

Part 61—Flight crew licensing

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Subpart 61.A—Preliminary

Division 61.A.1—General

61.005 What Part 61 is about

- (1) This Part sets out the licensing scheme for pilots and flight engineers of registered aircraft.
- (2) Subpart 61.A sets out:
 - (a) preliminary matters; and
 - (b) when a flight crew licence, rating or endorsement is not required.
- (3) Subpart 61.B sets out:
 - (a) the general requirements for the grant of a flight crew licence, rating or endorsement; and
 - (b) the requirements for the grant of a flight crew licence, rating or endorsement in recognition of an overseas or military qualification.

Note: A reference to a flight crew licence includes a glider pilot licence: see the definition of *flight crew licence* in regulation 61.010.
- (4) Subpart 61.C sets out rules relating to a certificate of validation of an overseas qualification, including:
 - (a) requirements for the grant of a certificate of validation; and
 - (b) the effect of a certificate of validation.
- (5) Subpart 61.D sets out obligations that apply to all holders of flight crew licences, ratings and endorsements.
- (6) Subpart 61.E:
 - (a) sets out limitations that apply to the exercise of the privileges of all pilot licences; and
 - (b) provides for the authorisations to taxi an aircraft and to operate an aircraft radio.

Note: A reference to a pilot licence does not include a glider pilot licence: see the definition of *pilot licence* in regulation 61.010.
- (7) Subparts 61.G to 61.K make particular provision for each kind of pilot licence, including:
 - (a) the privileges of the licence; and
 - (b) limitations on the exercise of the privileges; and
 - (c) the requirements for the grant of the licence.
- (8) Subparts 61.L to 61.U provide for ratings and endorsements on pilot licences, setting out:
 - (a) the privileges of each rating or endorsement; and

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- (b) limitations on the exercise of the privileges of the rating or endorsement;
and
 - (c) the requirements for the grant of the rating or endorsement; and
 - (d) for the flight instructor, simulator instructor and flight examiner ratings—
obligations that apply to the holder of the rating.
- (9) Subparts 61.V to 61.Y provide for flight engineer licences, and ratings and endorsements on flight engineer licences.
- (10) Subpart 61.Z makes particular provision for glider pilot licences.

61.007 Application of Part 61

- (1) This Part applies to flight in a registered aircraft of any of the following categories:
- (a) aeroplane;
 - (b) helicopter;
 - (c) powered-lift aircraft;
 - (d) gyroplane;
 - (e) airship.
- (2) The Part applies also to flight in a glider that is a registered sailplane.

61.010 Definitions for Part 61

In this Part:

aerial application endorsement means an endorsement mentioned in column 1 of table 61.1120.

aerial application operation means a flight that is carried out by an aircraft to apply application material.

aerial application proficiency check means an assessment, against the standards mentioned in the Part 61 Manual of Standards, of a pilot's competency to exercise the privileges of an aerial application rating.

aeronautical experience: see regulation 61.075.

aeronautical knowledge examination, for a flight crew licence, rating or endorsement, means an examination set under regulation 61.215 for the grant of the licence, rating or endorsement.

aeroplane: see regulation 61.025.

approved course of professional development, for a provision of this Part, means a course of professional development for which the provider holds an approval under regulation 61.040 for the provision.

approved course of training, for a provision of this Part, means a course of training:

- (a) for which the provider holds an approval under regulation 61.040 for the provision; or
- (b) that a Part 141 or 142 operator is authorised to conduct; or
- (c) that a person holds an approval under regulation 141.035 or 142.040 to conduct.

approved flight simulation training device: a flight simulation training device is an **approved flight simulation training device** for a purpose if:

- (a) a Part 141 operator's operations manual, or a Part 142 operator's exposition, states that the device may be used for the purpose; or
- (b) the operator of the device holds an approval under regulation 60.055 or 61.040 to use the device for the purpose; or
- (c) the device is:
 - (i) qualified (however described) by the national aviation authority of a recognised foreign State; and
 - (ii) approved for the purpose by the national aviation authority.

approved flight simulator: a flight simulator is an **approved flight simulator** for a purpose if:

- (a) a Part 141 operator's operations manual, or a Part 142 operator's exposition, states that the simulator may be used for the purpose; or
- (b) the operator of the simulator holds an approval under regulation 60.055 to use the simulator for the purpose; or
- (c) the simulator is:
 - (i) qualified (however described) by the national aviation authority of a recognised foreign State; and
 - (ii) approved for the purpose by the national aviation authority.

associated: an aircraft category rating is **associated** with a pilot licence if:

- (a) for an application for the pilot licence—the application includes an application for the rating; or
- (b) in any other case—the rating was granted on the basis of the applicant having met the requirements for the grant of the pilot licence with the rating.

Note: An aircraft category rating has effect only for the pilot licence with which it is associated: see regulation 61.725.

aviation English language proficiency assessment means an aviation English language proficiency assessment conducted under regulation 61.255.

aviation English language proficiency assessor means the holder of an approval under regulation 61.270 to conduct an aviation English language proficiency assessment.

azimuth guidance operation means an instrument approach operation using azimuth bearings for lateral navigation guidance.

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basic instrument flight training means flight training in the units of competency for instrument flight mentioned in the Part 61 Manual of Standards for the grant of a private pilot licence or commercial pilot licence.

category of aircraft: see regulation 61.015.

category specific: a rating or endorsement is **category specific** if the rating or endorsement applies only to an aircraft category that is specified on the rating or endorsement.

Certificate IV in Training and Assessment means a Certificate IV in Training and Assessment issued by a registered training organisation under the Australian Qualifications Framework.

Note: See www.aqf.edu.au/.

certificate of validation means a certificate of validation granted under Subpart 61.C.

circling approach means an extension of an instrument approach operation that includes a visual circling manoeuvre to position an aircraft for a landing.

class of aircraft: see regulation 61.020.

conduct, as a verb, means:

- (a) in relation to a flight operation—to occupy a flight control seat in an aircraft while the operation takes place; or
- (b) in relation to a simulated flight operation—to occupy a flight control seat in a flight simulation training device while the simulated operation takes place; or
- (c) in relation to an operation of a tethered helicopter—to occupy a flight control seat in the tethered helicopter while the operation takes place.

course deviation indicator operation means an instrument approach operation using a course deviation indicator for lateral navigation guidance.

cross-country flight means a flight along a pre-planned route during which the pilot uses geometry, topography or radio navigation aids to determine the aircraft's position and course.

cross-country flight time means flight time accrued during a cross-country flight.

cruise relief type rating means:

- (a) a cruise relief co-pilot type rating; or
- (b) a cruise relief flight engineer type rating.

current:

- (a) for an aviation English language proficiency assessment—see regulation 61.260; and
- (b) for a recreational aviation medical practitioner's certificate held by:
 - (i) a student pilot—see subregulation 61.114(6); and

- (ii) a recreational pilot licence holder—see subregulation 61.405(3); and
- (c) for a certificate of validation or medical certificate—means a certificate that is in force.

differences training, for a variant, means the training mentioned in regulation 61.200 for the variant.

dual cross-country flight time means cross-country flight time that is conducted in dual flight.

dual flight means flight conducted while receiving training from a pilot instructor occupying a flight control seat in an aircraft that is fitted with fully functional dual controls.

dual flight check means an in-flight assessment by a flight instructor of the competency of a student pilot to conduct a solo training flight.

dual instrument flight time means instrument flight time that is conducted in dual flight.

dual instrument ground time means instrument ground time that is conducted in dual simulated flight.

dual instrument time means:

- (a) dual instrument flight time; or
- (b) dual instrument ground time.

dual simulated flight means simulated flight conducted while receiving training from a pilot instructor occupying a flight control seat in a flight simulation training device that is fitted with fully functional dual controls.

duration, of a flight, means:

- (a) for a flight in an aeroplane or gyroplane—the time from the moment the aircraft begins moving, whether or not under its own power, in preparation for flight until the moment it comes to rest at the end of the flight; or
- (b) for a flight in a helicopter or powered-lift aircraft—the time from the moment the aircraft's rotor blades start turning until the moment the rotor blades stop turning after the aircraft comes to rest at the end of the flight; or
- (c) for a flight in an airship—the time from the moment the airship is released from its mooring until the moment it is tethered at the end of the flight; or
- (d) for a flight in a glider—the time from the moment the glider first begins moving in preparation for flight, whether being towed or not, until the moment it comes to rest at the end of the flight.

endorsement means a flight crew endorsement.

equivalent, for an overseas flight crew licence, rating or endorsement: an overseas flight crew licence, rating or endorsement (however described) is **equivalent** to a flight crew licence, rating or endorsement granted under this Part (an **Australian authorisation**) if it allows the holder to conduct substantially the same activities as the Australian authorisation.

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examiner means:

- (a) a flight examiner; or
- (b) a flight engineer examiner.

examiner rating means:

- (a) a flight examiner rating; or
- (b) a flight engineer examiner rating.

flight means flight in:

- (a) an aeroplane; or
- (b) a helicopter; or
- (c) an airship; or
- (d) a glider, other than a hang glider, powered hang glider, paraglider or powered paraglider; or
- (e) a gyroplane; or
- (f) a powered-lift aircraft.

flight activity endorsement means an endorsement mentioned in column 1 of table 61.1145.

flight crew endorsement means an endorsement granted under this Part on a flight crew licence.

flight crew licence means:

- (a) a pilot licence; or
- (b) a flight engineer licence; or
- (c) a glider pilot licence.

flight crew rating means a rating granted under this Part on a flight crew licence.

flight engineer examiner means the holder of a flight engineer examiner rating.

flight engineer examiner endorsement means an endorsement mentioned in column 1 of table 61.1495.

flight engineer flight test endorsement means an endorsement mentioned in column 1 of Part 1 of table 61.1495.

flight engineer instructor means the holder of a flight engineer instructor rating.

flight engineer training endorsement means an endorsement mentioned in column 1 of table 61.1430.

flight examiner means the holder of a flight examiner rating.

flight examiner endorsement means an endorsement mentioned in column 1 of table 61.1310.

flight instructor means the holder of a flight instructor rating.

flight review means an assessment of the competency of a flight crew member to perform:

- (a) for the holder of a pilot licence or flight engineer licence—an activity authorised by a flight crew rating that the crew member holds; or
- (b) for the holder of a glider pilot licence—an activity authorised by the licence.

flight simulation training device means:

- (a) a qualified flight simulator; or
- (b) a qualified flight training device; or
- (c) a synthetic trainer that is approved under Civil Aviation Order 45.0; or
- (d) a device that meets the qualification standards prescribed by a legislative instrument under regulation 61.045; or
- (e) a device that is qualified (however described) by the national aviation authority of a recognised foreign State.

flight test, for a flight crew licence, rating or endorsement, means a test conducted under regulation 61.245 for the licence, rating or endorsement.

flight test endorsement means an endorsement mentioned in column 1 of Part 1 of table 61.1310.

flight time as:

- (a) a pilot: see regulation 61.080; and
- (b) a co-pilot: see regulation 61.085; and
- (c) a pilot in command: see regulation 61.090; and
- (d) a pilot in command under supervision: see regulation 61.095; and
- (e) a flight engineer: see regulation 61.100.

flight training, for a flight crew licence, rating or endorsement, means the training mentioned in regulation 61.195 for the licence, rating or endorsement.

glider activity means:

- (a) operating a Part 103 aircraft that is a glider; or
- (b) providing training in operating a Part 103 aircraft that is a glider.

glider organisation means a sport aviation body that administers glider activities.

initial flight training means dual flight conducted for training in the units of competency mentioned in the Part 61 Manual of Standards for the grant of a recreational pilot licence.

instructor means:

- (a) a flight instructor; or
- (b) a simulator instructor; or
- (c) a flight engineer instructor.

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instructor proficiency check means an assessment, against the standards mentioned in the Part 61 Manual of Standards, of an instructor's competency to conduct flight training.

instructor rating means:

- (a) a flight instructor rating; or
- (b) a simulator instructor rating; or
- (c) a flight engineer instructor rating.

instrument endorsement means an endorsement mentioned in column 1 of table 61.890.

instrument flight time: see regulation 61.105.

instrument ground time: see regulation 61.110.

instrument proficiency check means an assessment, against the standards mentioned in the Part 61 Manual of Standards, of a pilot's competency to pilot an aircraft under the IFR.

instrument time means:

- (a) instrument flight time; or
- (b) instrument ground time.

knowledge deficiency report means a report prepared, and given to a person, under regulation 61.230.

licence means a flight crew licence.

licence document: see regulation 61.175.

low-level endorsement means an endorsement mentioned in column 1 of table 61.1075.

low-level operation means an operation below 500 ft AGL, other than the following:

- (a) climbing from take-off;
- (b) descending for the purpose of landing;
- (c) an aerial application operation.

maximum certificated passenger seating capacity, for an aircraft, means the maximum passenger seating capacity stated in the aircraft's type certificate, foreign type certificate, supplemental type certificate or foreign supplemental type certificate.

maximum certificated take-off weight, for an aircraft, means the maximum take-off weight stated in the aircraft's type certificate, foreign type certificate, supplemental type certificate or foreign supplemental type certificate.

medical exemption means:

- (a) for the conduct of a solo flight by a student pilot—an approval under regulation 61.040 to conduct the solo flight without holding a current medical certificate or recreational aviation medical practitioner’s certificate; and
- (b) for the exercise of the privileges of a flight crew licence or rating—an approval under regulation 61.040 to exercise the privileges of the licence or rating without holding a current medical certificate or recreational aviation medical practitioner’s certificate.

medical practitioner means a person entitled to practise as a medical practitioner under a law of a State or Territory.

multi-crew, in relation to an aircraft, means that the aircraft is certificated for operation by a crew of at least 2 pilots.

multi-crew operation means an operation that requires at least 2 pilots in:

- (a) a multi-crew aircraft; or
- (b) an aircraft that is equipped, and required by these Regulations, to be operated by a crew of at least 2 pilots.

multi-crew pilot licence training course means a course of training for the grant of a multi-crew pilot licence conducted by a Part 142 operator.

multi-crew type rating means a pilot type rating authorising its holder to pilot an aircraft of the type covered by the rating in a multi-crew operation.

multi-engine aeroplane means an aeroplane that has 2 or more engines, other than:

- (a) a multi-engine centre-line thrust aeroplane; or
- (b) an aeroplane that is prescribed by a legislative instrument under regulation 61.050 as an aeroplane that is included in the single-engine aeroplane class.

multi-engine centre-line thrust aeroplane means an aeroplane with 2 or more engines that:

- (a) has the thrust line along the longitudinal axis of the aeroplane; and
- (b) has no asymmetric handling effect about the normal axis in the event of an engine failure.

night VFR endorsement means an endorsement mentioned in column 1 of table 61.980.

night vision goggles means a self-contained binocular night vision enhancement device that:

- (a) is helmet-mounted or otherwise worn by a person; and
- (b) can detect and amplify light in both the visual and near infra-red bands of the electromagnetic spectrum.

night vision imaging system endorsement means an endorsement mentioned in column 1 of table 61.1025.

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night vision imaging system proficiency check means an assessment, against the standards mentioned in the Part 61 Manual of Standards, of a pilot's competency to pilot a helicopter using a night vision imaging system.

operational endorsement means any of the following endorsements:

- (a) an aerial application endorsement;
- (b) a flight activity endorsement;
- (c) a flight examiner endorsement;
- (d) an instrument endorsement;
- (e) a low-level endorsement;
- (f) a night VFR endorsement;
- (g) a night vision imaging system endorsement;
- (h) a private instrument endorsement;
- (i) a training endorsement;
- (j) a flight engineer examiner endorsement;
- (k) a flight engineer training endorsement.

operational rating means any of the following ratings:

- (a) an aerial application rating;
- (b) an examiner rating;
- (c) an instructor rating;
- (d) an instrument rating;
- (e) a low-level rating;
- (f) a night VFR rating;
- (g) a night vision imaging system rating;
- (h) a private instrument rating.

operator proficiency check means an assessment conducted by an operator in accordance with its training and checking responsibilities under these Regulations of whether a person has the aeronautical skills and knowledge required by the operator.

overseas endorsement means an authorisation (however described) granted by the national aviation authority of a Contracting State, in accordance with Annex 1 to the Chicago Convention, that is equivalent to a flight crew endorsement.

overseas flight crew licence means an authorisation (however described) granted by the national aviation authority of a Contracting State, in accordance with Annex 1 to the Chicago Convention, that is equivalent to a flight crew licence.

overseas medical certificate means a medical certificate (however described) granted by the national aviation authority of a Contracting State, in accordance with Annex 1 to the Chicago Convention, that is equivalent to a medical certificate.

overseas rating means an authorisation (however described) granted by the national aviation authority of a Contracting State, in accordance with Annex 1 to the Chicago Convention, that is equivalent to a flight crew rating.

pilot, used as a noun, means a person authorised under this Part to manipulate the flight controls of an aircraft during flight.

pilot, used as a verb, means:

- (a) to manipulate the flight controls of an aircraft during flight; or
- (b) to occupy a flight control seat in an aircraft during flight.

pilot in command under supervision means a pilot, other than a student pilot, who performs the duties and functions of the pilot in command of an aircraft under the supervision of a pilot who is authorised by the operator of the aircraft to conduct the supervision.

pilot instructor means:

- (a) a flight instructor; or
- (b) a simulator instructor.

pilot licence means any of the following licences:

- (a) an air transport pilot licence;
- (b) a commercial pilot licence;
- (c) a multi-crew pilot licence;
- (d) a private pilot licence;
- (e) a recreational pilot licence.

private instrument endorsement means an endorsement mentioned in column 1 of table 61.935.

privilege, in relation to a flight crew licence, rating or endorsement, means an activity that the holder of the licence, rating or endorsement is authorised, under this Part, to conduct.

published lowest safe altitude has the meaning given by subregulation 178(7) of CAR.

rating means a flight crew rating.

recent photograph, at a particular time, means a photograph taken within 6 months before that time.

recognised aeroplane means an aeroplane:

- (a) that is on the register of aircraft kept by a Contracting State; or
- (b) that is a State aircraft.

recognised foreign State means any of the following:

- (a) Canada;
- (b) Hong Kong;
- (c) New Zealand;

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- (d) United States of America;
- (e) the following EASA member States:
 - (i) Belgium;
 - (ii) Czech Republic;
 - (iii) Denmark;
 - (iv) Finland;
 - (v) France;
 - (vi) Germany;
 - (vii) Ireland;
 - (viii) Italy;
 - (ix) Netherlands;
 - (x) Norway;
 - (xi) Portugal;
 - (xii) Spain;
 - (xiii) Sweden;
 - (xiv) Switzerland;
 - (xv) United Kingdom;
- (f) any other foreign country prescribed by a legislative instrument under regulation 61.047.

recognised gyroplane means a gyroplane:

- (a) that is on the register of aircraft kept by a Contracting State; or
- (b) that is a State aircraft.

recognised helicopter means a helicopter:

- (a) that is on the register of aircraft kept by a Contracting State; or
- (b) that is a State aircraft.

recognised powered-lift aircraft means a powered-lift aircraft:

- (a) that is on the register of aircraft kept by a Contracting State; or
- (b) that is a State aircraft.

recreational aircraft means a single-engine aircraft that:

- (a) is certificated for single-pilot operation; and
- (b) has a maximum certificated take-off weight of less than 1 500 kg; and
- (c) is not rocket-powered or turbine-powered.

recreational aviation medical practitioner's certificate means a certificate from a medical practitioner to the effect that the holder meets the modified Austroads medical standards.

recreational pilot licence endorsement means an endorsement mentioned in regulation 61.485.

simulated flight engineer time means time spent in a flight simulation training device during which a flight engineer is performing the duties of a flight engineer.

simulated flight time means time spent in a flight simulation training device during which a pilot is performing the duties of a pilot.

simulated IMC means flight in an aircraft or flight simulation training device during which the pilot is prevented from viewing the external horizon.

simulator instructor means the holder of a simulator instructor rating.

single-pilot operation means an operation in an aircraft, other than a multi-crew operation.

single-pilot type rating means a pilot type rating authorising its holder to pilot an aircraft of the type covered by the rating in a single-pilot operation.

solo, in relation to a flight of an aircraft, means a flight in which the pilot is the sole occupant of the aircraft.

standard instrument departure means a departure under the IFR in accordance with an instrument departure procedure.

successfully participating: a person is ***successfully participating*** in an operator's training and checking system for an operation if:

- (a) the person is employed by the operator; and
- (b) the operator's training and checking system covers the operation; and
- (c) the person has met the requirements under the system for entry into the system; and
- (d) the person is permitted under the system to be assigned by the operator for duty for the operation.

tethered flight time means the duration of a flight in a tethered helicopter.

tethered helicopter means a helicopter tethered to a base that allows hovering but not free flight.

training endorsement means an endorsement mentioned in column 1 of table 61.1235.

training provider, for a person undertaking flight training, means:

- (a) the Part 141 or 142 operator conducting the training; or
- (b) the person conducting the training who holds an approval under regulation 141.035 or 142.040 to conduct the training.

type rating means:

- (a) a pilot type rating; or
- (b) a flight engineer type rating; or
- (c) a cruise relief type rating.

type specific: a rating or endorsement is ***type specific*** if the rating or endorsement applies only to an aircraft type that is specified on the rating or endorsement.

