part 61.215 (2), may be approved and have a syllabus of training specified in the CASR Part 61 MOS.
3. They must provide copies to CASA Flight Crew Licensing Section of:
 - a) the proposed examination(s);
 - b) any supporting material used by the candidate, e.g. graphs, diagrams, etc. Where CASA or Airservices documents are used, such as the AIP, these may simply be stated;
 - c) Instructions to candidates about exam procedures;
 - d) Their policy in relation to 'Misconduct during examinations' by candidates (see also the CASA – PEXO Invigilator & Registrar Handbook (<https://www.casa.gov.au/files/pexohandbookpdf>) and CAR 298A, CAR 298B, CAR 298 C), e.g. cheating and/or impersonation. All instances where misconduct is suspected or found to have occurred, must be reported as soon as practicable to Flight Operations and Licensing. If proven, then a written report must be included within their training file and they are not to attempt the exam for a period of 12 months;
 - e) Their procedures to minimize any likelihood of misconduct by candidates, (see also PEXO Handbook);
 - f) Their procedures to update questions within the examinations to ensure that all questions remain current. In addition to keeping the questions current, the 141 or 142 organisation must have a program to refresh not less than 20% of the questions each year.
 - g) Details of the room to be used. See Section 15.10.3 of this Chapter for more details of requirements.
4. Have developed not less than three versions of each exam, each containing different questions, i.e. if the examination was for RPL Navigation, then there must be at least three different versions of that exam.

5. The examination must test a range of knowledge areas to ensure an examinee's competence across all subjects or topics covered by the examination.
6. Must have suitable exam security procedures in place which restricts access to all exam materials to only:
 - a) the Head of Operations (HOO); and
 - b) those personnel specifically approved by HOO.
7. All examinations must be supervised, at no time, may students be left unattended whilst doing an exam (see PEXO Handbook).
8. All student results, including successful and unsuccessful attempts, must be recorded in their training records with the date of the examination.
9. Should a candidate be unsuccessful in an exam, they must:
 - a) Receive remedial tuition prior to attempting the same examination again; and
 - b) Be provided with an examination containing different questions from their previous attempt(s).
10. At the end of an examination, the candidate must be provided with a 'Knowledge Deficiency Report' indicating which topics they answered incorrectly.
11. The HOO is to advise all examination passed to CASA within 14 days – Client Services Centre (applications@casa.gov.au) and Flight Operations and Licensing (fcl.exams@casa.gov.au) which must include the:
 - a) Name and ARN of the candidate;
 - b) Examination passed, exam date and result; and
 - c) Licence/rating or endorsement that may be issued as a result of this pass.
12. Advise any changes to these conditions to CSC Specialist Services (fcl.exams@casa.gov.au)
13. The PEXO Handbook (<https://www.casa.gov.au/files/pexohandbookpdf>) – in particular items relating to:
 - a) 'proof of identity', see <https://www.casa.gov.au/standard-page/casa-examination-system-photographic-id-acceptable-casa>;
 - b) 'Pre-qualification requirements' (if any) see <https://www.casa.gov.au/standard-page/pre-qualifications>;
 - c) Exam materials;
 - d) The conduct and supervision of exams;
14. Material supplied by the exam supervisor/invigilator (if any) to the candidate;
15. Materials supplied by the candidate (if any);
16. Procedures in the event a candidate fails an exam, whether for a single failure and for failures on multiple occasions (CASR Part 61.225(3) should be applied, see also page <https://www.casa.gov.au/standard-page/re-training-periods-and-exam-windows> for more information).

Should the operator fail to meet these conditions, CASA may:

- refuse to grant permission to conduct aeronautical knowledge examinations; or
- revoke their permission to conduct aeronautical knowledge examinations.

15.10.3 Examination Room Requirements

The exam room is to be inspected by the overseeing CASA FOI for each of the following aspects prior to approval being granted.

- adequate safety for the occupants (OHS)
- adequate lighting
- adequate ventilation and heating/cooling
- an environment free from unacceptable noise levels, distractions and non-exam activity
- access to the room(s) may be controlled whilst exams are in progress
- a separate desk for each candidate, but not smaller than 1350 x 750 mm
- a minimum of 1.5 m between the sides of any adjacent monitors – if appropriate.
- each individual computer has an Uninterruptible Power Supply (UPS) – if appropriate.
- have flat screen (non-CRT) monitors at least 15-inch in screen size – if appropriate.
- comfortable seating for candidates
- clean toilet facilities nearby
- table and chair for the supervisor
- general security aspects are satisfactory

15.11 Conduct of Examinations Overseas

CASA does not conduct Australian flight crew examinations overseas.

Whilst the Civil Aviation Authority of Fiji (CAAF) uses a version of PEXO exams for its own licensing purposes, these examinations are not valid towards the issue of an Australian Flight Crew Licence and credits for Australian examinations will not be granted.

15.12 History of FCL Examinations

The following is a history of CASA's FCL examinations for the private pilot licence.

Year	Examination Structure	Validity	Administrative Arrangements
1960s	<p>6 subjects, covering aeroplanes and helicopters:</p> <ul style="list-style-type: none"> - Principles of Flight (POF) - Engine Syst. And Instruments (ESI) - Aero Performance and Ops (APO) - Meteorology (MET) - Navigation (NAV) - Air Legislation (Air Leg). 	<p>Air Leg: 2 years</p> <p>All others: perpetual if a RPPL or higher is held.</p>	<p>Papers set by DCA (i.e., CAA)</p> <p>All examinations multi-choice</p> <p>Conducted by Flying Training Schools (FTS):</p> <p>Examination papers sent in sealed envelopes from DCA on request from FTS</p> <p>Returned to DCA regional offices for marking.</p>
1970s	<p>Changed to 5 subjects (POF and ESI combined to form the BAK examination).</p>		
Mid 1970s			<p>Examination stocks held by FTS; still marked by DCA regional offices.</p>
1981		<p>All examinations: 2 years.</p>	
1982	<p>Air Leg renamed Flight Rules and Procedures (FR&P).</p>		

Year	Examination Structure	Validity	Administrative Arrangements
early 1980s	Separate BAK(H) examinations introduced.		
1984			CFIs approved to conduct and mark examinations; papers still set by CAA.
Mid 1980s	Changed to 4 subjects: APO incorporated in BAK POF(H) assessed at flight test.		
1990			Optical Mark Reader (OMR) introduced to speed up marking process: <ul style="list-style-type: none"> - Marking re-centralised in Canberra HO - Pilots issued with automatic critiques - FTS examination stocks recovered.
1991	Changed to 2 subjects: Air Leg, NAV and MET combined into a single examination BAK remains separate.	Perpetual theory credits introduced.	