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variant, in relation to an aircraft model (the *first model*), means another aircraft model that CASA has prescribed by a legislative instrument under regulation 61.055 as a variant of the first model.

61.015 Definition of *category* of aircraft for Part 61

Each of the following is a *category* of aircraft:

- (a) aeroplane;
- (b) helicopter;
- (c) powered-lift aircraft;
- (d) gyroplane;
- (e) airship.

61.020 Definition of *class* of aircraft for Part 61

(1) Each of the following is a *class* of aircraft:

- (a) single-engine aeroplane;
- (b) multi-engine aeroplane;
- (c) single-engine helicopter;
- (ca) powered-lift aircraft;
- (d) single-engine gyroplane;
- (e) airship.

(2) For this Part, the single-engine aeroplane class includes:

- (a) multi-engine centre-line thrust aeroplanes; and
- (b) multi-engine aeroplanes that are prescribed by a legislative instrument under regulation 61.050 (Prescription of multi-engine aeroplanes included in single-engine aeroplane class).

61.025 Definition of *aeroplane* for Part 61

Aeroplane means an aeroplane that has flight controls providing control of the aeroplane in 3 axes and includes a touring motor glider being operated under Part 91.

61.035 Issue of Manual of Standards for Part 61

(1) For paragraph 98(5A)(a) of the Act, CASA may issue a Manual of Standards for this Part that sets out matters relating to flight crew licences.

(2) In particular, the Manual of Standards may set out standards for the following:

- (a) approvals under regulation 61.040;
- (b) aeronautical and other knowledge required by this Part for the grant of a licence, rating or endorsement;
- (c) flight training;
- (d) other training and development requirements;
- (e) flight tests;

- (f) aviation and general English language proficiency;
- (g) general operating competencies for:
 - (i) aircraft of a particular class or type; and
 - (ii) activities authorised by operational ratings and endorsements;
- (h) competency in the use of an airborne collision avoidance system;
- (i) flight reviews;
- (k) instrument proficiency checks;
- (l) night vision imaging system proficiency checks;
- (m) aerial application proficiency checks;
- (n) instructor proficiency checks;
- (o) competencies for glider pilot licences.

61.040 Approvals by CASA for Part 61

- (1) If a provision of this Part refers to a person or organisation holding an approval under this regulation, the person or organisation may apply to CASA for the approval.
- (2) Subject to regulation 11.055, CASA must grant the approval if the following requirements are met:
 - (a) if the approval relates to a course or program:
 - (i) the course or program covers all the units of competency mentioned in the Part 61 Manual of Standards for the course or program; and
 - (ii) the course or program meets the standards (if any) mentioned in the Part 61 Manual of Standards for the course or program;
 - (b) if the approval relates to any other thing for which there are standards in the Part 61 Manual of Standards—the thing meets the standards;
 - (c) for any other approval—the applicant meets the requirements (if any) for the approval mentioned in the provision.
- (3) Subregulation 11.055(1B) applies to the granting of an approval mentioned in paragraph 61.1515(1)(b) (Limitations on exercise of privileges of glider pilot licences—general).

61.045 Prescription of qualification standards for flight simulation training devices

For paragraph 98(5A)(a) of the Act, CASA may, by legislative instrument, prescribe qualification standards for flight simulation training devices.

61.047 Prescription of recognised foreign States

For paragraph 98(5A)(a) of the Act, CASA may, by legislative instrument, prescribe foreign countries as recognised foreign States.

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

For paragraph 98(5A)(a) of the Act, CASA may, by legislative instrument, prescribe aeroplanes that are included in the single-engine aeroplane class.

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

- (1) For paragraph 98(5A)(a) of the Act, CASA may, by legislative instrument, prescribe, for multi-crew aircraft:
 - (a) the type ratings that may be granted for multi-crew operation; and
 - (b) the aircraft models that are variants of each other; and
 - (c) in relation to each variant—the variants for which differences training is required; and
 - (d) the type ratings for which the flight review or instrument proficiency check requirements may be met by completion of a single flight review; and
 - (e) the type ratings for which the instrument proficiency check requirements may be met by completion of a single instrument proficiency check.
- (2) For paragraph 98(5A)(a) of the Act, if 2 or more aircraft models are variants of each other, CASA may, by legislative instrument, prescribe that the models are no longer variants of each other only if satisfied that:
 - (a) the complexity of one of the models' systems; or
 - (b) a difference in their performance or handling characteristics;requires the provision of additional flight training to enable a person to pilot an aircraft of that model safely.

61.060 Prescription of type ratings—single-pilot aircraft

- (1) For paragraph 98(5A)(a) of the Act, CASA may, by legislative instrument, prescribe:
 - (a) for a type of aircraft that is certificated for single-pilot operation—whether a single-pilot type rating is required; and
 - (b) for aircraft for which single-pilot type ratings are required:
 - (i) the type ratings that may be granted for single-pilot operation; and
 - (ii) the aircraft models that are variants of each other; and
 - (iii) in relation to each variant—the variants for which differences training is required; and
 - (c) the type ratings for which the flight review or instrument proficiency check requirements may be met by completion of a single flight review; and
 - (d) the type ratings for which the instrument proficiency check requirements may be met by completion of a single instrument proficiency check.
- (2) However, CASA may prescribe that a single-pilot type rating is required for an aircraft only if satisfied that:
 - (a) the complexity of the aircraft's systems; or
 - (b) its performance or handling characteristics;

requires the provision of additional flight training to enable a person to pilot an aircraft of that type safely.

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

For paragraph 98(5A)(a) of the Act, CASA may, by instrument, prescribe types of aircraft in which the conduct of a flight review or instrument proficiency check for a pilot type rating meets the flight review requirements for a class rating.

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

For paragraph 98(5A)(a) of the Act, CASA may, by instrument, prescribe types of aircraft in which the privileges of a class rating may not be exercised unless the holder of the rating has completed flight training and a flight review in an aircraft of the type.

61.063 Prescription of types of single engine helicopters for flight reviews

For paragraph 98(5A)(a) of the Act, CASA may, by instrument, prescribe types of single-engine helicopters that may be used to conduct flight reviews for other types of single-engine helicopters.

61.065 Conduct of unauthorised activities—holders of flight crew licences

- (1) The holder of a flight crew licence commits an offence if:
 - (a) the holder conducts an activity mentioned in this Part while:
 - (i) piloting a registered aircraft; or
 - (ii) acting as flight engineer of a registered aircraft; or
 - (iii) acting as an instructor or examiner; and
 - (b) the holder is not authorised under this Part to conduct the activity.

Penalty: 50 penalty units.

- (2) An offence against this regulation, other than an offence for a contravention of regulation 61.385 (Limitations on exercise of privileges of pilot licences—general competency requirement), is an offence of strict liability.

Note: See also subsection 20AB(1) of the Act for an offence of performing any duty that is essential to the operation of an Australian aircraft during flight time without holding a relevant civil aviation authorisation or being otherwise authorised by or under these Regulations to perform the duty.

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

61.070 Flight to which Division 61.A.2 applies

For this Division:

flight means flight in:

- (a) an aeroplane; or
- (b) a helicopter, other than a tethered helicopter; or
- (c) an airship; or
- (d) a glider, other than a hang glider, powered hang glider, paraglider or powered paraglider; or
- (e) a gyroplane; or
- (f) a powered-lift aircraft.

61.075 Definition of *aeronautical experience* for Part 61

A person's *aeronautical experience* is as follows:

- (a) for a pilot—the total of:
 - (i) the person's flight time as a pilot; and
 - (ii) the person's simulated flight time; and
 - (iii) the person's tethered flight time;
- (b) for a flight engineer—the total of:
 - (i) the person's flight time as a flight engineer; and
 - (ii) the person's simulated flight engineer time.

61.080 Definition of *flight time* as pilot for Part 61

A person's *flight time* as a pilot is:

- (a) the duration of the following flights:
 - (i) a solo flight by the person;
 - (ii) a flight in which the person receives flight training;
 - (iii) if the person is a flight instructor—a flight during which the person exercises the privileges of his or her flight instructor rating;
 - (iv) if the person is a flight examiner—a flight during which the person exercises the privileges of his or her flight examiner rating; and
- (b) the person's flight time as pilot in command; and
- (c) the person's flight time as pilot in command under supervision; and
- (d) the person's flight time as a co-pilot.

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

A person's *flight time* as a co-pilot is any period, during flight in an aircraft that, under these Regulations, must be flown with a flight crew of at least 2 pilots, in

which the person is performing co-pilot duties other than as pilot in command under supervision.

Note: A co-pilot is a pilot on board an aircraft in a piloting capacity other than the pilot in command or a pilot who is on board the aircraft for the sole purpose of receiving flight training; see the definition of *co-pilot* in Part 1 of the Dictionary.

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

A person's *flight time* as pilot in command of an aircraft is the duration of a flight for which the person is the pilot in command of the aircraft.

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

- (1) A person's *flight time* as pilot in command under supervision is the duration of a flight if:
 - (a) the person holds a pilot licence; and
 - (b) the person performs all the duties of the pilot in command for the flight; and
 - (c) subregulation (2) or (3) applies to the flight.
- (2) For paragraph (1)(c), this subregulation applies to the flight if:
 - (a) the flight is conducted by an operator that has training and checking responsibilities; and
 - (b) the pilot in command of the flight is authorised by the operator or the operator's Part 142 operator to conduct the supervision of the person.
- (3) For paragraph (1)(c), this subregulation applies to the flight if:
 - (a) the person is supervised by a flight instructor or flight examiner; and
 - (b) the person is not receiving flight training.

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

A person's *flight time* as a flight engineer is:

- (a) if the person is a flight engineer—the duration of a flight during which the person performs the duties of a flight engineer; and
- (b) if the person is a flight engineer instructor—the duration of a flight during which the person exercises the privileges of his or her flight engineer instructor rating; and
- (c) if the person is a flight engineer examiner—the duration of a flight during which the person exercises the privileges of his or her flight engineer examiner rating; and
- (d) if the person is the holder of a cruise relief flight engineer type rating—any time spent performing the duties of a flight engineer during flight.

61.105 Definition of *instrument flight time* for Part 61

- (1) A person's *instrument flight time* is:
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Division 61.A.2 Flight time and other aeronautical experience

Regulation 61.110

- (a) for the holder of an authorisation mentioned in subregulation (2) other than a flight instructor or flight examiner—any time spent piloting an aircraft solely by reference to instruments and without external visual reference points in IMC or simulated IMC; and
 - (b) for a person who does not hold an authorisation mentioned in subregulation (2)—any dual instrument flight time; and
 - (c) for a flight instructor—any time spent conducting training mentioned in regulation 61.1165, or a flight review, during dual instrument flight time in IMC; and
 - (d) for a flight examiner—any time spent conducting a flight test or proficiency check during instrument flight time in IMC.
- (2) For paragraph (1)(a), the authorisations are as follows:
- (a) an instrument rating;
 - (b) a private instrument rating;
 - (c) for flight in an aeroplane or powered-lift aircraft—an air transport pilot licence;
 - (d) for flight in an aeroplane—a multi-crew pilot licence.

61.110 Definition of *instrument ground time* for Part 61

A person's *instrument ground time* is:

- (a) for the holder of an authorisation mentioned in subregulation 61.105(2) other than a simulator instructor or flight examiner—any time spent conducting simulated flight in a flight simulation training device solely by reference to instruments and without simulated external visual reference points; and
- (b) for a person who does not hold an authorisation mentioned in subregulation 61.105(2)—any dual instrument ground time.

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

Subdivision 61.A.3.1—Student pilots

61.112 Flying as a student pilot

- (1) Subject to regulations 61.113 to 61.115, a person who does not hold a pilot licence is authorised to pilot an aircraft if:
 - (a) the pilot in command of the aircraft is a flight instructor and the flight is for the purpose of the person receiving flight training; or
 - (b) the flight is for a flight test for a pilot licence, or a rating or endorsement on a pilot licence, for the person; or
 - (c) the flight is:
 - (i) approved by, and conducted under the supervision of, a flight instructor authorised by a Part 141 or 142 operator to conduct the supervision; and
 - (ii) conducted under the VFR; and
 - (iii) conducted in accordance with the flight instructor's approval.
- (2) Subject to regulations 61.113 to 61.115, the holder of a recreational pilot licence is authorised to pilot a recreational aircraft under the VFR at night, or a non-recreational aircraft, if:
 - (a) the pilot in command of the aircraft is a flight instructor and the flight is for the purpose of receiving flight training; or
 - (b) the flight is for a flight test for another pilot licence or a rating or endorsement on a pilot licence; or
 - (c) the flight is:
 - (i) approved by, and conducted under the supervision of, a flight instructor authorised by a Part 141 or 142 operator to conduct the supervision; and
 - (ii) conducted under the VFR; and
 - (iii) conducted in accordance with the flight instructor's approval.
- (3) For subparagraphs (1)(c)(i) and (2)(c)(i), a flight is conducted under the supervision of a flight instructor if the instructor:
 - (a) provides guidance to the person in relation to the flight; and
 - (b) during the flight:
 - (i) is on board the aircraft; or
 - (ii) is at the aerodrome from which the flight began; or
 - (iii) is flying within 15 nautical miles of the aerodrome reference point for the aerodrome from which the flight began; and
 - (c) can be contacted during the flight by radio or other electronic means.

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

Regulation 61.113

- (4) For regulations 61.405 to 61.415 (which are about medical requirements), piloting an aircraft in accordance with subregulation (3) does not constitute the exercise of the privileges of a pilot licence.

Note: A person authorised to pilot an aircraft by this regulation is a *student pilot*: see Part 1 of the Dictionary.

61.113 General requirements for student pilots

- (1) A student pilot is authorised to conduct a solo flight in an aircraft only if the student pilot:
- (a) has an ARN; and
 - (b) is at least 15.
- (2) A student pilot is not authorised to pilot an aircraft carrying passengers.
- (3) A student pilot is authorised to pilot an aircraft on a solo flight in another Contracting State's airspace only if the student pilot has the permission (however described) of the Contracting State.
- (4) A student pilot is not authorised to pilot an aircraft other than a registered aircraft.

61.114 Solo flights—medical requirements for student pilots

- (1) Subregulation (2) applies to:
- (a) the conduct of a solo flight in an aircraft other than a recreational aircraft; or
 - (b) the conduct of a solo flight in a recreational aircraft under the VFR at night.
- (2) A student pilot is authorised to conduct the flight only if:
- (a) the student pilot:
 - (i) holds a class 1 or 2 medical certificate; and
 - (ii) carries the medical certificate on the flight; or
 - (b) the student pilot:
 - (i) holds a medical exemption for the flight; and
 - (ii) carries a copy of the exemption on the flight.
- (3) Subregulation (4) applies to the conduct of a solo flight in a recreational aircraft by day, other than by the holder of a recreational pilot licence.
- (4) A student pilot is authorised to conduct the flight only if:
- (a) the student pilot:
 - (i) holds a class 1 or 2 medical certificate; and
 - (ii) carries the medical certificate on the flight; or
 - (b) the student pilot:
 - (i) holds a current recreational aviation medical practitioner's certificate; and
 - (ii) meets the requirements mentioned in subregulation (5); or

- (c) the student pilot:
 - (i) holds a medical exemption for the flight; and
 - (ii) carries a copy of the exemption on the flight.
- (5) For subparagraph (4)(b)(ii), the requirements are as follows:
 - (a) the student pilot must have:
 - (i) given CASA a copy of his or her recreational aviation medical practitioner's certificate; and
 - (ii) received from CASA a written acknowledgement of the receipt of the copy;
 - (b) the student pilot must carry both of the following on the flight:
 - (i) a copy of the certificate;
 - (ii) a copy of the acknowledgement mentioned in subparagraph (a)(ii);
 - (c) the student pilot must comply with any limitations or conditions stated on the certificate;
 - (d) the student pilot must meet the modified Austroads medical standards.

Note: For when a person meets the modified Austroads medical standards, see regulation 67.262.

- (6) In this regulation:

current: a recreational aviation medical practitioner's certificate for a student pilot is **current** for the shortest of the following periods:

- (a) the period beginning on the day the certificate is signed by the medical practitioner and ending 24 months after that day;
- (b) if, when the student pilot conducts a solo flight the student pilot is at least 65—the period beginning on the day the certificate is signed by the medical practitioner and ending 12 months after that day;
- (c) if the certificate states the period for which it applies—the period beginning on the day the certificate is signed by the medical practitioner and ending at the end of the stated period.

61.115 Solo flights—recent experience requirements for student pilots

- (1) A student pilot is authorised to conduct a solo flight in an aircraft only if:
 - (a) the student pilot has, within the previous 30 days and in the same type of aircraft, successfully completed a dual flight check; and
 - (b) as a result of the flight, his or her solo flight time since he or she last successfully completed a dual flight check would not exceed 3 hours.
- (2) However, paragraph (1)(b) does not apply to the student pilot if the student pilot is enrolled in an integrated training course.
- (3) In addition, paragraph (1)(b) does not apply to a student pilot in relation to the conduct of a solo flight in an aircraft if the pilot is undergoing training, conducted by a Part 141 operator, for the grant under Part 61 of a private pilot licence, or commercial pilot licence, with a rating for that category of aircraft, and:

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Regulation 61.116

- (a) the pilot holds a recreational pilot licence with such a rating; or
- (b) the Part 141 operator certifies, in writing, that the operator is satisfied that:
 - (i) the student pilot is competent to safely conduct a solo flight in an aircraft of the same category; and
 - (ii) the student pilot has met the competency standards for the grant, under Part 61, of a recreational pilot licence with a rating for that category of aircraft.

61.116 Student pilots authorised to taxi aircraft

A student pilot is authorised to taxi an aircraft if the student pilot is approved to taxi the aircraft by a flight instructor.

Note: See regulation 91.415 for an offence relating to taxiing aircraft without being authorised to do so.

61.117 Identity checks—student pilots

- (1) CASA may, by written notice given to a student pilot, require the student pilot to provide evidence of his or her identity in accordance with paragraph 6.57(1)(a) of the *Aviation Transport Security Regulations 2005*.
- (2) The student pilot commits an offence if:
 - (a) CASA has not told the student pilot, in writing, that he or she has complied with the requirement; and
 - (b) the student pilots an aircraft.

Penalty: 50 penalty units.

- (3) An offence against this regulation is an offence of strict liability.

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

- (1) CASA may direct a student pilot to produce any or all of the following documents for inspection by CASA:
 - (a) unless the student pilot holds a medical exemption to conduct a solo flight—the student pilot’s medical certificate or recreational aviation medical practitioner’s certificate;
 - (b) a document that includes a photograph of the student pilot showing the student’s full face and his or her head and shoulders:
 - (i) that was issued within the previous 10 years by the government, or a government authority, of:
 - (A) the Commonwealth or a State or Territory; or
 - (B) a foreign country, or a state or province (however described) of a foreign country; and
 - (ii) that has not expired or been cancelled.
- (2) The student pilot commits an offence if:

- (a) CASA directs the student pilot to produce a document under subregulation (1); and
- (b) the student pilot does not produce the document before the earlier of the following:
 - (i) when the student pilot next conducts a solo flight;
 - (ii) within 7 days after the direction is given.

Penalty: 50 penalty units.

- (3) An offence against this regulation is an offence of strict liability.

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

61.119 Flying without licence—flight engineer duties

A person who does not hold a flight engineer licence is authorised to perform the duties of a flight engineer in a registered aircraft while:

- (a) receiving flight training from a flight engineer instructor; or
- (b) taking a flight test for a flight engineer licence or a flight crew rating or endorsement on a flight engineer licence.

61.120 Operation of aircraft radio without licence

A person who does not hold a flight crew licence, or who holds a recreational pilot licence but does not hold a flight radio endorsement, is authorised to transmit on an aviation safety radio frequency if:

- (a) the transmission is made while receiving training for a flight crew licence or flight radio endorsement; and
- (b) the transmission is approved by an instructor; and
- (c) the transmission is for the purpose of:
 - (i) safely conducting a flight that is approved by a flight instructor; or
 - (ii) receiving training in the use of an aircraft radio.

Note 1: A person is prohibited from transmitting on an aviation safety radio frequency unless the person is authorised or qualified to do so: see regulation 91.625.

Note 2: For the definition of *aviation safety radio frequency*, see the Dictionary.

61.125 Conducting flight activities without rating or endorsement

- (1) A person who holds a pilot licence, but does not hold a rating or endorsement for the conduct of an activity for which a rating or endorsement is required under this Part, is authorised to conduct the activity if:
 - (a) the activity is conducted while:
 - (i) receiving flight training for the rating or endorsement; or
 - (ii) taking a flight test for the rating or endorsement; or
 - (iii) meeting the aeronautical experience requirements for the rating or endorsement; and

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

Regulation 61.126

- (b) the activity is approved by, and conducted under the supervision of, a flight instructor.
- (2) A person who holds a flight engineer licence, but does not hold a rating or endorsement for the conduct of an activity for which a rating or endorsement is required under this Part, is authorised to conduct the activity if:
 - (a) the activity is conducted while:
 - (i) receiving flight training for the rating or endorsement; or
 - (ii) taking a flight test for the rating or endorsement; or
 - (iii) meeting the aeronautical experience requirements for the rating or endorsement; and
 - (b) the activity is approved by, and conducted under the supervision of, a flight engineer instructor.

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

- (1) A person who holds a flight crew licence, but has not met the proficiency check requirements for the conduct of an activity for which a proficiency check is required under this Part, is authorised to conduct the activity while the person undertakes the proficiency check.
- (2) A person who holds a flight crew licence, but has not met the flight review requirements for the conduct of an activity for which a flight review is required under this Part, is authorised to conduct the activity while the person undertakes the flight review.

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

- (1) This regulation applies to a person who, apart from this regulation, would not be authorised under this Part to pilot a helicopter.
- (2) The person is authorised to pilot the helicopter using the helicopter's auto flight control system if:
 - (a) the person is approved to do so by the helicopter's:
 - (i) operator; and
 - (ii) pilot in command; and
 - (b) the person does so under the supervision of the pilot in command.

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

- (1) An instructor may apply to CASA, in writing, for authorisation to conduct training for the grant of a pilot type rating or flight engineer type rating in an aircraft for which the instructor does not hold the rating.

- (2) An examiner may apply to CASA, in writing, for authorisation to conduct a flight test required for the grant of a pilot type rating or flight engineer type rating for an aircraft for which the examiner does not hold:
 - (a) the pilot type rating or flight engineer type rating; or
 - (b) a training endorsement; or
 - (c) a flight test endorsement.
- (3) Subject to regulation 11.055, CASA must grant the authorisation.
- (4) Subject to regulations 141.050 and 142.050, if CASA grants the authorisation, the person is authorised to conduct the training or flight test in accordance with the authorisation.

61.140 Authorisation to test aircraft without holding type rating

- (1) The holder of a flight crew licence may apply to CASA, in writing, for authorisation to act as a flight crew member of an aircraft for which the person does not hold a pilot type rating or flight engineer type rating during a flight conducted for the purpose of:
 - (a) testing the aircraft; or
 - (b) conducting an experiment in relation to the aircraft.
- (2) Subject to regulation 11.055, CASA must grant the authorisation.
- (3) If CASA grants the authorisation, the person is authorised to act as a flight crew member during the flight in accordance with the authorisation.

61.145 Piloting glider without holding glider pilot licence

- (1) A person is authorised to pilot a glider without holding a glider pilot licence if the person:
 - (a) holds an authorisation, granted by a glider organisation, that permits the holder to pilot a glider as pilot in command; and
 - (b) operates the glider in accordance with the organisation's operations manual or exposition (whichever is applicable).
- (2) A person (a *student pilot*) is authorised to pilot a glider without holding a glider pilot licence if:
 - (a) the pilot in command of the glider holds an authorisation from a glider organisation that permits the holder to conduct training and assessment in a glider; and
 - (b) the flight is for the purpose of training, or assessing the competency of, the student pilot to pilot a glider; and
 - (c) the student pilot meets the requirements (if any) set out in the glider organisation's operations manual or exposition (whichever is applicable) for a student pilot conducting a flight.
- (3) A person (a *student pilot*) is authorised to pilot a glider without holding a glider pilot licence if:

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

Regulation 61.145

- (a) the flight is:
 - (i) approved by, and conducted under the supervision of, a pilot who holds an authorisation from a glider organisation that permits the holder to conduct training and assessment in a glider (the *glider instructor*); and
 - (ii) conducted under the VFR; and
 - (iii) conducted in accordance with the glider instructor's approval; and
- (b) the student pilot meets the requirements (if any) set out in the glider organisation's operations manual or exposition (whichever is applicable) for a student pilot conducting a flight.

Subpart 61.B—Grant of flight crew licences, ratings and endorsements

Division 61.B.1—General

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

- (1) CASA may grant any flight crew licence, rating or endorsement.
- (2) Subject to subregulation (8) and regulation 61.1265, a flight examiner may grant the following:
 - (a) a rating on a pilot licence, other than:
 - (i) an aircraft category rating; or
 - (ii) a flight examiner rating; or
 - (iii) a cruise relief flight engineer type rating;
 - (b) an endorsement on a pilot licence, other than a flight test endorsement.
- (3) Subject to subregulation (8) and regulations 61.1175 and 61.1200, a pilot instructor may grant an endorsement on a pilot licence, other than:
 - (a) a flight examiner endorsement; or
 - (b) a training endorsement mentioned in Part 1 or 2 of table 61.1235; or
 - (c) an endorsement for which a flight test is required under this Part.
- (4) Subject to subregulation (8) and regulation 61.1455, a flight engineer examiner may grant the following:
 - (a) a rating on a flight engineer licence, other than a flight engineer examiner rating;
 - (b) an endorsement on a flight engineer licence, other than a flight engineer flight test endorsement;
 - (c) a cruise relief flight engineer type rating.
- (5) Subject to subregulation (8) and regulation 61.1405, a flight engineer instructor may grant a flight engineer training endorsement.
- (6) Subject to subregulation (8) and the limitations (if any) of the person's approval, the holder of an approval under regulation 141.035 or 142.040 (an **approval holder**) may grant a flight crew endorsement for which the holder is approved to conduct flight training.
- (7) Subject to subregulation (8) and the limitations (if any) of the person's approval, the holder of an approval under regulation 61.040 (also an **approval holder**) may grant the following:
 - (a) a flight crew rating, other than an examiner rating;
 - (b) a flight crew endorsement, other than a flight test endorsement or a flight engineer flight test endorsement.

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

Division 61.B.1 General

Regulation 61.155

- (8) An examiner, instructor or approval holder cannot grant a flight crew rating or endorsement to a person if the person is taken to meet the requirements for the rating or endorsement under:
- (a) regulation 61.275 (Overseas flight crew authorisations—recognition); or
 - (b) regulation 61.285 (Australian Defence Force qualifications—recognition).

Note: A flight crew licence, rating or endorsement granted under a bilateral agreement may only be granted by CASA: see regulation 61.280.

61.155 Applications for flight crew licences, ratings and endorsements

- (1) An application for a flight crew licence, rating or endorsement must be made to a person who may grant the licence, rating or endorsement.

Note: See Subpart 11.B, in particular, regulation 11.030, about applications for authorisations.

- (2) The application must:
- (a) be in writing; and
 - (b) if the application is for a pilot licence—include an application for an aircraft category rating.
- (2A) Subregulation (2B) applies if the application is for a flight crew licence and the applicant has not:
- (a) applied to CASA for another flight crew licence in the previous 10 years and submitted with the application a photograph of the applicant; or
 - (b) given to CASA, within the previous 10 years, a photograph of the applicant in response to a direction or request in writing by CASA to the applicant.
- (2B) The applicant must also submit to CASA a recent photograph of the applicant, showing the applicant's full face and his or her head and shoulders.
- (3) If the requirements for the grant of a flight crew licence, rating or endorsement (the **second authorisation**) include a requirement that the applicant hold, or be eligible for, another flight crew licence, rating or endorsement (the **first authorisation**), a person may:
- (a) apply for the first and second authorisations at the same time; or
 - (b) apply for the second authorisation at any time after applying for the first authorisation, whether or not the first authorisation has been granted before the person applies for the second authorisation.

61.160 Grant of flight crew licences

Subject to regulation 11.055, CASA must grant a flight crew licence to an applicant for the licence if:

- (a) the application complies with regulation 61.155; and
- (b) the applicant:
 - (i) meets the requirements mentioned in this Part for the grant of the licence; and

- (ii) for a flight crew licence other than a recreational pilot licence—has a current aviation English language proficiency assessment; and
- (iii) for a recreational pilot licence—meets the general English language proficiency requirements mentioned in regulation 61.265.

Note: Despite anything in these Regulations, CASA is not to issue a flight crew licence to an applicant unless certain requirements are met: see regulation 6.57 of the *Aviation Transport Security Regulations 2005*.

61.165 Grant of flight crew ratings

Subject to regulation 11.055, CASA, or an examiner or an approval holder within the meaning of regulation 61.150, must grant a flight crew rating to an applicant for the rating if:

- (a) the application complies with regulation 61.155; and
- (b) for an application to an examiner or approval holder—the examiner or approval holder may, under regulation 61.150, grant the rating; and
- (c) the applicant meets the requirements mentioned in this Part for the grant of the rating.

61.170 Grant of flight crew endorsements

Subject to regulation 11.055, CASA, or an examiner, instructor or an approval holder within the meaning of regulation 61.150, must grant a flight crew endorsement to an applicant for the endorsement if:

- (a) the application complies with regulation 61.155; and
- (b) for an application to an examiner, instructor or approval holder—the examiner, instructor or approval holder may, under regulation 61.150, grant the endorsement; and
- (c) the applicant meets the requirements mentioned in this Part for the grant of the endorsement.

61.175 How CASA issues flight crew licences, ratings and endorsements

- (1) Subregulation (2) applies if:
 - (a) CASA grants a flight crew licence to a person under regulation 61.160; and
 - (b) the person does not already hold a flight crew licence.
 - (2) For subregulation (1), CASA must issue to the person a document (the *licence document*) indicating that the person is authorised to exercise the privileges of:
 - (a) the flight crew licence; and
 - (b) if, at the same time, CASA also grants a flight crew rating or endorsement to the person under regulation 61.165 or 61.170—the rating or endorsement.
 - (3) Subregulation (4) applies if:
 - (a) CASA grants a flight crew licence (the *new licence*) to a person under regulation 61.160; and
 - (b) the person already holds a flight crew licence (the *existing licence*).
-

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

Division 61.B.1 General

Regulation 61.180

- (4) For subregulation (3), CASA must issue to the person a new licence document indicating that the person is authorised to exercise the privileges of:
 - (a) the new licence; and
 - (b) the existing licence; and
 - (c) any flight crew ratings and endorsements that the person already holds or that CASA grants at the same time as the new licence.
- (5) Subregulation (6) applies if:
 - (a) CASA grants a flight crew rating or endorsement to a person under regulation 61.165 or 61.170, other than a rating or endorsement granted at the same time as a flight crew licence; and
 - (b) the person already holds a flight crew licence.
- (6) For subregulation (5), CASA must endorse the person's licence document to the effect that the person is authorised to exercise the privileges of the rating or endorsement.

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

- (1) If an examiner or approval holder grants a flight crew rating to a person under regulation 61.165, the examiner or approval holder must:
 - (a) endorse the person's licence document to the effect that the person is authorised to exercise the privileges of the rating; and
 - (b) give CASA a written notice that the person has met the requirements mentioned in this Part for the grant of the rating.
- (2) If an examiner, instructor or approval holder grants a flight crew endorsement to a person under regulation 61.170, the examiner, instructor or approval holder must:
 - (a) endorse the person's licence document to the effect that the person is authorised to exercise the privileges of the endorsement; and
 - (b) give CASA a written notice that the person has met the requirements mentioned in this Part for the grant of the endorsement.
- (3) An examiner, instructor or approval holder commits an offence if he or she contravenes subregulation (1) or (2).

Penalty: 50 penalty units.
- (4) If CASA is satisfied that the rating or endorsement was issued in error, CASA must cancel the rating or endorsement.
- (5) An offence against this regulation is an offence of strict liability.

61.185 New licence document if licence, rating or endorsement cancelled

- (1) This regulation applies if:

Regulation 61.190

- (a) a flight crew licence, rating or endorsement is cancelled under Part 16 of CAR or Subpart 11.D; and
 - (b) the holder of the licence, rating or endorsement holds a licence that is not cancelled (the *continuing licence*).
- (2) CASA must issue to the holder a new licence document indicating that the holder is authorised to exercise the privileges of:
- (a) the continuing licence; and
 - (b) any ratings or endorsements that the holder continues to hold.

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

It is a condition of a flight crew licence, rating or endorsement that the holder must comply with:

- (a) the limitations on the exercise of the privileges of the licence, rating or endorsement set out in this Part; and
- (b) the requirements set out in this Part that apply to the holder.

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

61.195 Flight training requirements

- (1) Subregulation (2) applies to flight training for:
 - (a) a flight crew licence; or
 - (b) a flight crew rating; or
 - (c) a flight crew endorsement, other than a design feature endorsement or a flight activity endorsement.

Note: For training, other than flight training, see regulation 61.210.
- (2) For subregulation (1), a requirement in this Part for an applicant for a flight crew licence, rating or endorsement to have completed flight training for the licence, rating or endorsement is met only if:
 - (a) the applicant has received training in all the units of competency mentioned in the Part 61 Manual of Standards for the licence, rating or endorsement; and
 - (b) the training is conducted by:
 - (i) an instructor for a Part 141 or 142 operator that is authorised to conduct flight training for the licence, rating or endorsement; or
 - (ii) the holder of an approval under regulation 141.035 or 142.040 to conduct the training; and
 - (c) the applicant has been assessed as competent in each unit of competency by the instructor or approval holder; and
 - (d) for flight training for the grant of an aircraft class rating or type rating—the training is conducted in accordance with regulation 61.205; and
 - (e) the applicant's training provider has given the applicant a course completion certificate indicating that the requirements of paragraphs (a) and (c) have been met.
- (3) Subregulation (4) applies to flight training for a design feature endorsement or a flight activity endorsement.
- (4) For subregulation (3), a requirement in this Part for an applicant for a flight crew endorsement to have completed flight training for the endorsement is met only if:
 - (a) the applicant has received training in all the units of competency mentioned in the Part 61 Manual of Standards for the endorsement; and
 - (b) the training is conducted by:
 - (i) an instructor; or
 - (ii) the holder of an approval under regulation 61.040 to conduct the training; and
 - (c) the applicant has been assessed as competent in each unit of competency by the instructor or approval holder.

- (5) For paragraphs (2)(c) and (4)(c), the assessment must be conducted against the standards mentioned in the Part 61 Manual of Standards for the licence, rating or endorsement.

61.200 Differences training requirements

A requirement in this Part for the holder of a type rating to have completed differences training for a variant of the aircraft type covered by the rating is met only if:

- (a) the holder has received training in all the units of competency mentioned in the Part 61 Manual of Standards for the rating that are necessary to ensure that the holder is able to exercise the privileges of the rating as safely as the holder would have been able to, had the holder undertaken the flight training for the rating in the variant; and
- (b) the training is conducted by:
 - (i) an instructor for a Part 141 or 142 operator that is authorised to conduct differences training for the variant; or
 - (ii) the holder of an approval under regulation 141.035 or 142.040 to conduct the training; and
- (c) the holder has been assessed by the instructor or approval holder as competent to exercise the privileges of the rating as safely as the holder would have been able to, had the holder undertaken the flight training for the rating in the variant; and
- (d) the training is conducted in accordance with regulation 61.205; and
- (e) the applicant's training provider has given the applicant a course completion certificate indicating that the requirements of paragraphs (a) and (c) have been met.

61.205 When training must not be conducted in aircraft

- (1) For paragraphs 61.195(2)(d), 61.200(d) and 61.747(3)(c), the training must not be conducted in an aircraft with a maximum certificated passenger seating capacity of more than 9 if:
- (a) there is an approved flight simulator for the training available in Australia; or
 - (b) for a rating that applies only to an aircraft with a maximum certificated passenger seating capacity of more than 19 or a maximum certificated take-off weight of more than 8 618 kg—there is an approved flight simulator for the training available outside Australia.
- (2) In this regulation:
- available**, for training, means able to be used for the training.

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

Division 61.B.2 Flight training and other training

Regulation 61.210

61.210 Other approved courses of training or professional development

- (1) A requirement in this Part for a student pilot or an applicant for a flight crew licence, rating or endorsement to have completed an approved course of training or professional development is met only if:
 - (a) for a course that is approved under regulation 61.040—the student or applicant:
 - (i) has received training in all the units of competency mentioned in the Part 61 Manual of Standards for the course; and
 - (ii) has been assessed as competent by the person conducting the course against the standards mentioned in the Part 61 Manual of Standards for the course; or
 - (b) for a course that is conducted by a Part 141 or 142 operator—the student or applicant:
 - (i) has received training in all the units of competency mentioned in the course's syllabus; and
 - (ii) has been assessed by a person mentioned in subregulation (2) as competent against the standards mentioned in the course's syllabus.
- (2) For subparagraph (1)(b)(ii), the persons are as follows:
 - (a) the head of operations of the Part 141 or 142 operator that conducted the training;
 - (b) an instructor who is authorised by the head of operations to conduct the assessment;
 - (c) the holder of an approval under regulation 141.035 or 142.040 to conduct the training.