Year	Examination Structure	Validity	Administrative Arrangements
1991	New syllabus (DAY VFR) introduced for aeroplanes and helicopters.		OMR discarded, due to inaccurate readings BAK set, conducted and marked by FTS; result recorded in pilot logbook PPL single examination set by CAA, marked by FTS, recorded by FTS (logbook) and CAA (LARP) Papers produced and sent to FTS via ExamFax.
1999 (Nov)	New syllabus (Day VFR) introduced for aeroplanes using competency based standards.		Examinations marked by CASA.
2001	CyberExams introduced ExamFax ceased.		Examinations delivered via Internet to Supervisors' PCs ExamFax ceased for PPL examinations.
2002	CyberExams		Professional examinations (CPL and ATPL) conducted by Assessment services Pty Ltd
18/09/2013	CyberExams ceased	All results remain as valid results, whether PASS or FAIL.	
24/09/2013	PEXO exams commenced		PPLA, PPLH, PAOS, PHOS and PIFR available through various approved flying schools, in addition to Aspeq. Aspeq continue to be the sole provider of all professional exams.

Year	Examination Structure	Validity	Administrative Arrangements
25/10/ 2013	PIRC exam introduced		Available through Aspeq.
30/06/ 2019	BAK(A) and BAK(H) ceased to be accepted.		RPL applicants are required to have a pass in RPLA or RPLH exam as appropriate.

The following is a history of CASA's FCL examinations for the commercial pilot licence.

Year	Examination Structure	Validity	Administrative Arrangements
1960s	<p>7 subjects covering aeroplanes and helicopters:</p> <p>Principles of Flight (POF)</p> <p>Engine Syst. And Instruments</p> <p>Aero. Perform. And Ops (Heli. PO – oral examination at flight test)</p> <p>NAV</p> <p>MET</p> <p>Air Leg.</p> <p>Airframes (deleted 1968)</p> <p>All closed book, except Air Leg.</p>	<p>Air Leg: 2 years</p> <p>All others: 3 years</p>	<p>Essay-style papers, set by DCA (i.e., CAA)</p> <p>Air Leg: Conducted at FTS</p> <p>Papers sent in sealed envelope with candidate's name, on request from FTS</p> <p>Marked by DCA regional offices</p> <p>Other examinations: At scheduled sittings, 3–4 sittings per year</p> <p>Conducted at DCA regional offices and approved outstations</p> <p>Marked by DCA, Canberra</p> <p>Results issued as: PASS/FAIL within 20% or FAIL.</p>
1970s		<p>Air Leg: 2 years</p> <p>All others: perpetual (if at least a UPPL is held).</p>	<p>Format changed to multi-choice.</p>
1985	<p>New syllabus introduced (proposed in 1982, but delayed because of HO move to CB)</p> <p>CPL(A) final introduced in July:</p> <p>Open book examination</p> <p>Candidates must pass other subjects before attempting Final</p> <p>Air Leg. Becomes FR&P.</p>	<p>FR&P: 2 years</p> <p>All others: perpetual (if at least a UPPL is held)</p> <p>Final: 1 year</p> <p>Current credits to be held on day of Final</p> <p>Final and FR&P to be current on day of flight test.</p>	<p>Papers set by DCA (ie, CAA)</p> <p>FR&P available on demand; marked by regional offices</p> <p>All other examinations: scheduled sittings, marked by DCA Head Office, Canberra</p> <p>Numerical results released (e.g. 92%)</p> <p>Pass rate required, for multi-choice: 90%; for Final: 60%.</p>

Year	Examination Structure	Validity	Administrative Arrangements
1986	Separate examinations introduced for helicopters (Meteorology was generic).		Introduced 133 approx. 80 non-DCA examination centres, with Independent Conducting Officers (ICOs), except for CPL(A) Final Conducting Officers Manual produced, except for CPL(A) Final.
1987			Multi-choice examinations available on demand at all centres and DOA regional offices Systematic manual critiques introduced Pass rate required, for multi-choice: 80% Air Law and 70% all others; for Final: 70%.
1988			June: Multi-choice examinations marked by ICOs; manual critiques provided by both ICO and CAA October: Final CPL(A) available on demand, marked by HO.
1990			OMR introduced (located in HO). HO resumed responsibility for marking multi-choice examinations (to provide automated critique service).
1991	Separate, single examination introduced for aeroplanes and helicopters.	Perpetual theory credits introduced.	All examinations available on demand; marked by OMR in HO.
1992	New syllabus (DAY VFR) introduced for aeroplanes and helicopters.		OMR discarded, due to inaccurate readings ExamFax introduced Examinations conducted and marked by ICOs.

Year	Examination Structure	Validity	Administrative Arrangements
1993			CAA resumes marking responsibility for CPL examinations, due to suspected cheating Access to examination still through ExamFax, but restricted to 10-day period per month.
1996 (Nov)			CASA resumes scheduled sitting for CPL examinations due to suspected cheating. Examinations marked by CASA.
1999 (Nov)	New syllabus (Day VFR) introduced for aeroplanes using competency based standards.		Examinations marked by CASA.
2002	CyberExams introduced for aeroplanes and helicopters Scheduled examination system ceases.	3 years from the first subject attempt.	Internet delivery to authorised venues on request Seven-part examination All subjects must be passed within a three-year period Navigation (CNAV), Human Factors (CHUF), Meteorology (CMET) are generic examinations Operations, Performance and Flight Planning (CFPA and CFPH), Aerodynamics (CADA and CADH), Aircraft General Knowledge (CSYA and CSYH), Flight Rules and Air Law (CLWA and CLWH) are specific No credit of previously passed subjects Each subject available separately and used separately for conversion purposes Radio navigation aids included in Helicopter Day VFR Syllabus.

Year	Examination Structure	Validity	Administrative Arrangements
24/09/2013	PEXO introduced	3 year 'rolling' window	All subjects must be passed within a three-year period (not counting any failures).
1/09/2014	Part 61 introduced	2 year 'rolling' window	All subjects must be passed within a two-year period (not counting any failures).
2020		EX83/20	For CPL AKE, an extension to 30 months for exams passed between 16/03/2018 and 15/03/2020 due COVID-19.

The following is a history of CASA's FCL examinations for the air transport pilot licence.

Year	Examination Structure	Validity	Administrative Arrangements
1960s	4 subjects: Air Leg Flight Planning (Flt Pln) NAV MET.	Air Leg: 2 years All others: 3 years (if the person holds at least a UPPL).	Papers set by DCA (ie, CAA) Air Leg: Multi-choice Conducted at FTS, available on demand Papers sent in sealed envelope with candidate's name, on request from FTS Marked by DCA regional offices All other examinations: Essay questions At scheduled sittings, 3–4 sittings per year Conducted at DCA ROs and approved outstations Marked by DCA, Canberra Results issued as: PASS/FAIL within 20% or FAIL.

Year	Examination Structure	Validity	Administrative Arrangements
1970s			Format changed to multi-choice for all examinations.
1978	Separate SCPL and ATPL Air Legislation. Aeroplane examinations introduced ATPL licence required pass in both Air Legislation examinations (Qantas pilots exempt ATPL examination).		ATPL Air Legislation (A) was essay examination; (no change to SCPL).
1986	Separate SCPL/ATPL helicopter examinations introduced: HSAL (Air Leg) HSOP (Operations).		Numerical scores released (e.g. 92% pass).
1987			Systematic manual critiques introduced.
1989			FLT PLN, MET and NAV available on demand; marked by HO Air Leg still available on demand and marked by regional offices.
1990			ICOs approved to conduct and mark MET and NAV examination.
1991 (March)	Separate ATPL Air Leg examination deleted.		ICOs approved to conduct and mark FLT PLN examination.
1991 (Oct)	Single ATPL examination consisting of five parts introduced for aeroplanes.	Perpetual theory credits introduced.	Multi-choice examination available on demand; marked by HO (OMR).

Year	Examination Structure	Validity	Administrative Arrangements
1992	New syllabus introduced for aeroplanes.		OMR discarded. Papers produced by ExamFax in HO: Conducted at nominated CAA Offices on a bi-monthly basis Marked by HO.
1994	New syllabus introduced for helicopters.		
1995	Single ATPL examination consisting of three parts introduced for helicopters.		
1998	Single ATPL examination for aeroplanes/helicopters.		Seven-part examination All subjects must be passed within a three-year period Air Law must be passed within the 12-month period immediately prior to the award of the ATPL theory examination Human factor (AHUF), Meteorology (AMET) and Air law (AALW) are generic examinations Flight planning (AFPA and AFPH), Aerodynamic and Systems (AASA and AASH), Navigation (ANAV), Performance and loading (APLA and APLH) are specific.
1999	ANAV became a common examination.	Not require to re-pass for conversion.	Navigation (ANAV) common to aeroplanes and helicopters.

Year	Examination Structure	Validity	Administrative Arrangements
2002	CyberExams introduced for aeroplanes and helicopters Scheduled examination system ceases.	3 years from the first subject attempt.	Air Law extended to 3 years Internet delivery to authorised venues on demand.
24/09/2013	PEXO introduced	3 year 'rolling' window	All subjects must be passed within a three-year period (not counting any failures).
1/09/2014	Part 61 introduced	2 year 'rolling' window	All subjects must be passed within a two-year period (not counting any failures).
2020		EX83/20	For ATPL AKE, an extension to 30 months for exams passed between 16/03/2018 and 15/03/2020 due COVID-19.

16 Form Index for CASR Part 61

All CASR part 61 forms are pre-fixed with 61-. Forms are then coded using an Alpha-Numeric format. The guide below shows how the forms are coded into categories for a given set of qualifications.

Numeric coding after 61-

'1' refers to all initial licensing application forms

'2' refers to notification forms for operational ratings

'3' refers to notification forms for the issue of class/type ratings or design features onto an existing licence

'4' refers to all foreign conversion applications forms

'9' refers to other 61 related forms.

Alpha coding after 61-Number

1. For licence application forms:

First alpha after the 61-1 is for the licence level

'R' refers to recreational pilot licence

'P' refers to private pilot licence

'C' refers to commercial pilot licence

'A' refers to air transport pilot licence

Second alpha after the 61-1Alpha is for the category of aircraft

'A' refers to aeroplane

'H' refers to helicopter

'G' refers to gyroplane

'PL' refers to powered lift

'AS' refers to airship

2. For operational ratings:

Alpha after 61-2

I is for initial issue

P is for proficiency check

AE is for additional endorsements

- 3. For notification of issue of a new class/type rating of the same category onto an existing licence: Alpha after 61-3

CT is for issue of a new class/type rating on same category of licence

DF is for issue of a design feature

Licence application forms (drafts for feedback only – not for official use)

16.1 Table of CASR Part 61 Forms

All forms are available on the CASA website, [Forms](#) page.

Form Code	Type of Form
Licence Application Forms	
61-1RA	Recreational Pilot Licence (Aeroplane) Application Australian Civil Trained (25 hours)
61-1RH	Recreational Pilot Licence (Helicopter) Application Australian Civil Trained (25 hours)
61-1RE	Certificate of Completion Recreational Pilot Licence Endorsement
61-1PA	Private Pilot Licence (Aeroplane) Application Australian Civil Trained (35 and 40 hours)
61-1PH	Private Pilot Licence (Helicopter) Application Australian Civil Trained (35 and 40 hours)
61-1CA	Commercial Pilot Licence (Aeroplane) Application Australian Civil Trained (150 and 200 hours)
61-1CH	Commercial Pilot Licence (Helicopter) Application Australian Civil Trained (100 and 150 hours)
61-1AA	Air Transport Pilot Licence (Aeroplane) Application Australian Civil Trained
61-1AH	Air Transport Pilot Licence (Helicopter) Application Australian Civil Trained
61-1MPL	Multi-crew Pilot Licence Australian Civil Trained
61-1ADF	Flight Crew Licence Application on the Basis of ADF Qualifications