Division 61.B.3—Aeronautical knowledge examinations

61.215 Aeronautical knowledge examinations—general

- (1) CASA may set aeronautical knowledge examinations for the grant of a flight crew licence, rating or endorsement in accordance with the aeronautical knowledge standards mentioned in the Part 61 Manual of Standards for the licence, rating or endorsement.
- (2) A Part 141 or 142 operator may set aeronautical knowledge examinations for the grant of:
 - (a) a recreational pilot licence; or
 - (b) a flight crew rating other than an instrument rating; or
 - (c) a flight crew endorsement.
- (3) However, a Part 141 or 142 operator may set an aeronautical knowledge examination only if:
 - (a) the examination is set in accordance with the aeronautical knowledge standards mentioned in the Part 61 Manual of Standards for the licence, rating or endorsement; and
 - (b) the operator holds an approval under regulation 61.040 for the examination.
- (4) The examinations may be conducted at the times and places, and in accordance with arrangements, decided by the body setting the examination.

61.220 Aeronautical knowledge examinations—air transport pilot licence

To be eligible to sit the aeronautical knowledge examination for an air transport pilot licence with a particular aircraft category rating, an applicant must:

- (a) hold a commercial pilot licence with that rating; or
- (b) have passed the aeronautical knowledge examination for a commercial pilot licence with that rating; or
- (c) hold an approval under regulation 61.040 to sit the examination.

61.225 Aeronautical knowledge examinations—pass standards

- (1) A requirement in this Part for a person to have passed an aeronautical examination for a flight crew licence, rating or endorsement is met if the person meets the standards mentioned in the Part 61 Manual of Standards for the examination.
- (2) However, a person is taken to have passed an aeronautical knowledge examination only if the person passes all parts of the examination within a period of 2 years.
- (3) If on 3 occasions a person attempts, but fails to pass, an aeronautical knowledge examination, or a part of an examination, the person is not permitted to attempt

Part 61 Flight crew licensing

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

Division 61.B.3 Aeronautical knowledge examinations

Regulation 61.230

the examination or part again within 3 months beginning on the day the person attempts the examination or part for the third time.

- (4) If on 4 occasions a person attempts, but fails to pass, an aeronautical knowledge examination, or a part of an examination, the person is not permitted to attempt the examination or part again until CASA is satisfied that the person has completed appropriate training.

61.230 Aeronautical knowledge examinations—knowledge deficiency reports

- (1) This regulation applies if a candidate for an aeronautical knowledge examination:
- (a) passes the examination with a score of less than 100%; or
 - (b) fails the examination with a score of at least 51%.
- (2) The body that conducts the examination must:
- (a) prepare a report about the competency standards in which the candidate's knowledge is deficient; and
 - (b) give a copy of the report to the candidate; and
 - (c) if the examination was not conducted by the candidate's training provider—give a copy of the report to the candidate's training provider.

Division 61.B.4—Flight tests

61.235 Flight tests for flight crew licences and ratings—prerequisites

Flight crew licence prerequisites

- (1) Subregulation (2) applies to an applicant for a flight crew licence, other than an applicant who is eligible for the licence under subregulation 61.275(1) (Overseas flight crew authorisations—recognition).
- (2) For subregulation (1), the applicant is eligible to take a flight test for the licence only if:
 - (a) the applicant:
 - (i) is at least the minimum age to hold the licence; and
 - (ii) has passed the aeronautical knowledge examination for the licence; and
 - (iii) has met the flight training requirements for the grant of the licence; and
 - (iv) has met the aeronautical experience requirements for the grant of the licence; and
 - (v) for a flight crew licence other than a recreational pilot licence—has a current aviation English language proficiency assessment; and
 - (vi) for a recreational pilot licence—meets the general English language proficiency requirements mentioned in regulation 61.265; and
 - (aa) for a flight crew licence other than an air transport pilot licence—a person mentioned in subregulation (5), (6) or (7) has certified in writing that the applicant has met the requirements mentioned in paragraph (a); and
 - (b) for a flight crew licence other than an air transport pilot licence, if the applicant passed the aeronautical knowledge examination for the licence with a score of less than 100%:
 - (i) the applicant’s training provider has given the examiner who is to conduct the applicant’s flight test a copy of the applicant’s knowledge deficiency report; and
 - (ii) the applicant satisfies the examiner that the applicant has sufficient knowledge in any competency standard mentioned in the knowledge deficiency report to safely exercise the privileges of the licence; and
 - (c) if the flight test is to be conducted in an aircraft:
 - (i) the applicant holds a current medical certificate of the class required for the exercise of the privileges of the licence; or
 - (ii) if the test is for a recreational pilot licence—the applicant holds a current recreational aviation medical practitioner’s certificate; or
 - (iii) the applicant holds a medical exemption for the exercise of the privileges of the licence.

Part 61 Flight crew licensing

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

Division 61.B.4 Flight tests

Regulation 61.240

Flight crew rating prerequisites

- (3) Subregulation (4) applies to an applicant for a flight crew rating, other than an applicant who is eligible for the rating under subregulation 61.275(2) or (3).
- (4) For subregulation (3), the applicant is eligible to take a flight test for the rating only if:
 - (a) a person mentioned in subregulation (5), (6) or (7) has certified in writing that the applicant:
 - (i) if the application is for an operational rating—has passed the aeronautical knowledge examination for the rating; and
 - (ii) has met the flight training requirements for the grant of the rating; and
 - (iii) has met the aeronautical experience requirements for the rating; and
 - (b) if the test is to be conducted in an aircraft:
 - (i) the applicant holds a current class 1 or 2 medical certificate or recreational aviation medical practitioner's certificate; or
 - (ii) the applicant holds a medical exemption for the exercise of the privileges of the licence.
- (5) For paragraphs (2)(aa) and (4)(a), if the applicant's training provider is a Part 141 operator, the person is:
 - (a) the operator's head of operations; or
 - (b) a person named in the operator's operations manual as responsible for the flight training to which the flight test relates.
- (6) For paragraphs (2)(aa) and (4)(a), if the applicant's training provider is a Part 142 operator, the person is:
 - (a) the operator's head of operations; or
 - (b) a person named in the operator's exposition as responsible for the flight training to which the flight test relates.
- (7) For paragraphs (2)(aa) and (4)(a), if the applicant's training provider is the holder of an approval under regulation 141.035 or 142.040 to conduct the training, the person is the approval holder.

61.240 Consequences of taking flight test when ineligible

An applicant for a flight crew licence or rating is taken not to have passed a flight test if, when the applicant took the flight test, the applicant was not eligible under regulation 61.235 to take the flight test.

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

- (1) The flight test for a flight crew licence, rating or endorsement must be conducted in:
 - (a) an aircraft or an approved flight simulator for the purpose; and
 - (b) if the flight test is for a rating or endorsement that is limited to a particular category, class or type of aircraft:

- (i) an aircraft of that category, class or type; or
 - (ii) an approved flight simulator for that category, class or type of aircraft that is appropriate for the flight test.
- (2) However, the flight test for an aircraft class rating or type rating must not be conducted in an aircraft with a maximum certificated passenger seating capacity of more than 9 if:
- (a) there is an approved flight simulator for the flight test available in Australia; or
 - (b) for a rating that applies only to an aircraft with a maximum certificated passenger seating capacity of more than 19 or a maximum certificated take-off weight of more than 8 618 kg—there is an approved flight simulator for the flight test available outside Australia.
- (3) The flight test must be conducted by an examiner or the holder of an approval under regulation 61.040 to conduct the flight test (the **Part 61 approval holder**) who is nominated by the applicant’s training provider.
- (4) However, at any time before the test begins, CASA may, by written notice to the training provider and, if the training provider has nominated an examiner or Part 61 approval holder to conduct the flight test, the examiner or Part 61 approval holder:
- (a) nominate a different examiner or Part 61 approval holder to conduct the flight test; or
 - (b) require that CASA will conduct the flight test.
- (5) In this regulation:

available, for a flight test, means able to be used for the flight test.

61.250 Pass standards for flight tests

An applicant for a flight crew licence, rating or endorsement passes the flight test for the licence, rating or endorsement if the examiner assesses the applicant’s performance in the flight test as meeting the competency standards mentioned in the Part 61 Manual of Standards for the flight test.

Division 61.B.5—English language proficiency

61.255 Aviation English language proficiency assessments

- (1) A person may apply, in writing, to CASA or an examiner for an assessment of the person's aviation English language proficiency.
- (2) The applicant passes the assessment if CASA or the examiner is satisfied that the applicant meets the ICAO level 6 aviation English language proficiency standards mentioned in the Part 61 Manual of Standards.
- (3) If CASA or the examiner is not satisfied that the applicant meets the ICAO level 6 aviation English language proficiency standards mentioned in the Part 61 Manual of Standards, CASA or the examiner must refer the application to an aviation English language proficiency assessor.
- (4) The applicant passes the assessment if the assessor is satisfied that the applicant meets the ICAO level 4, 5 or 6 aviation English language proficiency standards mentioned in the Part 61 Manual of Standards.

61.260 Duration of English language proficiency assessments

A person's aviation English language proficiency assessment is **current** as follows:

- (a) if the person was assessed as meeting the ICAO level 6 aviation English language proficiency standards—indefinitely;
- (b) if the person was assessed as meeting the ICAO level 5 aviation English language proficiency standards—for 6 years beginning on the day the assessment is conducted;
- (c) if the person was assessed as meeting the ICAO level 4 aviation English language proficiency standards—for 3 years beginning on the day the assessment is conducted.

61.265 Recreational pilot licences—general English language proficiency

- (1) For subparagraph 61.160(b)(iii), an applicant for a recreational pilot licence must:
 - (a) have been assessed by CASA or an examiner as meeting the general English language proficiency standard mentioned in the Part 61 Manual of Standards; or
 - (b) satisfy a person mentioned in subregulation (2) that the applicant:
 - (i) has successfully completed one of the general English language proficiency tests mentioned in the Part 61 Manual of Standards; and
 - (ii) has sufficient general English language proficiency to safely exercise the privileges of the licence.
 - (2) For paragraph (1)(b), the persons are as follows:
 - (a) the head of operations of a Part 141 or 142 operator;
-

- (b) an instructor who is authorised by the head of operations to assess the applicant's English language proficiency.

61.270 Approval of language proficiency assessors

- (1) A person may apply to CASA, in writing, for approval to conduct aviation English language proficiency assessments.
- (2) Subject to regulation 11.055, CASA must grant the approval if CASA is satisfied that the person has successfully completed an approved course of training in assessment of aviation English language.

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

61.275 Overseas flight crew authorisations—recognition

- (1) Despite anything else in this Part, the holder of an overseas flight crew licence (the **applicant**) is taken to meet the requirements under this Part for the grant of a flight crew licence (an **Australian licence**) with an aircraft category rating if:
- (a) CASA is satisfied that the overseas flight crew licence and any ratings on that licence are at least equivalent to the Australian licence with that aircraft category rating; and
 - (b) the applicant is at least the minimum age for the grant of the Australian licence; and
 - (c) the applicant holds an authorisation to operate an aircraft radio granted by the national aviation authority of a Contracting State; and
 - (d) either:
 - (i) the applicant's overseas licence states that the applicant meets the ICAO level 4, 5 or 6 aviation English language proficiency standards; or
 - (ii) the applicant has a current aviation English language proficiency assessment; and
 - (e) for an application for a commercial pilot licence:
 - (i) a person mentioned in subregulation (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 licence; and
 - (ii) the applicant passes the flight test mentioned in the Part 61 Manual of Standards for the Australian licence; and
 - (ea) for an application for a multi-crew pilot licence or air transport pilot licence—the applicant passes the flight test mentioned in the Part 61 Manual of Standards for the Australian licence; and
 - (f) the applicant has passed the overseas conversion aeronautical knowledge examination mentioned in the Part 61 Manual of Standards for the Australian licence and aircraft category rating.

Note: Despite anything in these Regulations, CASA is not to issue a flight crew licence to an applicant unless certain requirements are met: see regulation 6.57 of the *Aviation Transport Security Regulations 2005*.

- (2) Despite anything else in this Part, the holder of an overseas flight crew licence (the **applicant**) is taken to meet the requirements under this Part for the grant of an aircraft class rating, pilot type rating or flight engineer type rating (an **Australian rating**) if:
- (a) the applicant holds, or has held, an overseas rating; and
 - (b) CASA is satisfied that the overseas rating is at least equivalent to the Australian rating.

- (3) Despite anything else in this Part, the holder of an overseas flight crew licence (the **applicant**) is taken to meet the requirements under this Part for the grant of an operational rating (an **Australian rating**) if:
- (a) the applicant holds, or has held, an overseas rating; and
 - (b) CASA is satisfied that the overseas rating is at least equivalent to the Australian rating; and
 - (c) a person mentioned in subregulation (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
 - (d) the applicant passes the aeronautical knowledge examination for the Australian rating; and
 - (e) CASA is satisfied that the applicant has completed the aeronautical experience required for the grant of the Australian rating; and
 - (f) the applicant passes the flight test mentioned in the Part 61 Manual of Standards for the Australian rating.
- (4) Despite anything else in this Part, the holder of an overseas flight crew licence (the **applicant**) is taken to meet the requirements under this Part for the grant of a flight crew endorsement (an **Australian endorsement**) if:
- (a) the applicant holds, or has held, an overseas endorsement; and
 - (b) CASA is satisfied that the overseas endorsement is at least equivalent to the Australian endorsement; and
 - (c) if the requirements for the grant of the endorsement include passing a flight test—the applicant passes the flight test.
- (5) For subparagraph (1)(e)(i) and paragraph (3)(c), the persons are as follows:
- (a) the head of operations of a Part 141 or 142 operator that is authorised to conduct flight training for the Australian licence or rating;
 - (b) a person named in the Part 141 operator's operations manual, or the Part 142 operator's exposition, as responsible for flight training for the licence or rating.

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

CASA may grant a flight crew licence, rating or endorsement to the holder of an overseas flight crew licence in accordance with a bilateral agreement between Australia and the Contracting State whose licensing authority granted the overseas licence.

Note: The holder of a commercial pilot licence or an airline transport pilot licence granted by the Civil Aviation Authority of New Zealand is eligible for an equivalent Australian licence and equivalent ratings and other endorsements: see the *Trans-Tasman Mutual Recognition Act 1997*.

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

61.285 Australian Defence Force qualifications—recognition

Despite anything else in this Part, a member or former member of the Australian Defence Force is taken to meet the requirements under this Part for the grant of a flight crew licence, rating or endorsement, other than an examiner rating, if the member:

- (a) holds, or has held, a flight crew qualification granted by the Australian Defence Force that CASA is satisfied is at least equivalent to the licence, rating or endorsement; and
- (b) for a flight crew licence:
 - (i) is at least the minimum age for the grant of the licence; and
 - (ii) has a current aviation English language proficiency assessment; and
- (c) meets the aeronautical experience requirements for the licence, rating or endorsement; and
- (f) for an air transport pilot licence:
 - (i) passes the Australian Defence Force conversion aeronautical knowledge examination for the air transport pilot licence mentioned in the Part 61 Manual of Standards; and
 - (ii) completes an approved course of training in multi-crew cooperation; and
 - (iii) passes the flight test mentioned in the Part 61 Manual of Standards for the air transport pilot licence; and
- (g) for an instrument rating—passes:
 - (i) the aeronautical knowledge examination for the rating; and
 - (ii) the flight test mentioned in the Part 61 Manual of Standards for the rating; and
- (h) for an instructor rating—passes the flight test mentioned in the Part 61 Manual of Standards for the rating.

Subpart 61.C—Certificates of validation

61.290 Grant of certificates of validation

- (1) The holder of an overseas flight crew licence may apply to CASA for the grant of a certificate of validation of the licence and any overseas rating or endorsement attached to the licence.
- (2) Subject to regulation 11.055, CASA must grant the certificate of validation if:
 - (a) the applicant is authorised (however described) to exercise the privileges of the overseas flight crew licence and any rating or endorsement attached to the licence; and
 - (b) the applicant has passed any examination or flight test that CASA has, under subregulation (4), determined is required for the applicant.
- (3) For paragraph (2)(a), if the overseas flight crew licence is equivalent to a commercial pilot licence, multi-crew pilot licence or air transport pilot licence, CASA must verify with the issuing authority for the licence that the licence holder is authorised (however described) to exercise the privileges of the licence and any rating or endorsement attached to the licence.
- (4) For paragraph (2)(b), if it is necessary for an applicant to pass an examination or flight test to satisfy CASA that the applicant can safely exercise the privileges of the certificate of validation, CASA may determine that the examination or flight test is required for the applicant.

61.295 Privileges of certificates of validation

Subject to regulations 61.300 and 61.305, the holder of a certificate of validation of an overseas flight crew licence, rating or endorsement that is equivalent to an Australian flight crew licence, rating or endorsement is authorised to conduct any activity that the holder of the equivalent Australian flight crew licence, rating or endorsement is authorised to conduct.

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

- (1) The holder of a certificate of validation of an overseas flight crew licence is authorised to conduct an activity mentioned in regulation 61.295 only if the holder also holds an overseas medical certificate mentioned in subregulation (2).
- (2) For subregulation (1), the medical certificate must be of at least the class required for the exercise of the privileges of the overseas flight crew licence by the Contracting State whose national aviation authority granted the licence to the holder.

Regulation 61.305

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

- (1) 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 regulation 61.395 for the exercise of the privileges of the Australian pilot licence.
- (2) 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 this Part for the exercise of the privileges of the Australian rating.

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

The holder of a certificate of validation is authorised to exercise the privileges of the certificate on a flight only if the holder carries the following documents on the flight:

- (a) his or her certificate of validation;
- (b) his or her overseas flight crew licence;
- (c) his or her overseas medical certificate;
- (d) a document that:
 - (i) includes a photograph of the holder showing the holder's full face and his or her head and shoulders; and
 - (ii) was issued within the previous 10 years by the government, or a government authority, of any of the following:
 - (A) the Commonwealth or a State or Territory;
 - (B) a foreign country, or a state or province (however described) of a foreign country; and
 - (iii) has not expired or been cancelled.

61.315 Conduct of unauthorised activities by holders of certificates of validation

- (1) The holder of a certificate of validation commits an offence if:
 - (a) the holder conducts an activity while:
 - (i) piloting an aircraft; or
 - (ii) acting as flight engineer of an aircraft; or
 - (iii) operating a flight simulation training device; and
 - (b) the holder is not authorised under this Part to conduct the activity.

Penalty: 50 penalty units.

- (2) An offence against this regulation, other than an offence relating to a contravention of regulation 61.385 (Limitations on exercise of privileges of pilot licences—general competency requirement), is an offence of strict liability.

Note: See also subsection 20AB(1) of the Act for an offence of performing any duty that is essential to the operation of an Australian aircraft during flight time without holding a

Regulation 61.320

relevant civil aviation authorisation or being otherwise authorised by or under these Regulations to perform the duty.

- (3) It is a condition of a certificate of validation that the holder must comply with:
 - (a) the limitations on the exercise of the privileges of the certificate of validation set out in this Subpart; and
 - (b) the requirements set out in this Part that apply to the holder.

61.320 Certificates of validation—period of validity

- (1) A certificate of validation must:
 - (a) not be granted for a period of more than one year; and
 - (b) state the date on which it expires.
- (2) However, a certificate of validation ends on the earliest of the following events:
 - (a) the end of the day stated in the certificate as the date on which it expires;
 - (b) when the holder ceases to be authorised (however described) to exercise the privileges of the overseas flight crew licence, or any rating or endorsement on the licence, to which the certificate relates;
 - (c) when the holder's overseas medical certificate expires.