Operational Ratings – Notification of Issue and Proficiency Check	
61-2I	Notification of Issue of an Operational Rating
61-2P	Notification of Proficiency Check on Operational Rating
61-2AE	Notification of Addition of an Endorsement to an Existing Operational Rating
61-2ADF	Notification of Issue of CASR Part 61 Instrument/Instructor rating for ADF
Class/type ratings or design features notification forms	
61-3CT	Notification of Issue of Aircraft Category Class / Type Rating on an Existing Licence
61-3DF	Notification of Issue of Part 61 Design Feature
Overseas Licence Conversions and Validations	
61-4A	Overseas licence holders applying for a CASA flight crew licence – Part A
61-4B	Overseas licence holders applying for a CASA flight crew licence – Part B
61-4CT	Aircraft class or type rating on basis of overseas qualifications
61-4COV	Application for a Certificate of Validation
61-4P	Notification of an Instrument Proficiency Check Partially Conducted by a Foreign Authorised Person
Other	
61-9FA	Notification of Issue of Part 61 Flight Activity
61-9FR	Notification of Flight Review
61-9TX	Recognition and Transfer of CAR 5 Qualifications under CASR Part 61
61-9PIC	Lodgement of Current Photo with CASA
61-9R	Request for a Licence Reprint Flight Crew Licence
64-ROC	Aeronautical Radio Operator Certificate
61-9ELP	Aviation English Language Assessment Notice
61-9GELP	General English Language Proficiency Notice

17 Part 61 Licence Entry Guidance (Issue and Revalidation)

17.1 Introduction

17.1.1 Purpose

The purpose of this chapter of the manual is to provide instruction to personnel (flight examiners and flight instructors) who are both qualified and authorised to issue and revalidate flight crew qualifications by making written entries in a CASR Part 61 Licence document.

17.1.2 General Instructions for making entries

WARNING: When an applicant asks for the issue or revalidation of qualifications, confirm that they have sufficient space in the tables on their licence to make the appropriate entries. You cannot issue or revalidate a qualification by making an entry anywhere except in the tables.

If you write an entry anywhere on the licence outside the printed tables it renders the qualification invalid. (*This refers only to complete entries, not to a pen stroke of an entry in the table that falls partially outside the table*)

1. Written entries must be legible, complete, in black/blue ink and printed in CAPITAL LETTERS.

Note: Stamps can be used to make entries, except for the signature which must be written.

2. For all entries use only the abbreviations from the table of abbreviations at the back of the licence. If you need to issue a qualification that is not listed a complete table of abbreviations is included at the back of this guide.

Note: The table of abbreviations in the licence only lists commonly used abbreviations due to the lack of space. If you need to issue a qualification that is not listed a complete table of abbreviations is included in this guide.

3. If you make a mistake, draw a line through the entire entry and initial it, as shown below.

Initial Issue: Aircraft ratings / Operational ratings and endorsements / Design feature and flight activity endorsements

Issue Date DD/MM/YY	Ratings / Endorsements	Valid to DD/MM/YY	Issued by Name / ARN	Signature
23/06/15	MEA -----	30/06/17	AN Instructor 12XX34	AI AI

4. Entering qualifications that you are not authorised to enter is an offence.
5. Under no circumstances sign a licence leaving a row blank for an applicant to complete.
6. When entering a qualification never leave a column blank. Always place a large X in any unused column/s.

Initial issue - aircraft ratings / Operational ratings and endorsements / Design feature and flight activity endorsements

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	RU GTE -----	X	AN Instructor 12XX34	<i>A Instructor</i>

7. i) When making entries in the columns for qualifications i.e. Ratings/Endorsements you must start any entry from the far left-hand side of the column and place a line from the end of the entry to the far right-hand side of the column. Multiple endorsements must be entered with a space between them.
- ii) Fill any remaining space in the Ratings/Endorsements column with a line from the last entry to the right-hand side of the column.

Initial issue - Aircraft ratings / Operational ratings and endorsements / Design feature and flight activity endorsements

issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	PIR SEA NNDB NVOR-----	23/06/17	AN Examiner 23XX45	<i>A Examiner</i>

8. If you are entering so many endorsements that you run out of space in the column of a single row, simply extend the entry into the row below. Make it clear that the entries in the new row and original row are linked, as follows:

Initial issue - Aircraft ratings / Operational ratings and endorsements / Design feature and flight activity endorsements

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	IR SEA NNDB NVOR NGNSS PSID PSTAR----	30/06/17	AN Examiner 23XX45	<i>A Examiner</i>
X	DEPS VORL-----	X	X	<i>A Examiner</i>

9. Aircraft type ratings must be entered exactly as listed in the latest edition of the 'Prescription of Aircraft and Ratings' instrument for the type designator
10. When revalidating qualifications by way of proficiency check or flight review use the following format in the table:

Proficiency check – Aircraft ratings and operational ratings

Issue Date DD/MM/YY	Ratings	Valid to DD/MM/YY	Issued by Name/ARN	Signature
14/04/15	PC C750-----	30/04/16	AN Examiner 23XX45	<i>A Examiner</i>

Flight review – Aircraft ratings and operational ratings

Issue Date DD/MM/YY	Ratings	Valid to DD/MM/YY	Issued by Name/ARN	Signature
14/04/15	FR MEA-----	30/04/17	AN Examiner 23XX45	<i>A Examiner</i>

Note: Enter the proficiency check code e.g. IPC, FPC etc., then leave a space and then add the aircraft class or type rating as applicable. For a flight review, enter the FR code, leave a space and then add the abbreviations as applicable.

11. If required, there is a provision to make long entries in the issued by column as displayed in the example e.g. “stack the entry”. This format is not available for any other columns:

AN Instructor 10XX23

Important: There are tables in the back of the licence, one for issue labeled:

Initial issue - Aircraft ratings / Operational ratings and endorsements / Design feature and flight activity endorsements

and the other for revalidation of qualifications labeled:

Flight review and proficiency check – Aircraft ratings and operational ratings

ENSURE YOU USE THE CORRECT TABLE when making an entry depending on whether you are issuing or revalidating a qualification.

17.1.3 Making entries for the issue of qualifications

17.1.3.1 Table for the issue of qualifications

1. The correct table to use for the issue of a CASR Part 61 qualification is the:

Initial issue – Aircraft ratings/Operational ratings and endorsements/Design feature and flight activity endorsements

2. The table uses the following layout:

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature

3. The following qualifications are issued using this table:

- i) Operational ratings
- ii) Aircraft class ratings

NOTE: Category ratings are issued at the time of a flight test for a licence

- iii) Aircraft type ratings
- iv) Design feature endorsements
- v) Flight activity endorsements
- vi) Recreational pilot licence endorsements

Note: Licences can only be issued by CASA

17.2 Personnel authorised to enter qualifications in the CASR Part 61 licence

1. Either flight examiners (however named) or pilot instructors can make entries for the issue of qualifications.
2. Pilot instructors (who must hold the training endorsement for the endorsement they are issuing) are restricted to issuing the following qualifications:
 - Design feature endorsements
 - Flight activity endorsements
 - Recreational pilot licence endorsements (Grade 1 and 2 only)
 - and any other endorsement for which a flight test is **not** required.
3. Flight examiners (however named) must hold the relevant flight test authorisation, for the pilot qualification they are issuing.

17.3 General instructions for issuing qualifications

Step 1: Enter issue date using the correct date format in the Issue date column

Step 2: Check the abbreviations table for the correct abbreviation to enter into the table applicable to the Ratings/Endorsements you are issuing.

Step 3: Enter the applicable aircraft rating or operational rating and endorsements in the Ratings/Endorsements column using the correct format.

Note: The Ratings/Endorsements column is also used to enter design feature or flight activity endorsements.

Step 4: Enter validity date in the Valid to column

Step 5: Enter your name and ARN in the Issued by column

Step 6: Enter your signature in the signature column

17.4 General information for revalidation of qualifications

1. Under CASR Part 61 qualifications are perpetual; that is they do not expire
2. To maintain the privileges of a qualification under Part 61 the holder must revalidate their qualifications if required by the regulation
3. Revalidation can be achieved by:
 - Proficiency check
 - Flight review
4. Proficiency checks are required for:
 - Operational ratings:
 - Instrument rating
 - Instructor rating
 - Aerial application rating
 - Night vision imaging system rating
 - Flight examiner rating
5. Flight reviews are required for:
 - Aircraft class ratings (check the regulations for other categories):
 - Single-engine aeroplane class
 - Multi-engine aeroplane class
 - Aeroplane type ratings
 - Single-engine helicopter class
 - Helicopter type ratings
 - Operational ratings:
 - Night VFR rating
 - Low level rating
 - Private instrument rating
6. Proficiency checks satisfy the flight review requirement for the aircraft class or type in which they were conducted.

Note: An instrument proficiency check (for example) on an aircraft covered by the multi-engine aeroplane class satisfies the flight review requirement for that class.

17.5 Entries showing the initial issue of qualifications

17.5.1 Design feature endorsements (61.L.5)

Note: Design feature entries do not require a 'valid to date'.

If an applicant is undertaking a test for the issue of an aircraft rating that has design features they do not already hold a separate entry for the design feature is required, along with the entry for the issue of the aircraft rating (e.g. If the applicant is undertaking an initial issue for a multi-engine aeroplane class rating and does not have retractable undercarriage and/or manual propeller pitch control endorsements, these design features would require a separate line entry)

Multiple design features can be issued / endorsed with a single-line entry:

e.g.: **Ratings/ Endorsements**

PXS GTE RU

1. Tailwheel undercarriage

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	TWU-----	X	AN Instructor 12XX34	A Instructor

2. Retractable undercarriage

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	RU-----	X	AN Instructor 12XX34	A Instructor

3. Manual propeller pitch control

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	MPPC-----	X	AN Instructor 12XX34	A Instructor

4. Gas turbine engine

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	GTE-----	X	AN Instructor 12XX34	A Instructor

5. Multi-engine centre-line thrust

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	MEAC-----	X	AN Instructor 12XX34	A Instructor

6. Pressurisation system

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	PXS-----	X	AN Instructor 12XX34	<i>A Instructor</i>

7. Floatplane

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	FLP-----	X	AN Instructor 12XX34	<i>A Instructor</i>

8. Floating hull

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	FLH-----	X	AN Instructor 12XX34	<i>A Instructor</i>

9. Float alighting gear

Issue Date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	FLAG-----	X	AN Instructor 12XX34	<i>A Instructor</i>

10. Ski landing gear

Issue Date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	SKIL-----	X	AN Instructor 12XX34	<i>A Instructor</i>

17.5.2 Flight activity endorsements (61.S)

Note: Flight activity endorsement entries do not require a ‘valid to date’.

As with design feature endorsements a single-line entry can include multiple flight activity endorsements.

1. Aerobatics >3000ft AGL

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	AERO-----	X	AN Instructor 12XX34	A Instructor

2. Aerobatics >1500ft AGL

Issue date DD/MM/YY	Ratings/endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	A150-----	X	AN Instructor 12XX34	A Instructor

3. Aerobatics >1000ft AGL

Issue date DD/MM/YY	Ratings/endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	A100-----	X	AN Instructor 12XX34	A Instructor

4. Aerobatics >500ft AGL

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	A050-----	X	AN Instructor 12XX34	A Instructor

5. Aerobatics – Unlimited

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	AULT-----	X	AN Instructor 12XX34	A Instructor

6. Formation flying – Aeroplane

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	FF A-----	X	AN Instructor 12XX34	A Instructor

7. Formation flying – Helicopter

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	FF H-----	X	AN Instructor 12XX34	A Instructor

8. Formation flying – Aerobatics

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	FFA-----	X	AN Instructor 12XX34	<i>A Instructor</i>

9. Spinning

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	SPIN-----	X	AN Instructor 12XX34	<i>A Instructor</i>

17.5.3 Recreational pilot licence endorsements (61.G.2)

1. Controlled aerodrome

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	RPCT-----	X	AN Instructor 12XX34	<i>A Instructor</i>

2. Controlled airspace

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	RPCA-----	X	AN Instructor 12XX34	<i>A Instructor</i>

3. Flight radio

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	RPFR-----	X	AN Instructor 12XX34	<i>A Instructor</i>

4. Recreational navigation

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	RPNA-----	X	AN Instructor 12XX34	<i>A Instructor</i>

Note: Only a Grade 1 or 2 endorsement holder can issue a RPL endorsement

17.5.4 Operational ratings

NOTE: This section shows the issue of an operational rating and a selection of the more common endorsements.

17.5.4.1 Instrument rating (61.M)

1. Instrument rating: (MEA and IAP2D, IAP3D endorsements)

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	IR MEA IAP2D IAP3D-----	30/06/16	AN Examiner 12XX34	<i>A Examiner</i>

2. Instrument rating: (MEH and IAP2D, IAP3D endorsements)

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	IR MEH IAP2D IAP3D-----	30/06/16	AN Examiner 12XX34	<i>A Examiner</i>

3. Instrument rating: (SEA and IAP2D, IAP3D endorsements)

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	IR SEA IAP2D IAP3D-----	30/06/16	AN Examiner 12XX34	<i>A Examiner</i>

NOTE: When issued, the instrument rating must have an endorsement indicating the specific class of the category e.g. SEA, MEA, SEH, MEH

17.5.4.2 Flight instructor rating (61.T)

NOTE: The endorsements for the FIR are exactly the same as for the simulator instructor rating. When issuing a **simulator instructor rating** follow the entry formats below.