61.325 Certificates of validation—renewal

- (1) CASA may renew a certificate of validation only if:
 - (a) the person has passed the aeronautical knowledge examination for a flight crew licence under this Part that is equivalent to the overseas flight crew licence to which the certificate relates; or
 - (b) CASA is satisfied that exceptional circumstances justify the renewal.

- (2) In this regulation:

renew, a certificate of validation, includes grant a new certificate of validation to the holder of:

- (a) a current certificate of validation; or
 - (b) a certificate of validation that has expired within the previous 3 months;
- in respect of the same overseas flight crew licence, rating or endorsement.

Subpart 61.D—General obligations of flight crew licence holders

61.335 Identity checks

- (1) CASA may, by written notice given to the holder of a flight crew licence or certificate of validation, require the holder to provide evidence of his or her identity in accordance with paragraph 6.57(1)(a) of the *Aviation Transport Security Regulations 2005*.
- (2) The holder commits an offence if:
 - (a) CASA has not told the holder, in writing, that he or she has complied with the requirement; and
 - (b) the holder exercises the privileges of the licence or certificate.

Penalty: 50 penalty units.
- (3) For subregulation (2), CASA is taken to have told the holder that he or she has complied with the requirement if CASA issues a new licence document or certificate of validation to the holder after giving the holder the notice.
- (4) An offence against this regulation is an offence of strict liability.

61.336 Provision of photograph

- (1) CASA may, by written notice given to the holder of a flight crew licence or certificate of validation, require the holder to give CASA, within 30 days of receiving the notice, a photograph of the holder:
 - (a) showing the holder's full face and his or her head and shoulders; and
 - (b) taken not earlier than 6 months before the date of the notice.
- (2) The holder commits an offence if the holder:
 - (a) has not complied with the requirement; and
 - (b) exercises the privileges of the licence or certificate of validation.

Penalty: 50 penalty units.
- (3) An offence against this regulation is an offence of strict liability.

61.340 Production of licence documents, medical certificates and identification

- (1) CASA may direct the holder of a flight crew licence to produce any or all of the following documents for inspection by CASA:
 - (a) the holder's licence document;
 - (b) unless the holder also holds a medical exemption for the exercise of the privileges of the licence—the holder's medical certificate or recreational aviation medical practitioner's certificate;

- (c) a document that includes a photograph of the holder showing the holder's full face and his or her head and shoulders:
 - (i) that was issued within the previous 10 years by the government, or a government authority, of:
 - (A) the Commonwealth or a State or Territory; or
 - (B) a foreign country, or a state or province (however described) of a foreign country; and
 - (ii) that has not expired or been cancelled.
- (2) CASA may direct the holder of a certificate of validation to produce any or all of the following documents for inspection by CASA:
 - (a) the holder's certificate of validation;
 - (b) the holder's overseas medical certificate;
 - (c) the holder's overseas flight crew licence;
 - (d) a document that includes a photograph of the holder showing the holder's full face and his or her head and shoulders:
 - (i) that was issued within the previous 10 years by the government, or a government authority, of:
 - (A) the Commonwealth or a State or Territory; or
 - (B) a foreign country, or a state or province (however described) of a foreign country; and
 - (ii) that has not expired or been cancelled.
- (3) The holder of a flight crew licence or certificate of validation commits an offence if:
 - (a) CASA directs the holder to produce a document under subregulation (1) or (2); and
 - (b) the holder does not produce the document within the period mentioned in subregulation (4).

Penalty: 50 penalty units.

- (4) For paragraph (3)(b), the period is as follows:
 - (a) if, when the direction was given, the holder was exercising, had just finished exercising, or was about to exercise, the privileges of the licence or certificate of validation—immediately;
 - (b) in any other case—7 days after the day the direction is given.
- (5) An offence against this regulation is an offence of strict liability.

61.345 Personal logbooks—pilots

- (1) A person who holds a pilot licence, or a certificate of validation of an overseas flight crew licence that is equivalent to a pilot licence, commits an offence if the person does not keep a personal logbook in accordance with this regulation.

Penalty: 50 penalty units.

Regulation 61.350

- (2) The person must record his or her full name and date of birth in the person's logbook.
- (3) The person must, as soon as practicable after completing each flight, record the following information in the person's logbook for the flight:
 - (a) the date the flight began;
 - (b) the type of aircraft;
 - (c) whether it was a single-engine or multi-engine aircraft;
 - (d) the aircraft's nationality and registration marks;
 - (e) the take-off and landing points for the flight, and for each segment of the flight;
 - (f) the flight time (if any) flown in each of the following capacities:
 - (i) pilot in command;
 - (ii) co-pilot;
 - (iii) pilot in command under supervision;
 - (iv) pilot receiving flight training;
 - (g) if the person is a flight instructor—any flight time spent exercising the privileges of his or her flight instructor rating;
 - (h) if the person is a flight examiner—any flight time spent exercising the privileges of his or her flight examiner rating;
 - (i) whether the flight was by day or night, or both;
 - (j) any instrument flight time;
 - (k) whether the person conducted an instrument approach operation and, if so, the type of instrument approach procedure.
- (4) The person must, as soon as practicable after completing each simulated flight in a flight simulation training device, record the following information in the person's logbook for the simulated flight:
 - (a) the date the simulated flight began;
 - (b) the type of aircraft represented by the device;
 - (c) the simulated flight time (if any) performed in each of the following capacities:
 - (i) pilot in command;
 - (ii) co-pilot;
 - (iii) pilot in command under supervision;
 - (iv) pilot receiving flight training;
 - (d) if the person is a flight instructor or simulator instructor—any time spent exercising the privileges of his or her instructor rating;
 - (e) whether the flight was conducted in simulated day or night conditions, or both;
 - (f) a description of the simulated flight activity.

61.350 Personal logbooks—flight engineers

- (1) A person who holds a flight engineer licence, or a certificate of validation of an overseas flight crew licence that is equivalent to a flight engineer licence,
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commits an offence if the person does not keep a personal logbook in accordance with this regulation.

Penalty: 50 penalty units.

- (2) The person must record his or her full name and date of birth in the person's logbook.
- (3) The person must, as soon as practicable after completing each flight, record the following information in the person's logbook for the flight:
 - (a) the date the flight began;
 - (b) the type of aircraft;
 - (c) the aircraft's nationality and registration marks;
 - (d) the name of the pilot in command;
 - (e) the take-off and landing points for the flight;
 - (f) whether the holder was operating under training or supervision, or was conducting training or supervision;
 - (g) the amount of flight time for which the holder performed the duties of a flight engineer;
 - (h) if the person is a flight engineer instructor—any flight time spent exercising the privileges of his or her flight engineer instructor rating.
- (4) The person must, as soon as practicable after completing each simulated flight in a flight simulation training device, record the following information in his or her personal logbook for the simulated flight:
 - (a) the date the simulated flight began;
 - (b) the type of aircraft represented by the device;
 - (c) if a person acted as pilot in command for the simulated flight—that person's name;
 - (d) a description of the activities conducted during the simulated flight;
 - (e) whether the holder was operating under training or supervision, or was conducting training or supervision;
 - (f) the amount of time for which the holder performed the duties of flight engineer;
 - (g) if the person is a flight engineer instructor—any flight time spent exercising the privileges of his or her flight engineer instructor rating.

61.355 Retention of personal logbooks

- (1) A person commits an offence if:
 - (a) the person is required to keep a personal logbook under regulation 61.345 or 61.350; and
 - (b) the person does not retain the logbook for 7 years after the day the last entry is made in it.

Penalty: 50 penalty units.

- (2) A person commits an offence if:

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- (a) the person is required to keep a personal logbook under regulation 61.345 or 61.350; and
- (b) the person does not ensure that each entry in the logbook is retained unaltered throughout the period mentioned in subregulation (1).

Penalty: 50 penalty units.

- (3) An offence against this regulation is an offence of strict liability.

61.360 False entries in personal logbooks

- (1) The holder of a flight crew licence or certificate of validation commits an offence if:

- (a) the holder makes an entry in his or her personal logbook; and
- (b) the entry is false or misleading.

Penalty: 50 penalty units.

- (2) Paragraph (1)(b) does not apply if the entry is not false or misleading in a material particular.

Note: A defendant bears an evidential burden in relation to the matter mentioned in subregulation (2): see subsection 13.3(3) of the *Criminal Code*.

- (3) CASA may give the holder of a flight crew licence or certificate of validation a written direction to correct an entry in his or her personal logbook in accordance with the direction.
- (4) The holder commits an offence if the holder does not comply with the direction within 14 days after the day the direction is given to the person.

Penalty: 50 penalty units.

- (5) An offence against this regulation is an offence of strict liability.

61.365 Production of personal logbooks

- (1) CASA may direct the holder of a flight crew licence or certificate of validation to produce the holder's personal logbook for inspection by CASA.

- (2) The holder of a flight crew licence or certificate of validation commits an offence if:

- (a) CASA directs the holder to produce his or her personal logbook under subregulation (1); and
- (b) the holder does not produce an up to date version of the personal logbook within 7 days after the day the direction is given.

Penalty: 50 penalty units.

- (3) If the holder's personal logbook is kept in electronic form, a requirement to produce the logbook is met if:

- (a) the holder produces a printed copy of the logbook; and

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- (b) each page is certified by the holder as a true copy of the logbook records set out on the page.
- (4) An offence against this regulation is an offence of strict liability.

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

Note: Subpart 61.E does not apply to glider pilot licences: see the definition of *pilot licence* in regulation 61.010. Subpart 61.Z deals with glider pilot licences.

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

61.375 Limitations on exercise of privileges of pilot licences—ratings

- (1) This regulation applies to the holder of a pilot licence.
- (2) The holder is authorised to exercise the privileges of the licence in an aircraft of a particular category only if the holder also holds, as the associated aircraft category rating for the licence, the aircraft category rating for that category of aircraft.

Note: An aircraft category rating has effect only in conjunction with the licence for which it is granted. It does not authorise the exercise, in the aircraft category covered by the rating, of the privileges of any other licence held by the holder of the rating: see the definition of *associated* in regulation 61.010.

- (3) The holder is authorised to exercise the privileges of the licence in an aircraft, other than an aircraft mentioned in subregulation (5), only if the holder also holds an appropriate aircraft class rating for the aircraft.
- (4) For subregulation (3), either of the following is an appropriate aircraft class rating for an aeroplane in the single-engine aeroplane class:
 - (a) the single-engine aeroplane class rating;
 - (b) the multi-engine aeroplane class rating.
- (5) The holder is authorised to exercise the privileges of the licence in:
 - (a) a multi-crew aircraft; or
 - (b) an aircraft:
 - (i) that is certificated for single-pilot operation; and
 - (ii) for which a single-pilot type rating is required by a legislative instrument under regulation 61.060;only if the holder also holds the appropriate pilot type rating for the aircraft type.
- (6) However, the holder is not required to hold the pilot type rating for the aircraft if:
 - (a) the person is acting as a cruise relief co-pilot for the aircraft; and
 - (b) the person holds a cruise relief co-pilot type rating for the aircraft type.
- (7) The holder is authorised to conduct an activity mentioned in column 1 of an item in table 61.375 in the exercise of the privileges of the licence only if the holder also holds the rating mentioned in column 2 of the item.
- (8) However:

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- (a) the holder of a multi-crew pilot licence with an aeroplane category rating is authorised, without holding an instrument rating, to pilot an aeroplane in a multi-crew operation:
 - (i) under the IFR; or
 - (ii) at night under the VFR; and
- (b) the holder of an air transport pilot licence with an aeroplane category rating is authorised, without holding an instrument rating, to pilot an aeroplane:
 - (i) under the IFR; or
 - (ii) at night under the VFR; and
- (c) the holder of an air transport pilot licence with a powered-lift category rating is authorised, without holding an instrument rating, to pilot a powered-lift aircraft:
 - (i) under the IFR; or
 - (ii) at night under the VFR.

Table 61.375 Activities for which ratings are required

Item	Column 1 Activity	Column 2 Rating
1	An operation under the IFR, other than an operation mentioned in item 2	Instrument rating
2	A private operation under the IFR	Either: (a) instrument rating; or (b) private instrument rating
3	An operation at night under the VFR	Either: (a) night VFR rating; or (b) instrument rating
4	An operation at night using a night vision imaging system	Night vision imaging system rating
5	A low-level operation	Either: (a) low-level rating; or (b) aerial application rating
6	An aerial application operation below 500 ft AGL	Aerial application rating
7	An activity mentioned in paragraph 61.1165(a), (c), (d), (e) or (f) in an aircraft An activity mentioned in paragraph 61.1165(g), (h) or (i)	Flight instructor rating
8	An activity mentioned in paragraph 61.1190(a), (c), (d), (e) or (f) in a flight simulation training device An activity mentioned in paragraph 61.1165(b), (j) or (k) or 61.1190(b), (g) or (h)	Either: (a) flight instructor rating; or (b) simulator instructor rating

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Subpart 61.E Pilot licensing—general limitations and authorisations

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

Regulation 61.380

Table 61.375 Activities for which ratings are required

Item	Column 1 Activity	Column 2 Rating
9	An activity mentioned in regulation 61.1255	Flight examiner rating

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

- (1) The holder of a pilot licence is authorised to conduct a flight activity mentioned in column 2 of an item in table 61.1145 only if the holder also holds the endorsement mentioned in column 1 of the item.
- (2) The holder of a pilot licence is authorised to exercise the privileges of the licence in an aircraft that has a design feature mentioned in regulation 61.755 for the aircraft only if the holder also holds the design feature endorsement for the design feature.

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

- (1) The holder of a pilot licence is authorised to exercise the privileges of the licence in an aircraft only if the holder is competent in operating the aircraft to the standards mentioned in the Part 61 Manual of Standards for the class or type to which the aircraft belongs, including in all of the following areas:
 - (a) operating the aircraft’s navigation and operating systems;
 - (b) conducting all normal, abnormal and emergency flight procedures for the aircraft;
 - (c) applying operating limitations;
 - (d) weight and balance requirements;
 - (e) applying aircraft performance data, including take-off and landing performance data, for the aircraft.
 - (1A) Subregulation (1B) applies if the holder of a pilot licence also holds an operational rating or endorsement.
 - (1B) The holder is authorised to exercise the privileges of his or her pilot licence in an activity in an aircraft under the rating or endorsement only if the holder is competent in operating the aircraft in the activity to the standards mentioned in the Part 61 Manual of Standards (if any) for:
 - (a) the class or type to which the aircraft belongs; and
 - (b) the activity.
 - (2) The holder of a pilot licence is authorised to exercise the privileges of the licence in an aircraft that has an operative airborne collision avoidance system only if the holder is competent in the use of an airborne collision avoidance system to the standards mentioned in the Part 61 Manual of Standards.
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61.390 Limitations on exercise of privileges of pilot licences—operating requirements and limitations

- (1) The holder of a pilot licence is not authorised to conduct an activity in the exercise of the privileges of the licence in an aircraft if:
 - (a) engaging in the activity is a prescribed purpose for subsection 27(9) of the Act; and
 - (b) the operator of the aircraft does not hold an AOC that authorises the conduct of the activity.
- (2) The holder of a pilot licence is not authorised to conduct an activity in the exercise of the privileges of the licence if the conduct of the activity would be an offence against the Act or another provision of these Regulations.

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

- (1) The holder of a pilot licence is authorised to pilot, during take-off or landing, an aircraft of a particular category carrying a passenger by day only if the holder has, within the previous 90 days, in an aircraft of that category or an approved flight simulator for the purpose, conducted, by day or night:
 - (a) at least 3 take-offs; and
 - (b) at least 3 landings;while controlling the aircraft or flight simulator.
- (2) The holder of a pilot licence is authorised to pilot, during take-off or landing, an aircraft of a particular category carrying a passenger at night only if the holder has, within the previous 90 days, in an aircraft of that category or an approved flight simulator for the purpose, conducted, at night:
 - (a) at least 3 take-offs; and
 - (b) at least 3 landings;while controlling the aircraft or flight simulator.
- (3) For paragraphs (1)(a) and (2)(a), each take-off must be followed by a climb to at least 500 ft AGL.
- (4) The holder is taken to meet the requirements of subregulation (1) if:
 - (a) within the previous 90 days, in an aircraft of that category or an approved flight simulator for the purpose, the holder has:
 - (i) successfully completed a relevant check or review; or
 - (ii) passed a flight test for a pilot licence or a rating on a pilot licence; that includes at least one take-off and at least one landing; or
 - (b) both:
 - (i) the holder is successfully participating in an operator's training and checking system for an operation in an aircraft of that category; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation and operations in aircraft of that category.

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

Regulation 61.400

- (5) Also, the holder is taken to meet the requirements of subregulation (2) if:
- (a) within the previous 90 days, in an aircraft of that category or an approved flight simulator for the purpose, the holder has:
 - (i) successfully completed a relevant check or review; or
 - (ii) passed a flight test for a pilot licence or a rating on a pilot licence; that includes at least one take-off, and at least one landing, at night; or
 - (b) both:
 - (i) the holder is successfully participating in an operator's training and checking system for an operation at night in an aircraft of that category; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation and operations in aircraft of that category.
- (6) In this regulation:

relevant check or review means any of the following:

- (a) an instrument proficiency check;
- (b) a night vision imaging system proficiency check;
- (c) an instructor proficiency check;
- (d) an operator proficiency check;
- (e) a flight review.

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

- (1) For this Part, successful completion of a flight review for a rating on a pilot licence requires demonstration, to a person mentioned in subregulation (2), that the holder of the rating is competent in each unit of competency mentioned in the Part 61 Manual of Standards for the rating.
- (2) For subregulation (1), the persons are as follows:
- (a) CASA;
 - (b) the holder of an approval under regulation 61.040 for this regulation;
 - (c) a pilot instructor who is authorised to conduct a flight review for the rating.
- (3) The flight review must be conducted in:
- (a) an aircraft that can be flown under the rating; or
 - (b) an approved flight simulator for the flight review.

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

- (1) The holder of a recreational pilot licence is authorised to exercise the privileges of the licence only if:
- (a) the holder also holds a current class 1 or 2 medical certificate; or
 - (b) the holder:
 - (i) also holds a current recreational aviation medical practitioner's certificate; and

- (ii) meets the requirements mentioned in subregulation (2); or
 - (c) the holder also holds a medical exemption for the exercise of the privileges of the licence.
- (2) For subparagraph (1)(b)(ii), the requirements are as follows:
- (a) the holder must have:
 - (i) given CASA a copy of the holder's recreational aviation medical practitioner's certificate; and
 - (ii) received from CASA a written acknowledgement of the receipt of the copy;
 - (b) while exercising the privileges of the licence in an aircraft, the holder must carry both of the following on the aircraft:
 - (i) the certificate;
 - (ii) the acknowledgement mentioned in subparagraph (a)(ii);
 - (c) the holder must comply with any limitations or conditions stated on the certificate;
 - (d) the holder must meet the modified Austroads medical standards.

Note: For when a person meets the modified Austroads medical standards, see regulation 67.262.

- (3) In this regulation:

current: a recreational aviation medical practitioner's certificate for the holder of a recreational pilot licence is **current** for the shortest of the following periods:

- (a) the period beginning on the day the certificate was signed by the medical practitioner and ending 24 months after that day;
- (b) if, when the holder exercises the privileges of the licence, the holder is at least 65—the period beginning on the day the certificate was signed by the medical practitioner and ending 12 months after that day;
- (c) if the certificate states the period for which it applies—the period beginning on the day the certificate was signed by the medical practitioner and ending at the end of the stated period.

Note: A licence holder must not exercise the privileges of his or her licence during any period of temporary medical unfitness that could render the holder unable to exercise those privileges safely: see regulation 67.270.

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

- (1) The holder of a private pilot licence is authorised to exercise the privileges of the licence only if the holder also holds:
 - (a) a current class 1 or 2 medical certificate; or
 - (b) a medical exemption for the exercise of the privileges of the licence.
- (2) However, subject to subregulation (3), the holder of a private pilot licence is authorised to exercise the privileges of the licence in a recreational aircraft if:
 - (a) the holder:

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- (i) also holds a current recreational aviation medical practitioner’s certificate; and
 - (ii) meets the requirements mentioned in subregulation 61.405(2); and
 - (b) the flight is conducted by day under the VFR.
- (3) Regulation 61.465 applies to the holder as if each reference in that regulation to a recreational pilot licence included a reference to a private pilot licence.

Note: A licence holder must not exercise the privileges of his or her licence during any period of temporary medical unfitness that could render the holder unable to exercise those privileges safely: see regulation 67.270.

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

- (1) The holder of a commercial pilot licence, multi-crew pilot licence or air transport pilot licence is authorised to exercise the privileges of the licence only if the holder also holds:
- (a) a current class 1 medical certificate; or
 - (b) a medical exemption for the exercise of the privileges of the licence.
- (2) However, the holder of a commercial pilot licence or air transport pilot licence is authorised to exercise the privileges of the licence in an activity that would be authorised by a private pilot licence if the holder also holds a current class 2 medical certificate.
- (3) Also, the holder of a commercial pilot licence or air transport pilot licence is authorised to exercise the privileges of the licence in an activity that would be authorised by a recreational pilot licence if the holder:
- (a) also holds a current recreational aviation medical practitioner’s certificate; and
 - (b) meets the requirements mentioned in subregulation 61.405(2).

Note: A licence holder must not exercise the privileges of his or her licence during any period of temporary medical unfitness that could render the holder unable to exercise those privileges safely: see regulation 67.270.

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

The holder of a pilot licence is authorised to exercise the privileges of the licence on a flight only if the holder carries the following documents on the flight:

- (a) his or her licence document;
- (b) if the holder holds a current class 1 or 2 medical certificate—the medical certificate;
- (c) if the holder holds a recreational aviation medical practitioner’s certificate:
 - (i) the medical practitioner’s certificate; and
 - (ii) the acknowledgement of receipt mentioned in paragraph 61.405(2)(a);

- (ca) if the holder holds a medical exemption for the flight—a copy of the medical exemption;
- (d) a document that includes a photograph of the holder showing the holder's full face and his or her head and shoulders:
 - (i) that was issued within the previous 10 years by the government, or a government authority, of:
 - (A) the Commonwealth or a State or Territory; or
 - (B) a foreign country, or a state or province (however described) of a foreign country; and
 - (ii) that has not expired or been cancelled.

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

- (1) The holder of a pilot licence other than a recreational pilot licence is authorised to exercise the privileges of the licence only if the holder has a current aviation English language proficiency assessment.
- (2) Subregulation (3) applies to the holder of a pilot licence that was granted on the basis of regulation 202.272 if the licence was granted in recognition of an old authorisation (within the meaning of regulation 202.261) that was granted on or before 4 March 2008.
- (3) Subregulation (1) does not apply to the holder in relation to the exercise of the privileges of his or her licence in Australian Territory.

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

The holder of a pilot licence is authorised to pilot an aircraft only if the aircraft is registered.

61.427 Removal of certain pilot licence conditions about airspace

- (1) Subregulation (2) applies to a pilot licence granted on the basis of regulation 202.272 or 202.274 if the licence is subject to the condition that operations are limited to:
 - (a) flight within 25 nautical miles of the departure aerodrome; or
 - (b) flight within a flight training area; or
 - (c) flight direct between the departure aerodrome and a flight training area.
- (2) CASA must remove the condition if:
 - (a) the licence holder applies to CASA for the removal of the condition; and
 - (b) the licence holder meets the requirements under this Part for the grant of a private pilot licence or a commercial pilot licence.
- (3) Subregulation (4) applies to a pilot licence granted on the basis of regulation 202.272 or 202.274 if the licence is subject to the condition that operations as pilot in command are limited to uncontrolled airspace and any

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other class of airspace endorsed in the licence holder's personal log book by an instructor before 1 September 2014.

- (4) CASA must remove the condition if:
- (a) the licence holder applies to CASA for the removal of the condition; and
 - (b) the licence holder meets the requirements under this Part for the grant of any of the following:
 - (i) a controlled airspace endorsement;
 - (ii) a private pilot licence;
 - (iii) a commercial pilot licence.

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

61.430 Holders of pilot licences authorised to taxi aircraft

- (1) A person is authorised to taxi an aircraft of a particular class or type if the person holds:
 - (a) a pilot licence; and
 - (b) the category rating for the category to which aircraft of that class or type belong; and
 - (c) the class rating or type rating for aircraft of that class or type.
- (2) For regulations 61.405 to 61.415, taxiing an aircraft does not constitute the exercise of the privileges of a licence.

Note: See regulation 91.415 for an offence relating to taxiing aircraft without being authorised to do so.

61.435 When holders of pilot licences authorised to operate aircraft radio

- (1) A person is authorised to transmit on an aviation safety radio frequency if the person:
 - (a) holds a private pilot licence, commercial pilot licence, multi-crew pilot licence or air transport pilot licence; or
 - (b) holds a recreational pilot licence with a flight radio endorsement.
- (3) For regulations 61.405 to 61.415, transmitting on an aviation safety radio frequency does not constitute the exercise of the privileges of a licence.

Note 1: A person is prohibited from transmitting on an aviation safety radio frequency unless the person is authorised or qualified to do so: see regulation 91.625.

Note 2: For the definition of *aviation safety radio frequency*, see the Dictionary.

Subpart 61.G—Recreational pilot licences

Division 61.G.1—Privileges and grant of licences

61.460 Privileges of recreational pilot licences

Subject to Subpart 61.E and regulations 61.465 and 61.470, the holder of a recreational pilot licence is authorised to pilot a single-engine aircraft as pilot in command or co-pilot if:

- (a) the aircraft is certificated for single-pilot operation; and
- (b) the aircraft has a maximum certificated take-off weight of not more than 1 500 kg; and
- (c) the aircraft is not rocket-powered or turbine-powered; and
- (d) the flight is conducted by day under the VFR; and
- (e) either:
 - (i) the aircraft is engaged in a private operation; or
 - (ii) the holder is receiving flight training.

Note 1: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

Note 2: The holder of a recreational pilot licence is also authorised to taxi an aircraft in certain circumstances: see regulation 61.430.

Note 3: The holder of a recreational pilot licence is also authorised to transmit on an aviation safety radio frequency if the holder also holds a flight radio endorsement: see regulation 61.435.

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

- (1) The holder of a recreational pilot licence is authorised to pilot an aircraft in a Contracting State's airspace only if the holder has the permission (however described) of the Contracting State to do so.
- (2) The holder of a recreational pilot licence is authorised to pilot an aircraft carrying more than one passenger only if the holder:
 - (a) also holds a current class 1 or 2 medical certificate; or
 - (b) is accompanied by another pilot who:
 - (i) holds a current class 1 or 2 medical certificate; and
 - (ii) occupies a flight control seat in the aircraft; and
 - (iii) is authorised to pilot the aircraft.
- (3) The holder of a recreational pilot licence is authorised to pilot an aircraft above 10 000 ft above mean sea level only if the holder:
 - (a) also holds a current class 1 or 2 medical certificate; or
 - (b) is accompanied by another pilot who:
 - (i) holds a current class 1 or 2 medical certificate; and

- (ii) occupies a flight control seat in the aircraft; and
- (iii) is authorised to pilot the aircraft.

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

- (1) The holder of a recreational pilot licence is authorised to pilot an aircraft outside the following areas only if the holder also holds a recreational navigation endorsement:
 - (a) the area within 25 nautical miles of the departure aerodrome;
 - (b) a flight training area;
 - (c) the area that is a direct route between the departure aerodrome and a flight training area.
- (2) The holder of a recreational pilot licence is authorised to pilot an aircraft in controlled airspace only if the holder also holds a controlled airspace endorsement.
- (3) The holder of a recreational pilot licence is authorised to pilot an aircraft at a controlled aerodrome only if the holder also holds a controlled aerodrome endorsement.

61.475 Requirements for grant of recreational pilot licences

- (1) An applicant for a recreational pilot licence must be at least 16.
- (2) Subject to regulation 61.480, the applicant must also have:
 - (a) passed the aeronautical knowledge examination for a recreational pilot licence and the associated aircraft category rating; and
 - (b) completed flight training for a recreational pilot licence and the associated aircraft category rating; and
 - (c) passed the flight test mentioned in the Part 61 Manual of Standards for a recreational pilot licence and the associated aircraft category rating; and
 - (d) 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:
 - (i) at least 20 hours of dual flight; and
 - (ii) at least 5 hours of solo flight time.

Note 1: For paragraph (a), for the conduct of aeronautical knowledge examinations, see Division 61.B.3.

Note 2: For paragraph (b), for the requirements for flight training, see Division 61.B.2.

Note 3: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.

Note 4: For paragraph (d), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

- (3) Despite paragraph 61.245(1)(a), the flight test must be conducted in an aircraft.

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- (4) The applicant is taken to meet the requirements of subregulation (2) if the applicant holds a private pilot licence, commercial pilot licence or air transport pilot licence.

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

- (1) This regulation applies to an applicant for a recreational pilot licence if:
- (a) the applicant holds a pilot certificate, granted by a sport aviation body that administers activities involving aircraft of a particular category; and
 - (b) the certificate permits the holder to act as the pilot in command of an aircraft of that category.
- (2) For subregulation 61.475(2), the applicant is taken to have passed:
- (a) the aeronautical knowledge examination; and
 - (b) the flight test;
- for the licence and the associated aircraft category rating.
- (3) The applicant is also taken to have met the requirements for the grant of:
- (a) the aircraft category rating for each category of aircraft in which the person is permitted by the certificate to act as pilot in command; and
 - (b) the aircraft class rating for each class of aircraft in which the person is permitted by the certificate to act as pilot in command; and
 - (c) the design feature endorsement for each design feature of an aircraft in which the applicant is permitted by the certificate to act as pilot in command.

Note: The holder of an aircraft class rating must successfully complete a flight review for the rating to be authorised to exercise the privileges of the rating, and is not taken to have met the flight review requirement on the basis of being taken to have met the requirements for the grant of the rating under subregulation (3): see subregulation 61.745(4).

Division 61.G.2—Recreational pilot licence endorsements

61.485 Kinds of recreational pilot licence endorsements

The following are recreational pilot licence endorsements:

- (a) a controlled aerodrome endorsement;
- (b) a controlled airspace endorsement;
- (c) a flight radio endorsement;
- (d) a recreational navigation endorsement.

61.490 Privileges of recreational pilot licence endorsements

- (1) Subject to Subpart 61.E, the holder of a recreational pilot licence with a controlled aerodrome endorsement is authorised to pilot an aircraft, as pilot in command, at a controlled aerodrome.
- (2) Subject to Subpart 61.E, the holder of a recreational pilot licence with a controlled airspace endorsement is authorised to pilot an aircraft, as pilot in command, in controlled airspace.
- (3) Subject to Subpart 61.E, the holder of a recreational pilot licence with a flight radio endorsement is authorised to operate an aircraft radio on the ground or in flight to transmit on an aviation safety radio frequency.
- (4) Subject to Subpart 61.E, the holder of a recreational pilot licence with a recreational navigation endorsement is authorised to pilot an aircraft, as pilot in command, on a cross-country flight.

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

61.495 Requirements for grant of recreational pilot licence endorsements

- (1) This regulation applies to a person other than a person who is eligible to be granted a recreational pilot licence endorsement under regulation 61.500.
- (2) An applicant for a recreational pilot licence endorsement must:
 - (a) have passed the aeronautical knowledge examination for the endorsement;
and
 - (b) have completed flight training for the endorsement; and
 - (c) if the endorsement is a recreational navigation endorsement—have completed, in addition to the flight time mentioned in paragraph 61.475(2)(d), at least 5 hours of solo cross-country flight time;
and
 - (d) if the endorsement is a flight radio endorsement—have a current aviation English language proficiency assessment.

Note 1: For paragraph (a), for the conduct of aeronautical knowledge examinations, see Division 61.B.3.

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Note 2: For paragraph (b), for the requirements for flight training, see Division 61.B.2.

- (3) The cross-country flight time required by paragraph (2)(c) must include a flight of at least 100 nautical miles, during which a full-stop landing is made at each of 2 landing areas, other than the one from which the flight began.

61.500 Grant of endorsement in recognition of other qualifications

- (1) An applicant for a recreational pilot licence endorsement is eligible to be granted the endorsement if the applicant:
 - (a) holds a recreational pilot licence; and
 - (b) holds another flight crew licence that authorises the exercise of the privileges of the endorsement.
- (2) An applicant for a controlled aerodrome endorsement is eligible to be granted the endorsement if:
 - (a) regulation 61.480 applies to the applicant; and
 - (b) the applicant holds an approval from the sport aviation body to pilot an aircraft at a controlled aerodrome.
- (3) An applicant for a controlled airspace endorsement is eligible to be granted the endorsement if:
 - (a) regulation 61.480 applies to the applicant; and
 - (b) the applicant holds an approval from the sport aviation body to pilot an aircraft in controlled airspace.
- (4) An applicant for a flight radio endorsement is eligible to be granted the endorsement if:
 - (a) regulation 61.480 applies to the applicant; and
 - (b) the applicant holds an approval from the sport aviation body to operate an aircraft radio; and
 - (c) the applicant has a current aviation English language proficiency assessment.
- (5) An applicant for a recreational navigation endorsement is eligible to be granted the endorsement if:
 - (a) regulation 61.480 applies to the applicant; and
 - (b) the applicant holds a cross-country navigation approval from the sport aviation body; and
 - (c) the applicant has completed at least 5 hours of solo cross-country flight time that complies with subregulation 61.495(3).

Subpart 61.H—Private pilot licences

Division 61.H.1—General

61.505 Privileges of private pilot licences

Subject to Subpart 61.E and regulation 61.510, the holder of a private pilot licence is authorised to pilot an aircraft as pilot in command or co-pilot if:

- (a) the aircraft is engaged in a private operation; or
- (b) the holder is receiving flight training.

Note 1: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

Note 2: The holder of a private pilot licence is also authorised to taxi an aircraft in certain circumstances: see regulation 61.430.

Note 3: The holder of a private pilot licence is also authorised to transmit on an aviation safety radio frequency: see regulation 61.435.

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

- (1) On and after 1 September 2015, the holder of a private pilot licence is authorised to exercise the privileges of the licence in a multi-crew operation only if the holder has completed an approved course of training in multi-crew cooperation.
- (2) The holder of a private pilot licence that was granted on the basis of regulation 202.272 is taken to meet the requirement mentioned in subregulation (1) if, before 1 September 2015, the holder conducted a multi-crew operation.

61.515 Requirements for grant of private pilot licences—general

- (1) An applicant for a private pilot licence must be at least 17.
- (2) The applicant must also have:
 - (a) passed the aeronautical knowledge examination for the private pilot licence and the associated aircraft category rating; and
 - (b) completed flight training for the private pilot licence and the associated aircraft category rating; and
 - (c) passed the flight test mentioned in the Part 61 Manual of Standards for the private pilot licence and the associated aircraft category rating; and
 - (d) met the aeronautical experience requirements mentioned in Division 61.H.2 or 61.H.3.

Note 1: For paragraph (a), for the conduct of aeronautical knowledge examinations, see Division 61.B.3.

Note 2: For paragraph (b), for the requirements for flight training, see Division 61.B.2.

Note 3: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.

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Note 4: For paragraph (d), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

- (3) Despite paragraph 61.245(1)(a), the flight test must be conducted in an aircraft.
- (4) An applicant who meets the requirements for the grant of a commercial pilot licence is taken to meet the requirements for the grant of a private pilot licence.

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

61.520 Application of Division 61.H.2

This Division applies to an applicant for a private pilot licence who has completed an integrated training course for the licence and the associated aircraft category rating.

61.525 Aeronautical experience requirements for grant of private pilot licences—airplane category

- (1) An applicant for a private pilot licence with the airplane category rating must have at least 35 hours of aeronautical experience that includes:
 - (a) at least 30 hours of flight time as a pilot; and
 - (b) at least 20 hours of flight time as pilot of an airplane; and
 - (c) at least 10 hours of solo flight time in an airplane; and
 - (d) at least 5 hours of solo cross-country flight time in an airplane; and
 - (e) at least 2 hours of dual instrument time; and
 - (f) at least one hour of dual instrument flight time in an airplane.
- (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.
- (3) The cross-country flight time required by paragraph (1)(d) 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.
- (4) The flight time in an airplane required by subregulation (1) must be completed in a registered or recognised airplane.

61.530 Aeronautical experience requirements for grant of private pilot licences—helicopter category

- (1) An applicant for a private pilot licence with the helicopter category rating must have at least 35 hours of aeronautical experience that includes:
 - (a) at least 30 hours of flight time as pilot of a helicopter; and
 - (b) at least 10 hours of solo flight time in a helicopter; and
 - (c) at least 5 hours of solo cross-country flight time in a helicopter; and
 - (d) at least 2 hours of dual instrument time; and
 - (e) at least one hour of dual instrument flight time in a helicopter.
- (2) Any of the required aeronautical experience that is not completed as flight time as a pilot must be completed as:

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- (a) simulated flight time in an approved flight simulation training device for the purpose; or
 - (b) tethered flight time.
- (3) The cross-country flight time required by paragraph (1)(c) must include a flight of at least 100 nautical miles during which a landing is made at each of 2 landing areas, other than the one from which the flight began.
- (4) The flight time in a helicopter required by subregulation (1) must be completed in a registered or recognised helicopter.

61.535 Aeronautical experience requirements for grant of private pilot licences—gyroplane category

- (1) An applicant for a private pilot licence with the gyroplane category rating must have at least 35 hours of aeronautical experience that includes:
- (a) at least 30 hours of flight time as a pilot; and
 - (b) at least 20 hours of flight time as pilot of a gyroplane; and
 - (c) at least 10 hours of solo flight time in a powered aircraft; and
 - (d) at least 5 hours of solo flight time in a gyroplane; and
 - (e) at least 5 hours of solo cross-country flight time in a powered aircraft.
- (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.
- (3) The cross-country flight time required by paragraph (1)(e) must include a flight of at least 100 nautical miles during which a full-stop landing is made at each of 2 landing areas, other than the one from which the flight began.
- (4) The flight time in a gyroplane required by subregulation (1) must be completed in a registered or recognised gyroplane.

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

61.540 Application of Division 61.H.3

This Division applies to an applicant for a private pilot licence who has not completed an integrated training course for the licence and the associated aircraft category rating.

61.545 Aeronautical experience requirements for grant of private pilot licences—airplane category

- (1) An applicant for a private pilot licence with the airplane category rating must have at least 40 hours of aeronautical experience that includes:
 - (a) at least 35 hours of flight time as a pilot; and
 - (b) at least 20 hours of flight time as pilot of an airplane; and
 - (c) at least 10 hours of solo flight time in an airplane; and
 - (d) at least 5 hours of solo cross-country flight time in an airplane; and
 - (e) at least 2 hours of dual instrument time; and
 - (f) at least one hour of dual instrument flight time in an airplane.
- (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.
- (3) The cross-country flight time required by paragraph (1)(d) 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.