Initial issue is valid for 12 months, then for 24 months thereafter.

1. Instructor rating: (Grade 3 for the aeroplane category)

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	FIR G3A-----	30/06/16	AN Examiner 12XX34	<i>A Examiner</i>

2. Instructor rating: (Grade 3 for the helicopter category)

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	FIR G3H-----	30/06/16	AN Examiner 12XX34	<i>A Examiner</i>

3. Instructor rating: (Holder issued a design feature training endorsement)

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	FIR DF-----	30/06/16	AN Examiner 12XX34	<i>A Examiner</i>

NOTE: The design feature training endorsement is not category specific, so no category is listed.

4. Instructor rating: (Holder issued a type rating training endorsement)

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	FIR TR A320-----	30/06/16	AN Examiner 12XX34	<i>A Examiner</i>

NOTE: The type must be entered along with the TR endorsement as it is type specific.

5. Instructor rating: (Holder issued an instrument rating training endorsement)

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	FIR A IR-----	30/06/16	AN Examiner 12XX34	<i>A Examiner</i>

NOTE: The category must be entered because the IR endorsement is category specific.

6. Instructor rating: (Holder issued a class rating training endorsement for MEA)

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	FIR CLR MEA-----	30/06/16	AN Examiner 12XX34	<i>A Examiner</i>

Note: The category does not need to be entered because the class rating for a given category is entered (class rating specific endorsement)

7. Instructor rating: (Holder issued a multi-crew pilot training endorsement)

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	FIR MCP-----	30/06/16	AN Examiner 12XX34	<i>A Examiner</i>

Note: The category does not need to be entered as it is not category specific.

17.5.4.3 Night VFR rating (61.O)

1. Night VFR rating: (SEA endorsement)

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	NVFR SEA-----	23/06/17	AN Examiner 12XX34	<i>A Examiner</i>

2. Night VFR rating: (MEA endorsement)

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	NVFR MEA-----	23/06/17	AN Examiner 12XX34	<i>A Examiner</i>

3. Night VFR rating: (Helicopter endorsement)

Issue date DD/MM/YY	Ratings Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	NVFR H-----	23/06/17	AN Examiner 12XX34	<i>A Examiner</i>

NOTE: The night VFR rating does not differentiate between single and multi-engine helicopters for the helicopter category, so only the category abbreviation needs be entered for helicopters.

17.5.4.4 Private instrument rating (61.N)

1. Private IFR rating: (SEA endorsement with navigation GNSS, navigation VOR, approach VOR / LLZ and approach RNP 2 dimensional)

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	PIR SEA NGNSS NVOR VORL RNP2D-----	23/06/17	AN Examiner 12XX34	<i>A Examiner</i>

NOTE: When issued, the PIR must have an endorsement indicating the specific class of the category e.g. SEA, MEA, SEH, MEH

17.5.4.5 Aerial application rating (61.R)

1. Aerial application rating: (Aeroplane category endorsement)

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	AA A-----	30/06/16	AN Examiner 12XX34	<i>A Examiner</i>

2. Aerial application rating: (Helicopter category endorsement)

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	AA H-----	30/06/16	AN Examiner 12XX34	<i>A Examiner</i>

NOTE: When issued, the aerial application rating must have an endorsement indicating the specific category.

17.5.4.6 Low level rating (61.Q)

1. Low level rating: (Aeroplane category endorsement)

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	LL A-----	23/06/16	AN Examiner 12XX34	<i>A Examiner</i>

2. Low level rating: (Helicopter category endorsement)

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	LL H-----	23/06/16	AN Examiner 12XX34	<i>A Examiner</i>

Note: When issued, the low level rating must have an endorsement indicating the specific category.

17.5.4.7 Night vision imaging system rating (61.P)

1. Night vision imaging system rating: (Grade 2 endorsement)

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	NVIS G2-----	30/06/16	AN Examiner 12XX34	<i>A Examiner</i>

2. Night vision imaging system rating: (Grade 1 endorsement)

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	NVIS G1-----	30/06/16	AN Examiner 12XX34	<i>A Examiner</i>

Note: When issued, the night vision imaging system rating does not need an abbreviation indicating the specific category because this rating is helicopter category only.

17.5.5 Flight examiner rating (61.U)

Note: This rating is not covered in this document as it is a qualification issued by CASA

17.5.6 Aircraft category class and type ratings (61.L.3 / 61.L.5)

Note: No licence table entry is required if a new category rating is being tested for an existing level of licence or a new licence level. CASA will issue a new licence with the category rating entered in its front section.

17.5.7 Aeroplane ratings

Important: The following applies for the issue of a new class/type rating.

1. A new class or type rating successfully tested for the issue of a higher level of licence of the same category can be entered onto the lower level of licence immediately following the successful test.

Eg: a PPL holder (with an aeroplane category rating) tested for a CPL on a MEA or B350/1900 can have the MEA or B350/1900 entered onto the PPL immediately following the successful flight test to allow the holder to fly the MEA or B350/1900.

2. A new class rating or type rating successfully tested for a new category rating cannot be entered onto an existing licence.

Eg. A PPL holder (with an aeroplane category rating only) cannot have a SEH or the helicopter type rating entered onto the licence following a successful flight test for any level of licence. The applicant cannot exercise the privileges of the helicopter class or type rating until CASA has issued it.

17.5.7.1 Issuing an aeroplane class rating

1. Single-engine aeroplane class rating

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	SEA-----	30/06/17	AN Examiner 12XX34	<i>A Examiner</i>

2. Multi-engine aeroplane class rating

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	MEA-----	30/06/17	AN Examiner 12XX34	<i>A Examiner</i>

Note: A multi-engine aeroplane class rating that is not associated with the issue of a licence still requires a flight test by an appropriately endorsed flight examiner or 61.040 approval holder.

Note: The rating is valid for 24 months from the end of the month in which it was issued. If an activity that meets flight review requirements is not conducted within the 24 month period, a flight review is required on or before the expiry date to maintain the privileges of the rating.