61.550 Aeronautical experience requirements for grant of private pilot licences—helicopter category

- (1) An applicant for a private pilot licence with the helicopter category rating must have at least 40 hours of aeronautical experience that includes:
 - (a) at least 35 hours of flight time as a pilot; and
 - (b) at least 30 hours of flight time as pilot of a helicopter; and
 - (c) at least 10 hours of solo flight time in a helicopter; and
 - (d) at least 5 hours of solo cross-country flight time in a helicopter.
- (2) Any of the required aeronautical experience that is not completed as flight time as a pilot must be completed as:
 - (a) simulated flight time in an approved flight simulation training device for the purpose; or
 - (b) tethered flight time.

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Regulation 61.555

- (3) The cross-country flight time required by paragraph (1)(d) must include a flight of at least 100 nautical miles during which a landing is made at each of 2 landing areas, other than the one from which the flight began.

61.555 Aeronautical experience requirements for grant of private pilot licences—powered-lift aircraft category

- (1) 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:
 - (a) at least 35 hours of flight time as a pilot; and
 - (b) at least 30 hours of flight time as pilot of a powered-lift aircraft or helicopter; and
 - (c) at least 20 hours of flight time as pilot of a powered-lift aircraft; and
 - (d) at least 10 hours of solo flight time in a powered-lift aircraft; and
 - (e) at least 5 hours of solo cross-country flight time in a powered-lift aircraft; and
 - (f) at least 2 hours of dual instrument time; and
 - (g) at least one hour of dual instrument flight time in a powered-lift aircraft.
- (2) Any of the required aeronautical experience that is not completed as flight time as a pilot must be completed as:
 - (a) simulated flight time in an approved flight simulation training device for the purpose; or
 - (b) tethered flight time.
- (3) The cross-country flight time required by paragraph (1)(e) must include a flight of at least 150 nautical miles during which a full-stop landing is made at each of 2 landing areas, other than the one from which the flight began.

61.560 Aeronautical experience requirements for grant of private pilot licences—gyroplane category

- (1) An applicant for a private pilot licence with the gyroplane category rating must have at least 40 hours of aeronautical experience that includes:
 - (a) at least 35 hours of flight time as a pilot; and
 - (b) at least 20 hours of flight time as pilot of a gyroplane; and
 - (c) at least 10 hours of solo flight time in a powered aircraft; and
 - (d) at least 5 hours of solo flight time in a gyroplane; and
 - (e) at least 5 hours of solo cross-country flight time in a powered aircraft.
- (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.
- (3) The cross-country flight time required by paragraph (1)(e) must include a flight of at least 100 nautical miles during which a full-stop landing is made at each of 2 landing areas, other than the one from which the flight began.

61.565 Aeronautical experience requirements for grant of private pilot licences—airship category

- (1) An applicant for a private pilot licence with the airship category rating must have completed at least 25 hours of flight time as pilot of an airship that includes:
 - (a) at least 3 hours of cross-country flight time; and
 - (b) at least 3 hours of dual instrument flight time; and
 - (c) at least 5 hours of flight time as pilot in command under supervision.
- (2) The cross-country flight time required by paragraph (1)(a) must include a flight of at least 25 nautical miles.
- (3) The applicant must have completed, at an aerodrome:
 - (a) at least 5 take-offs; and
 - (b) at least 5 full-stop landings.
- (4) For paragraph (3)(b), each landing must involve a flight in traffic patterns at the aerodrome.

Subpart 61.I—Commercial pilot licences

Division 61.I.1—General

61.570 Privileges of commercial pilot licences

Subject to Subpart 61.E and regulation 61.575, the holder of a commercial pilot licence is authorised:

- (a) to pilot, as pilot in command, any aircraft in any operation, other than:
 - (i) a multi-crew aircraft in an air transport operation; or
 - (ii) if the holder has less than 750 hours of flight time as a pilot of an aeroplane—an aeroplane certificated for single-pilot operation with a maximum certificated take-off weight of more than 5,700 kg in an air transport operation; or
 - (iii) if the holder has less than 750 hours of flight time as a pilot of a rotorcraft—a rotorcraft with a maximum certificated take-off weight of more than 3,175 kg in an air transport operation; and
- (b) to pilot, as co-pilot, any aircraft in any operation.

Note 1: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

Note 2: The holder of a commercial pilot licence is also authorised to taxi an aircraft in certain circumstances: see regulation 61.430.

Note 3: The holder of a commercial pilot licence is also authorised to transmit on an aviation safety radio frequency: see regulation 61.435.

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

- (1) On and after 1 September 2015, the holder of a commercial pilot licence is authorised to exercise the privileges of the licence in a multi-crew operation only if the holder has completed an approved course of training in multi-crew cooperation.
- (2) The holder of a commercial pilot licence that was granted on the basis of regulation 202.272 is taken to meet the requirement mentioned in subregulation (1) if, before 1 September 2015, the holder conducted a multi-crew operation.

61.580 Requirements for grant of commercial pilot licences—general

- (1) An applicant for a commercial pilot licence must be at least 18.
- (2) The applicant must also have:
 - (a) passed the aeronautical knowledge examination for the commercial pilot licence and the associated aircraft category rating; and

- (b) completed flight training for the commercial pilot licence and the associated aircraft category rating; and
- (c) passed the flight test mentioned in the Part 61 Manual of Standards for the commercial pilot licence and the associated aircraft category rating; and
- (d) met the aeronautical experience requirements mentioned in Division 61.I.2 or 61.I.3.

- Note 1: For paragraph (a), for the conduct of aeronautical knowledge examinations, see Division 61.B.3.
- Note 2: For paragraph (b), for the requirements for flight training, see Division 61.B.2.
- Note 3: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.
- Note 4: For paragraph (d), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

- (3) Despite paragraph 61.245(1)(a), the flight test must be conducted in an aircraft.
- (4) The applicant is taken to meet the requirements of paragraph (2)(b) if the applicant holds an air transport pilot licence with the associated aircraft category rating.

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Subpart 61.I Commercial pilot licences

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

Regulation 61.585

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

61.585 Application of Division 61.I.2

This Division applies to an applicant for a commercial pilot licence who has completed an integrated training course for the licence and the associated aircraft category rating.

61.590 Aeronautical experience requirements for grant of commercial pilot licences—airplane category

- (1) An applicant for a commercial pilot licence with the airplane category rating must have at least 150 hours of aeronautical experience that includes:
 - (a) at least 140 hours of flight time as pilot of an airplane; and
 - (b) at least 70 hours of flight time as pilot in command of an airplane; and
 - (c) at least 20 hours of cross-country flight time as pilot in command of an airplane; and
 - (d) at least 10 hours of instrument time; and
 - (e) at least 5 hours of instrument flight time in an airplane.
- (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.
- (3) The cross-country flight time required by paragraph (1)(c) must include a flight of at least 300 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.
- (4) The flight time in an airplane required by subregulation (1) must be completed in a registered or recognised airplane.

61.595 Aeronautical experience requirements for grant of commercial pilot licences—helicopter category

- (1) An applicant for a commercial pilot licence with the helicopter category rating must have at least 100 hours of aeronautical experience that includes:
 - (a) at least 90 hours of flight time as pilot of a helicopter; and
 - (b) at least 35 hours of flight time as pilot in command of a helicopter; and
 - (c) at least 10 hours of cross-country flight time as pilot in command of a helicopter; and
 - (d) at least 10 hours of instrument time; and
 - (e) at least 5 hours of instrument flight time in a helicopter.

Regulation 61.600

- (2) Any of the required aeronautical experience that is not completed as flight time as a pilot must be completed as:
 - (a) simulated flight time in an approved flight simulation training device for the purpose; or
 - (b) tethered flight time.
- (3) However, no more than 5 hours of the required aeronautical experience may be completed as tethered flight time.
- (4) The cross-country flight time required by paragraph (1)(c) must include a flight of at least 150 nautical miles during which a landing is made at each of 2 landing areas, other than the one from which the flight began.
- (5) The flight time in a helicopter required by subregulation (1) must be completed in a registered or recognised helicopter.

61.600 Aeronautical experience requirements for grant of commercial pilot licences—powered-lift aircraft category

- (1) An applicant for a commercial pilot licence with the powered-lift aircraft category rating must have at least 150 hours of aeronautical experience that includes:
 - (a) at least 140 hours of flight time as pilot of a powered-lift aircraft; and
 - (b) at least 50 hours of flight time as pilot in command of a powered-lift aircraft; and
 - (c) at least 10 hours of cross-country flight time as pilot in command of a powered-lift aircraft; and
 - (d) at least 10 hours of instrument time; and
 - (e) at least 5 hours of instrument flight time in a powered-lift aircraft.
- (2) Any of the required aeronautical experience that is not completed as flight time as a pilot must be completed as:
 - (a) simulated flight time in an approved flight simulation training device for the purpose; or
 - (b) tethered flight time.
- (3) However, no more than 5 hours of the required aeronautical experience may be completed as tethered flight time.
- (4) The cross-country flight time required by paragraph (1)(c) must include a flight of at least 300 nautical miles during which a full-stop landing is made at each of 2 landing areas, other than the one from which the flight began.
- (5) The flight time in a powered-lift aircraft required by subregulation (1) must be completed in a registered or recognised powered-lift aircraft.

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Subpart 61.I Commercial pilot licences

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

Regulation 61.605

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

61.605 Application of Division 61.I.3

This Division applies to an applicant for a commercial pilot licence who has not completed an integrated training course for the licence and the associated aircraft category rating.

61.610 Aeronautical experience requirements for grant of commercial pilot licences—airplane category

- (1) An applicant for a commercial pilot licence with the airplane category rating must have at least 200 hours of aeronautical experience that includes:
 - (a) at least 190 hours of flight time as a pilot; and
 - (b) at least the following hours of flight time as pilot in command of an airplane:
 - (i) for an applicant holding a commercial pilot licence, or an air transport pilot licence, with the helicopter rating—60 hours;
 - (ii) for an applicant holding a private pilot licence with the helicopter rating—80 hours;
 - (iii) for any other applicant—100 hours; and
 - (c) at least 20 hours of cross-country flight time as pilot in command of an airplane; and
 - (d) at least 10 hours of instrument time; and
 - (e) at least 5 hours of instrument flight time in an airplane.
- (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.
- (3) The cross-country flight time required by paragraph (1)(c) must include a flight of at least 300 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.

61.615 Aeronautical experience requirements for grant of commercial pilot licences—helicopter category

- (1) An applicant for a commercial pilot licence with the helicopter category rating must meet the aeronautical experience requirements under subregulation (1A) or (1B).
 - (1A) An applicant meets the aeronautical experience requirements under this subregulation if the applicant has at least 150 hours of aeronautical experience that includes:

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- (a) at least 140 hours of flight time as a pilot; and
 - (b) at least 70 hours of flight time as pilot of a helicopter; and
 - (c) at least 35 hours of flight time as pilot in command of a helicopter; and
 - (d) at least 10 hours of cross-country flight time as pilot in command of a helicopter.
- (1B) An applicant meets the aeronautical experience requirements under this subregulation if:
- (a) the applicant has at least 105 hours of aeronautical experience that includes:
 - (i) at least 105 hours of flight time as pilot of a helicopter; and
 - (ii) at least 35 hours of flight time as pilot in command of a helicopter; and
 - (iii) at least 10 hours of cross-country flight time as pilot in command of a helicopter; and
 - (b) the applicant has completed training in accordance with the requirements specified in the Part 61 Manual of Standards for the purposes of this paragraph.
- (2) Any of the required aeronautical experience that is not completed as flight time as a pilot must be completed as:
- (a) simulated flight time in an approved flight simulation training device for the purpose; or
 - (b) tethered flight time.
- (3) However, no more than 5 hours of the required aeronautical experience may be completed as tethered flight time.
- (4) The cross-country flight time required by paragraph (1A)(d) and subparagraph (1B)(a)(iii) must include a flight of at least 150 nautical miles during which a landing is made at each of 2 landing areas, other than the one from which the flight began.

61.620 Aeronautical experience requirements for grant of commercial pilot licences—powered-lift aircraft category

- (1) An applicant for a commercial pilot licence with the powered-lift aircraft category rating must have at least 200 hours of aeronautical experience that includes:
- (a) at least 190 hours of flight time as a pilot; and
 - (b) at least 50 hours of flight time as pilot in command of a powered-lift aircraft; and
 - (c) at least 10 hours of cross-country flight time as pilot in command of a powered-lift aircraft; and
 - (d) at least 10 hours of instrument time; and
 - (e) at least 5 hours of instrument flight time in a powered-lift aircraft.

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Subpart 61.I Commercial pilot licences

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

Regulation 61.625

- (2) Any of the required aeronautical experience that is not completed as flight time as a pilot must be completed as:
 - (a) simulated flight time in an approved flight simulation training device for the purpose; or
 - (b) tethered flight time.
- (3) However, no more than 5 hours of the required aeronautical experience may be completed as tethered flight time.
- (4) The cross-country flight time required by paragraph (1)(c) must include a flight of at least 300 nautical miles during which a full-stop landing is made at each of 2 landing areas, other than the one from which the flight began.

61.625 Aeronautical experience requirements for grant of commercial pilot licences—gyroplane category

- (1) An applicant for a commercial pilot licence with the gyroplane category rating must have completed at least 150 hours of aeronautical experience that includes:
 - (a) at least 75 hours of flight time as pilot of a gyroplane; and
 - (b) at least 35 hours of flight time as pilot in command of a gyroplane; and
 - (c) at least 20 hours of dual flight in a gyroplane; and
 - (d) at least 20 hours of cross-country flight time as pilot in command of a powered aircraft; and
 - (e) at least 10 hours of cross-country flight time as pilot in command of a gyroplane; and
 - (f) at least 10 hours of dual instrument time in an aircraft or approved flight simulation training device for the purpose.
- (2) The cross-country flight time required by paragraph (1)(e) must include a flight of at least 150 nautical miles during which a full-stop landing is made at each of 2 landing areas, other than the one from which the flight began.

61.630 Aeronautical experience requirements for grant of commercial pilot licences—airship category

- (1) An applicant for a commercial pilot licence with the airship category rating must have at least 200 hours of aeronautical experience that includes:
 - (a) at least 180 hours of flight time as a pilot; and
 - (b) at least 50 hours of flight time as pilot of an airship; and
 - (c) at least 30 hours of flight time as pilot in command, or pilot in command under supervision, of an airship; and
 - (d) at least 10 hours of cross-country flight time as pilot in command, or pilot in command under supervision, of an airship; and
 - (e) at least 10 hours of flight time at night as pilot in command, or pilot in command under supervision, of an airship; and
 - (f) at least 40 hours of instrument time; and
 - (g) at least 20 hours of instrument flight time; and

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- (h) at least 10 hours of instrument flight time in an airship.
- (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.

Subpart 61.J—Multi-crew pilot licences

61.635 Privileges of multi-crew pilot licences

Subject to Subpart 61.E and regulations 61.640 to 61.650, the holder of a multi-crew pilot licence is authorised to pilot an aeroplane as co-pilot for an operator that has a training and checking system that is in accordance with the requirements of Part 119 or 138.

- Note 1: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.
- Note 2: The holder of a multi-crew pilot licence is also authorised to taxi an aircraft in certain circumstances: see regulation 61.430.
- Note 3: The holder of a multi-crew pilot licence is also authorised to transmit on an aviation safety radio frequency: see regulation 61.435.

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

- (1) The holder of a multi-crew pilot licence is authorised to conduct a circling approach under the IFR on a flight only if:
- (a) the holder passed the flight test for the licence within the previous 12 months, and the flight test included a circling approach; or
 - (b) the holder's most recent instrument proficiency check included a circling approach; or
 - (c) both:
 - (i) the holder is successfully participating in an operator's training and checking system for an operation that includes circling approaches under the IFR; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation.
- (1A) The holder of a multi-crew pilot licence is authorised to conduct a 3D instrument approach operation only if:
- (a) the holder passed the flight test for the licence within the previous 12 months, and the flight test included a 3D instrument approach operation; or
 - (b) either:
 - (i) in a case in which the holder's most recent instrument proficiency check included a 3D instrument approach operation—during the check the holder demonstrated, to a person mentioned in subregulation (4), the holder's competence in the conduct of a 3D instrument approach operation; or
 - (ii) in any other case—the holder has, within the previous 15 months, demonstrated, to a person mentioned in subregulation (4), the holder's competence in the conduct of a 3D instrument approach operation; or
 - (c) both:

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- (i) the holder is successfully participating in an operator's training and checking system for an operation that includes 3D instrument approaches; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation.
- (2) For paragraphs (1)(b) and (1A)(b), an instrument proficiency check includes an operator proficiency check:
 - (a) that covers IFR operations; and
 - (b) that is conducted by a flight examiner who holds an instrument rating flight test endorsement.
- (3) The holder of a multi-crew pilot licence is authorised to conduct an instrument approach operation in an aircraft using a procedure of a particular kind only if the holder has:
 - (a) completed training in the conduct of instrument approach operations using the procedure; and
 - (b) demonstrated, to a person mentioned in subregulation (4), his or her competence in the conduct of instrument approach operations using the procedure.
- (4) For paragraphs (1A)(b) and (3)(b), the persons are as follows:
 - (a) CASA;
 - (b) an examiner who is authorised under this Part to conduct an instrument approach operation using the same procedure;
 - (c) a person who holds an approval under regulation 61.040 to assess the holder's competence.

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

- (1) Subject to subregulation (1A), this regulation applies to the holder of a multi-crew pilot licence.
- (1A) This regulation does not apply to the holder if:
 - (a) the holder has successfully completed an operator proficiency check that covers IFR operations within the previous 3 months; or
 - (b) both:
 - (i) the holder is successfully participating in an operator's training and checking system for an IFR operation; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation.
- (2) The holder is authorised to pilot an aircraft under the IFR only if the holder has conducted at least 3 instrument approach operations within the previous 90 days in an aircraft or an approved flight simulation training device for the purpose.
- (3) The holder is authorised to pilot an aircraft of a particular category under the IFR only if the holder has conducted at least one instrument approach operation

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within the previous 90 days in an aircraft of the same category or an approved flight simulation training device for the purpose.

- (4) The holder is authorised to conduct a 2D instrument approach operation only if the holder has conducted a 2D instrument approach operation within the previous 90 days in an aircraft or an approved flight simulation training device for the purpose.
- (5) The holder is authorised to conduct a 3D instrument approach operation only if the holder has conducted a 3D instrument approach operation within the previous 90 days in an aircraft or an approved flight simulation training device for the purpose.
- (6) The holder is authorised to conduct an azimuth guidance operation only if the holder has conducted an azimuth guidance operation within the previous 90 days in an aircraft or an approved flight simulation training device for the purpose.
- (7) The holder is authorised to conduct a course deviation indicator operation only if the holder has conducted a course deviation indicator operation within the previous 90 days in an aircraft or an approved flight simulation training device for the purpose.

Note: Azimuth guidance operations and course deviation indicator operations are instrument approach operations: see the definitions of those terms in regulation 61.010.