17.5.7.2 Issuing an aeroplane type rating

1. Aeroplane type rating

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	B737 300 to 900-----	30/06/17	AN Examiner 12XX34	<i>A Examiner</i>

Note: The issue of a type rating requires a flight test by an appropriately endorsed flight examiner (however named). The type rating is entered exactly as listed in the latest edition of the 'Prescription of Aircraft and Ratings' instrument for the type designator

17.5.8 Helicopter ratings

17.5.8.1 Issuing a helicopter class rating

1. Single-engine helicopter class rating

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	SEH-----	30/06/17	AN Examiner 12XX34	<i>A Examiner</i>

17.5.8.2 Issuing a helicopter type rating

1. Multi-engine helicopter type rating

Issue date DD/MM/YY	Ratings/Endorsements	Valid to DD/MM/YY	Issued by Name / ARN	Signature
23/06/15	SK92-----	30/06/17	AN Examiner 12XX34	<i>A Examiner</i>

Note: The issue of a helicopter type rating (single or multi-engine) should have the type listed exactly as per the Civil Aviation Safety Regulations 1998-“Prescription of aircraft and ratings – CASR Part”

17.6 Entries for revalidation of qualifications

17.6.1 Operational ratings (requiring proficiency checks)

Note: Under Part 61, proficiency checks satisfy the flight review requirement for an aircraft category class or type rating in which the proficiency check was conducted. However, no separate entry is recorded in the licence document.

17.6.1.1 Instrument rating (12 months)

Important: Flight crew participating in an “approved training and checking system”, for which a 61.040 approval has been issued and exempts the operator from the requirements of 61.880, do not require a licence table entry.

1. Instrument proficiency check on multi-engine aeroplane class

Issue Date DD/MM/YY	Ratings	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	IPC MEA-----	30/06/16	AN Examiner 12XX34	<i>A Examiner</i>

Note: The IPC entry (instrument proficiency check) must be followed by a class or type rating entry.

e.g. IPC MEA, IPC SEA, IPC A119, IPC C750, IPC A320

There is no requirement to add approach endorsements that are part of the proficiency check.

Note: Adding the class rating after the IPC provides evidence of satisfying the flight review.

Aircraft type ratings are subject to Instrument proficiency requirements, depending on whether it is multi-crew or a single-pilot turbojet type.

2. Instrument proficiency check on multi-engine helicopter type

Issue Date DD/MM/YY	Ratings	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	IPC SK92-----	30/06/16	AN Examiner 12XX34	<i>A Examiner</i>

17.6.1.2 Flight instructor rating (includes simulator instructor) (24 months)

1. Flight instructor proficiency check on multi-engine aeroplane class

Issue Date DD/MM/YY	Ratings	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	FPC MEA-----	30/06/17	AN Examiner 12XX34	<i>A Examiner</i>

Note: The FPC (flight instructor proficiency check) entry must be followed by a class or type rating entry the check was conducted in.

e.g. FPC MEA, FPC SEH, FPC A109, FPC A320

Adding the class/type rating after the FPC provides evidence of satisfying the flight review for that class/type. The FPC abbreviation covers the proficiency check for both Flight and Simulator instructor.

17.6.1.3 Aerial application rating (12 months)

1. Aerial application proficiency check on single-engine aeroplane class

Issue Date DD/MM/YY	Ratings	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	APC SEA-----	30/06/16	AN Examiner 12XX34	<i>A Examiner</i>

17.6.1.4 Night vision imaging system rating (12 months)

1. Night vision proficiency check on multi-engine helicopter type

Issue Date DD/MM/YY	Ratings	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	NPC SK92-----	30/06/16	AN Examiner 12XX34	<i>A Examiner</i>

17.6.1.5 Flight Examiner Rating (CASA only)

17.6.2 Operational ratings (requiring flight reviews)

Note: A pilot completing a successful flight review for a night VFR, low level or private IFR rating is NOT taken to have automatically completed a flight review for the class or type of aircraft in which they completed the operational rating flight review.

If a flight review for a class or type is going to be completed at the same time of the operational rating flight review the instructor must ensure that the mandatory flight review items for the class or type have also been covered / met during the operational rating flight review. **If the flight review for the type or class rating is completed at the same time then a separate entry is required for the type or class flight review.**

17.6.2.1 Night VFR rating (24 months)

1. Night VFR flight review

Issue Date DD/MM/YY	Ratings	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	FR NVFR-----	23/06/17	AN Instructor 12XX34	<i>A Instructor</i>

Note: If you hold a multi-engine aeroplane night endorsement you must have a separate flight review for the night VFR rating to maintain night VFR rating privileges for that class. It is advised holders of the SEA and MEA endorsement on the NVFR do the flight review in the MEA.

17.6.2.2 Low level rating (24 months)

1. Low level flight review

Issue Date DD/MM/YY	Ratings	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	FR LLR-----	23/06/17	AN Instructor 12XX34	<i>A Instructor</i>

17.6.2.3 Private instrument rating (24 months)

1. Private instrument flight review

Issue Date DD/MM/YY	Ratings	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	FR PIR-----	23/06/17	AN Instructor 12XX34	<i>A Instructor</i>

17.6.3 Aircraft category ratings (requiring flight reviews)

17.6.3.1 Single-engine aeroplane class

1. Flight review single-engine aeroplane class

Issue Date DD/MM/YY	Ratings	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	FR SEA-----	30/06/17	AN Instructor 12XX34	<i>A Instructor</i>

17.6.3.2 Multi-engine aeroplane class

1. Flight review multi-engine aeroplane class

Issue Date DD/MM/YY	Ratings	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	FR MEA-----	30/06/17	AN Instructor 12XX34	<i>A Instructor</i>

17.6.3.3 Aeroplane type ratings

1. Flight review aeroplane type rating

Issue Date DD/MM/YY	Ratings	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	FR B737 300 to 900-----	30/06/17	AN Instructor 12XX34	<i>A Instructor</i>

Note: In most cases the flight review entry for an aeroplane type rating will not be required because an instrument proficiency check on the type also covers the flight review requirement.

17.6.4 Single-engine helicopter class

1. Flight review single-engine helicopter class

Issue Date DD/MM/YY	Ratings	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	FR SEH-----	30/06/17	AN Instructor 12XX34	<i>A Instructor</i>

17.6.5 Helicopter type

1. Flight review helicopter type ratings

Issue Date DD/MM/YY	Ratings	Valid to DD/MM/YY	Issued by Name/ARN	Signature
23/06/15	FR SK92-----	30/06/17	AN Instructor 12XX34	<i>A Instructor</i>

Note: As with the aeroplane category, if an IPC has been completed on the type a flight review entry is not required.

18 Table of Licence Entry Abbreviations:

Aircraft Category		Night Vision Imaging System Rating	
A	Aeroplane	G2	Grade 2
H	Helicopter	G1	Grade 1
G	Gyroplane	Low Level Rating	
AS	Airship	AMA	Aerial Mustering Aeroplane
PL	Powered Lift	AMH	Aerial Mustering Helicopter
GL	Glider	AMG	Aerial Mustering Gyroplane
Aircraft Class Rating		SLING	Sling Operations
SEA	Single Engine Aeroplane	WINCH	Winching and Rappelling Operations
MEA	Multi Engine Aeroplane	Aerial Application Rating	
SEH	Single Engine Helicopter	FIRE	Firefighting
SEG	Single Engine Gyroplane	NGT	Night
AS	Airship	Flight Instructor	
Aircraft Category Endorsement on an Operational Rating		G1	Grade 1 Training
A	Aeroplane	G2	Grade 2 Training
H	Helicopter	G3	Grade 3 Training
G	Gyroplane	MCP	Multi Crew Pilot Training
AS	Airship	TR	Type Rating Training
PL	Powered Lift	CLR	Class Rating Training
SEA	Single Engine Aeroplane	DF	Design Feature Training
MEA	Multi Engine Aeroplane	IR	Instrument Rating Training
SEH	Single Engine Helicopter	NVFR	Night VFR Training
MEH	Multi Engine Helicopter	NVIS	Night Vision Imaging System Training
Operational Ratings		LL	Low Level Rating Training
IR	Instrument Rating	AAD	Aerial Application Rating Training – Day Training
FIR	Flight Instructor Rating	AAN	Aerial Application Rating Training – Night Training
SIR	Simulator Instructor Rating	FIR	Flight Instructor Rating Training
PIR	Private Instrument Rating	MEA1	Multi Engine Aeroplane Class Rating Instructor Training
LL	Low Level Rating	SLING	Sling Operations Training
AA	Aerial Application Rating	WINCH	Winching and Rappelling Training
FER	Flight Examiner Rating	SPIN	Spinning Training
NVIS	Night Vision Imaging Rating	AERO	Aerobatics Training
NVFR	Night VFR Rating	FF	Formation Flying Training
Proficiency Checks for Operational Ratings		FAERO	Formation Aerobatics Training
IPC	Proficiency Check Instrument Rating	Flight Examiner Rating	
FPC	Proficiency Check Flight Instructor Rating (includes Simulator Instructor)	PPL	Private Pilot Flight Test
APC	Proficiency Check Aerial Application	CPL	Commercial Pilot Flight Test
NPC	Proficiency Check Night Vision Imaging System	ATPL	Air Transport Pilot Flight Test
EPC	Proficiency Check Flight Examiner	MEA	Multi Engine Class Flight Test
Miscellaneous		TR	Type Rating Flight Test
CRTR	Cruise Relief Type Rating	IR	Instrument Rating Flight Test
FR	Flight Review	NVFR	Night VFR Flight Test
Recreational Pilot Licence Endorsements		NVIS	Night Vision Imaging System Flight Test
RPNA	Navigation	LL	Low Level Rating Flight Test
RPFR	Flight Radio	AA	Aerial Application Flight Test
RPCA	Controlled Airspace	FIR	Flight Instructor Rating Flight Test
RPCT	Controlled Aerodrome	ELP	English Language Assessment
Endorsements on Operational Ratings		Simulator Instructor Rating (see Flight Instructor)	
Instrument Rating		Flight Activity Endorsements	
IAP2D	Instrument Approach 2 dimensional	AERO	Aerobatics >3000ft AGL
IAP3D	Instrument Approach 3 dimensional	A150	Aerobatics >1500ft AGL
Private Instrument Rating		A100	Aerobatics >1000ft AGL
NNDB	Navigation NDB	A050	Aerobatics >500ft AGL
NVORL	Navigation VOR/LLZ	AULT	Aerobatics Unlimited
NGNSS	Navigation GNSS	FAA	Formation Flying Aerobatics
DEPS	Non SID IFR Departure Single Engine Aircraft	FF	Formation Flying
DEPMA	Non SID IFR Departure Multi Engine Aeroplane	SPIN	Spinning
DEPMH	Non SID IFR Departure Multi Engine Helicopter	Aircraft Design Feature Endorsements	
DEPPL	Non SID IFR Departure Powered Lift	TWU	Tailwheel Undercarriage
DEPAS	Non SID IFR Departure Airship	RU	Retractable Undercarriage
PSID	Standard Instrument Departure	SKIL	Ski Landing Gear
PSTAR	Standard Arrival Procedure	MPPC	Manual Propeller Pitch Control
NDB	Approach NDB	GTE	Gas Turbine Engine
VORL	Approach VOR/LLZ	MEAC	Multi Engine Centreline Thrust
DGA	Approach DME / GNSS Arrival	PXS	Pressurisation System
RNP2D	Approach RNP 2 Dimensional	FLP	Floatplane
RNP3D	Approach RNP 3 Dimensional	FLH	Floating Hull
ILS	Approach ILS	FLAG	Float Alighting Gear
ALMEA	Approach and Landing Multi Engine Aeroplane		
ALMEH	Approach and Landing Multi Engine Helicopter		
NGT	Night		

19 Summary Table of Flight Review and Proficiency Check Requirements

Rating	Re-validation and Validity Period		Notes
Aircraft Ratings	FR*	24 months	<ol style="list-style-type: none"> 1. MEA covers SEA 2. R22 and R44 single engine helicopter types cover SEH FR* 3. All type ratings require a flight review if not re-validated by a PC 4. Type ratings flown under the IFR require instrument proficiency on the type which is valid for 24 months <p>* It is a condition on the SEH flight review that to conduct operations in an R22 or R44 helicopter, a flight review must have been conducted in an R22 or R44 helicopter within the previous 24 months</p>
Instrument Rating	PC**	12 months	
Pilot Instructor Rating	PC**	12 months initial issue / 24 months thereafter	
Night VFR Rating	FR*	24 months	
Night Vision Imaging System Rating	PC **	12 months	
Aerial Application Rating	PC**	12 months	
Private Instrument Rating	FR *	24 months	
Low Level Rating	FR *	24 months exemption	

*Flight Review = FR

**Proficiency Check = PC

Note: A flight review for an operational rating DOES NOT automatically give a FR for the aircraft type / class on which it was done. -