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

- (1) The holder of a multi-crew pilot licence is authorised to exercise the privileges of the licence under the IFR only if the holder has a valid instrument proficiency check for the aeroplane category.
- (2) However, the holder is authorised to exercise the privileges of the licence under the IFR in a multi-engine aeroplane only if the holder has a valid instrument proficiency check for multi-engine aeroplanes.
- (3) Subject to subregulations (4) and (4B), for subregulations (1) and (2), the holder is taken to have a valid instrument proficiency check for the aeroplane category, or for multi-engine aeroplanes, during the following periods:
 - (a) if the holder passes the flight test for the multi-crew pilot licence in a relevant aeroplane—the period from when the holder passes the flight test to the end of the 12th month after the month in which the holder passes the flight test;
 - (b) if the holder successfully completes an operator proficiency check that covers IFR operations in the relevant aeroplane, and that is conducted by a flight examiner who holds an instrument rating flight test endorsement—the period from when the holder successfully completes the check to the end of the 12th month after the month in which the holder successfully completes the check;
 - (c) if:

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- (i) the holder is successfully participating in an operator's training and checking system for an IFR operation in the relevant aeroplane; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation and operations in the relevant aeroplane;
- the period during which the holder is successfully participating in the system;
- (d) if the holder successfully completes an instrument proficiency check for the relevant aeroplane—the period from when the holder successfully completes the check to the end of the 12th month after the month in which the holder successfully completes the check;
 - (e) if:
 - (i) the holder is taken to have a valid instrument proficiency check under any of paragraphs (a) to (d) for the relevant aeroplane (the **existing check**); and
 - (ii) within 3 months before the validity of the existing check expires, the holder successfully completes an instrument proficiency check for the relevant aeroplane;the period from when the validity of the existing check expires to the end of the 12th month after the validity of the existing check expires.
- (4) If, at any time, the holder attempts, but does not successfully complete, an instrument proficiency check mentioned in subregulation (4A) (the **failed check**), the holder is no longer taken to have a valid instrument proficiency check for:
- (a) the aeroplane category; or
 - (b) multi-engine aeroplanes.
- (4A) For subregulation (4), the failed check may be any of the following:
- (a) an instrument proficiency check for the aeroplane category;
 - (b) an instrument proficiency check for multi-engine aeroplanes;
 - (c) an instrument proficiency check for a type of aeroplane.
- (4B) If the holder is taken to have a valid instrument proficiency check for the relevant aeroplane only because of the holder's participation in an operator's training and checking system, the check is taken to be valid only for operations conducted by the operator.
- (5) For paragraphs (3)(d) and (e), the holder successfully completes an instrument proficiency check for the relevant aeroplane if:
- (a) CASA or a flight examiner:
 - (i) assesses the holder's competency to conduct operations under the IFR in a relevant aeroplane as meeting the standards mentioned in the Part 61 Manual of Standards for an instrument proficiency check in the relevant aeroplane; and
 - (ii) endorses the holder's licence document to the effect that the holder has completed the instrument proficiency check; and
 - (iii) includes in the endorsement the matters mentioned in subregulation (8); or

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- (b) a person mentioned in subregulation (7) assesses the holder as competent to conduct operations under the IFR in a relevant aeroplane, and CASA or a flight examiner:
 - (i) conducts an oral assessment of the holder's knowledge of IFR operation procedures to the standards mentioned in the Part 61 Manual of Standards for an instrument proficiency check; and
 - (ii) endorses the holder's licence document to the effect that the holder has completed the instrument proficiency check; and
 - (iii) includes in the endorsement the matters mentioned in subregulation (8).
- (6) For paragraphs (3)(d) and (e), the instrument proficiency check must be conducted in a relevant aeroplane or an approved flight simulation training device for the proficiency check.
- (7) For paragraph (5)(b), the person is the holder of an approval under regulation 61.040 to conduct the proficiency check.
- (8) For subparagraphs (5)(a)(iii) and (b)(iii), the matters are:
 - (a) the date on which the instrument proficiency check is conducted; and
 - (b) whether the instrument proficiency check is for the aeroplane category or multi-engine aeroplanes.
- (9) In this regulation:
relevant aeroplane, for an instrument proficiency check, means:
 - (a) if the instrument proficiency check is for the aeroplane category—a single-engine or multi-engine aeroplane; or
 - (b) if the instrument proficiency check is for multi-engine aeroplanes—a multi-engine aeroplane.

61.655 Requirements for grant of multi-crew pilot licences

- (1) An applicant for a multi-crew pilot licence must be at least 18.
- (2) The applicant must also:
 - (a) have passed the aeronautical knowledge examination for the multi-crew pilot licence and the aeroplane category rating; and
 - (b) have completed a multi-crew pilot licence training course; and
 - (c) have passed the flight test mentioned in the Part 61 Manual of Standards for the multi-crew pilot licence; and
 - (d) have met the aeronautical experience requirements mentioned in regulation 61.660; and
 - (e) hold a pilot type rating for a multi-crew aeroplane.

Note 1: For paragraph (a), for the conduct of aeronautical knowledge examinations, see Division 61.B.3.

Note 2: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.

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Note 3: For paragraph (d), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

- (3) For paragraph (2)(c), the flight test must be conducted under the IFR in:
 - (a) a multi-engine turbine-powered aeroplane for which a pilot type rating is prescribed by a legislative instrument under regulation 61.055; or
 - (b) an approved flight simulator for the flight test.

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

- (1) An applicant for a multi-crew pilot licence with the airplane category rating must have at least 240 hours of aeronautical experience that includes:
 - (a) at least 40 hours of flight time as pilot of an airplane; and
 - (b) at least 10 hours of solo flight time in an airplane; and
 - (c) at least 5 hours of cross-country flight time as pilot in command of an airplane.
- (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.
- (3) The cross-country flight time required by paragraph (1)(c) 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.
- (4) The applicant must have completed at least 12 take-offs, and at least 12 landings, in an airplane of the type used for the applicant's flight test.
- (5) The applicant is taken to meet the requirements of subregulation (4) if:
 - (a) 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
 - (b) the applicant has completed at least that number of take-offs, and at least that number of landings, in an airplane of the type used for the applicant's flight test.
- (6) CASA may grant an approval mentioned in paragraph (5)(a) only if:
 - (a) the lower number does not adversely affect the acquisition of the required skill by the applicant; and
 - (b) 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.
- (7) The flight time in an airplane required by subregulation (1) must be completed in a registered or recognised airplane.

Subpart 61.K—Air transport pilot licences

61.665 Privileges of air transport pilot licences

Subject to Subpart 61.E and regulations 61.670 to 61.695, 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.

Note 1: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

Note 2: The holder of an air transport pilot licence is also authorised to taxi an aircraft in certain circumstances: see regulation 61.430.

Note 3: The holder of an air transport pilot licence is also authorised to transmit on an aviation safety radio frequency: see regulation 61.435.

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

The holder of an air transport pilot licence is authorised to pilot a helicopter under the IFR only if the holder also holds an instrument rating.

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

The holder of an air transport pilot licence is authorised to pilot an aircraft in a single-pilot operation under the IFR only if the holder has:

- (a) passed the flight test for an instrument rating in a single-pilot aircraft; or
- (b) completed an instrument proficiency check in a single-pilot aircraft.

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

- (1) The holder of an air transport pilot licence is authorised to conduct an instrument approach operation of a particular kind as pilot in command of an aircraft only if the aircraft is equipped for that kind of approach.
- (2) The holder of an air transport pilot licence is authorised to conduct a circling approach under the IFR on a flight only if:
 - (a) the holder passed the flight test for the licence within the previous 12 months, and the flight test included a circling approach; or
 - (b) the holder's most recent instrument proficiency check included a circling approach; or
 - (c) both:
 - (i) the holder is successfully participating in an operator's training and checking system for an operation that includes circling approaches under the IFR; and

- (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation.
- (2A) The holder of an air transport pilot licence is authorised to conduct a 3D instrument approach operation only if:
- (a) the holder passed the flight test for the licence within the previous 12 months, and the flight test included a 3D instrument approach operation; or
 - (b) either:
 - (i) in a case in which the holder's most recent instrument proficiency check included a 3D instrument approach operation—during the check the holder demonstrated, to a person mentioned in subregulation (5), the holder's competence in the conduct of a 3D instrument approach operation; or
 - (ii) in any other case—the holder has, within the previous 15 months, demonstrated, to a person mentioned in subregulation (5), the holder's competence in the conduct of a 3D instrument approach operation; or
 - (c) both:
 - (i) the holder is successfully participating in an operator's training and checking system for an operation that includes 3D instrument approaches; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation.
- (3) For paragraphs (2)(b) and (2A)(b), an instrument proficiency check includes an operator proficiency check:
- (a) that covers IFR operations; and
 - (b) that is conducted by a flight examiner who holds an instrument rating flight test endorsement.
- (4) The holder of an air transport pilot licence is authorised to conduct an instrument approach operation in an aircraft using a procedure of a particular kind only if the holder has:
- (a) completed training in the conduct of instrument approach operations using the procedure; and
 - (b) demonstrated, to a person mentioned in subregulation (5), his or her competence in the conduct of instrument approach operations using the procedure.
- (5) For paragraphs (2A)(b) and (4)(b), the persons are as follows:
- (a) CASA;
 - (b) an examiner who is authorised under this Part to conduct an instrument approach operation using the same procedure;
 - (c) a person who holds an approval under regulation 61.040 to assess the holder's competence.

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

- (1) Subject to subregulation (1A), this regulation applies to the holder of an air transport pilot licence.
- (1A) This regulation does not apply to the holder if:
 - (a) the holder has successfully completed an operator proficiency check that covers IFR operations within the previous 3 months; or
 - (b) both:
 - (i) the holder is successfully participating in an operator's training and checking system for an IFR operation; and
 - (ii) the operator holds an approval under this regulation for the system for this subregulation.
- (2) The holder is authorised to pilot an aircraft under the IFR only if the holder has conducted at least 3 instrument approach operations within the previous 90 days in an aircraft or an approved flight simulation training device for the purpose.
- (3) The holder is authorised to pilot an aircraft of a particular category under the IFR only if the holder has conducted at least one instrument approach operation within the previous 90 days in an aircraft of the same category or an approved flight simulation training device for the purpose.
- (4) The holder is authorised to conduct a 2D instrument approach operation only if the holder has conducted a 2D instrument approach operation within the previous 90 days in an aircraft or an approved flight simulation training device for the purpose.
- (5) The holder is authorised to conduct a 3D instrument approach operation only if the holder has conducted a 3D instrument approach operation within the previous 90 days in an aircraft or an approved flight simulation training device for the purpose.
- (6) The holder is authorised to conduct an azimuth guidance operation only if the holder has conducted an azimuth guidance operation within the previous 90 days in an aircraft or an approved flight simulation training device for the purpose.
- (7) The holder is authorised to conduct a course deviation indicator operation only if the holder has conducted a course deviation indicator operation within the previous 90 days in an aircraft or an approved flight simulation training device for the purpose.

Note: Azimuth guidance operations and course deviation indicator operations are instrument approach operations: see the definitions of those terms in regulation 61.010.

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

- (1) The holder of an air transport pilot licence is authorised to exercise the privileges of the licence under the IFR in an aircraft of a particular category only if the holder has a valid instrument proficiency check for the aircraft category.
- (2) However:
 - (a) the holder is authorised to exercise the privileges of the licence in a multi-engine aeroplane only if the holder has a valid instrument proficiency check for multi-engine aeroplanes; and
 - (b) the holder is authorised to exercise the privileges of the licence in a multi-engine helicopter only if the holder has a valid instrument proficiency check for multi-engine helicopters.
- (3) Subject to subregulations (4) and (4B), for subregulations (1) and (2), the holder is taken to have a valid instrument proficiency check for the aircraft category, or for multi-engine aeroplanes or helicopters, during the following periods:
 - (a) if the holder passes the flight test for the air transport pilot licence in a relevant aircraft—the period from when the holder passes the flight test to the end of the 12th month after the month in which the holder passes the flight test;
 - (b) if the holder successfully completes an operator proficiency check that covers IFR operations in the relevant aircraft, and that is conducted by a flight examiner who holds an instrument rating flight test endorsement—the period from when the holder successfully completes the check to the end of the 12th month after the month in which the holder successfully completes the check;
 - (c) if:
 - (i) the holder is successfully participating in an operator’s training and checking system for an IFR operation in the relevant aircraft; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation and operations in the relevant aircraft;the period during which the holder is successfully participating in the system;
 - (d) if the holder successfully completes an instrument proficiency check for the relevant aircraft—the period from when the holder successfully completes the check to the end of the 12th month after the month in which the holder successfully completes the check;
 - (e) if:
 - (i) the holder is taken to have a valid instrument proficiency check under any of paragraphs (a) to (d) for the relevant aircraft (the **existing check**); and
 - (ii) within 3 months before the validity of the existing check expires, the holder successfully completes an instrument proficiency check for the relevant aircraft;

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the period from when the validity of the existing check expires to the end of the 12th month after the validity of the existing check expires.

- (4) If, at any time, the holder attempts, but does not successfully complete, an instrument proficiency check mentioned in subregulation (4A) (the *failed check*), the holder is no longer taken to have a valid instrument proficiency check for:
- (a) the aircraft category in which the holder attempted the failed check; or
 - (b) multi-engine aircraft of the category in which the holder attempted the failed check.
- (4A) For subregulation (4), the failed check may be any of the following:
- (a) an instrument proficiency check for an aircraft category;
 - (b) an instrument proficiency check for multi-engine aeroplanes or helicopters;
 - (c) an instrument proficiency check for an aircraft type.
- (4B) If the holder is taken to have a valid instrument proficiency check for the relevant aircraft only because of the holder's participation in an operator's training and checking system, the check is taken to be valid only for operations conducted by the operator.
- (5) For paragraphs (3)(d) and (e), the holder successfully completes an instrument proficiency check for the relevant aircraft if:
- (a) CASA or a flight examiner:
 - (i) assesses the holder's competency to conduct operations under the IFR in a relevant aircraft as meeting the standards mentioned in the Part 61 Manual of Standards for an instrument proficiency check in the relevant aircraft; and
 - (ii) endorses the holder's licence document to the effect that the holder has completed the instrument proficiency check; and
 - (iii) includes in the endorsement the matters mentioned in subregulation (8); or
 - (b) a person mentioned in subregulation (7) assesses the holder as competent to conduct operations under the IFR in a relevant aircraft, and CASA or a flight examiner:
 - (i) conducts an oral assessment of the holder's knowledge of IFR operation procedures to the standards mentioned in the Part 61 Manual of Standards for an instrument proficiency check; and
 - (ii) endorses the holder's licence document to the effect that the holder has completed the instrument proficiency check; and
 - (iii) includes in the endorsement the matters mentioned in subregulation (8).
- (6) For paragraphs (3)(d) and (e), the instrument proficiency check must be conducted in a relevant aircraft or an approved flight simulation training device for the proficiency check.
- (7) For paragraph (5)(b), the person is the holder of an approval under regulation 61.040 to conduct the proficiency check.

- (8) For subparagraphs (5)(a)(iii) and (b)(iii), the matters are:
- (a) the date on which the instrument proficiency check is conducted; and
 - (b) the aircraft to which the instrument proficiency check relates.

- (9) In this regulation:

relevant aircraft, for an instrument proficiency check, means:

- (a) if the instrument proficiency check is for an aircraft category—a single-engine or multi-engine aircraft of that category; or
- (b) if the instrument proficiency check is for multi-engine aeroplanes—a multi-engine aeroplane; or
- (c) if the instrument proficiency check is for multi-engine helicopters—a multi-engine helicopter.

61.700 Requirements for grant of air transport pilot licences—general

- (1) An applicant for an air transport pilot licence must be at least 21.
- (2) The applicant must also hold a commercial pilot licence or multi-crew pilot licence with the same aircraft category rating.
- (3) The applicant must also have:
 - (a) passed the aeronautical knowledge examination for the air transport pilot licence and the associated aircraft category rating; and
 - (b) completed flight training for the air transport pilot licence and the associated aircraft category rating; and
 - (c) passed the flight test mentioned in the Part 61 Manual of Standards for the air transport pilot licence and the associated aircraft category rating; and
 - (d) met the aeronautical experience requirements of this Subpart; and
 - (e) completed an approved course of training in multi-crew cooperation.

Note 1: For paragraph (a), for the conduct of aeronautical knowledge examinations, see Division 61.B.3.

Note 2: For paragraph (b), for the requirements for flight training, see Division 61.B.2.

Note 3: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.

Note 4: For paragraph (d), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

- (4) An applicant for an air transport pilot licence with the aeroplane category rating is taken to meet the requirements of paragraph (3)(a) if the applicant holds a multi-crew pilot licence.
- (5) For paragraph (3)(c), the flight test for the air transport pilot licence with the aeroplane category rating must be conducted under the IFR in:
 - (a) a multi-engine turbine-powered aeroplane that is configured for flight, and operated, with a co-pilot; or
 - (b) an approved flight simulator for the flight test.

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- (6) For paragraph (3)(c), the flight test for the air transport pilot licence with the helicopter category rating must be conducted in:
 - (a) a turbine-powered helicopter that is:
 - (i) certificated for night VFR operations; and
 - (ii) configured for flight, and operated, with a co-pilot; or
 - (b) an approved flight simulator for the flight test.
- (7) For paragraph (3)(c), the flight test for the air transport pilot licence with the powered-lift aircraft category rating must be conducted in:
 - (a) a powered-lift aircraft operated and configured for flight with a co-pilot and equipped for IFR flight; or
 - (b) an approved flight simulator for the flight test.

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

- (1) An applicant for an air transport pilot licence with the airplane category rating must have at least 1 500 hours of aeronautical experience that includes:
 - (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 airplane; and
 - (c) either:
 - (i) at least 500 hours of flight time in an airplane as pilot in command under supervision; or
 - (ii) at least 250 hours of flight time in an airplane 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 airplane; and
 - (e) at least 100 hours of cross-country flight time as pilot in command, or pilot in command under supervision, of an airplane; and
 - (f) at least 100 hours of flight time at night as pilot of an airplane, other than dual flight; and
 - (g) at least 75 hours of instrument time; and
 - (h) at least 45 hours of instrument flight time in an airplane.
- (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.
- (3) However, no more than 25 hours may be completed in a flight simulation training device that is not a flight simulator.
- (4) The flight time in an airplane required by subregulation (1) must be completed in a registered or recognised airplane.

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

- (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:
 - (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
 - (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.
- (2) Any of the required aeronautical experience that is not completed as flight time as a pilot must be completed as:
 - (a) simulated flight time in an approved flight simulation training device for the purpose; or
 - (b) tethered flight time.
- (3) However:
 - (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.
- (4) The flight time in a helicopter required by subregulation (1) must be completed in a registered or recognised helicopter.

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

- (1) An applicant for an air transport pilot licence with the powered-lift aircraft category rating must have at least 1 500 hours of aeronautical experience that includes:
 - (a) at least 1 400 hours of flight time as a pilot; and
 - (b) at least 750 hours of flight time as pilot of a powered-lift aircraft; and
 - (c) at least 250 hours of flight time as pilot in command, or pilot in command under supervision, of a powered-lift aircraft; and
 - (d) at least 70 hours of flight time as pilot in command of a powered-lift aircraft; and
 - (e) at least 100 hours of cross-country flight time in a powered-lift aircraft; and

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- (f) at least 50 hours of cross-country flight time as pilot in command, or pilot in command under supervision, of a powered-lift aircraft; and
 - (g) at least 25 hours of flight time at night as pilot of a powered-lift aircraft; and
 - (h) at least 75 hours of instrument time; and
 - (i) at least 45 hours of instrument flight time in a powered-lift aircraft.
- (2) Any of the required aeronautical experience that is not completed as flight time as a pilot must be completed as:
- (a) simulated flight time in an approved flight simulation training device for the purpose; or
 - (b) tethered flight time.
- (3) However:
- (a) no more than 25 hours may be completed in a flight simulation training device that is not a flight simulator; and
 - (b) no more than 5 hours may be completed as tethered flight time.
- (4) The flight time in a powered-lift aircraft required by subregulation (1) must be completed in a registered or recognised powered-lift aircraft.

Subpart 61.L—Aircraft ratings and endorsements for pilot licences

Division 61.L.1—Preliminary

61.720 What Subpart 61.L is about

Subpart 61.L provides for ratings and endorsements that are required to authorise the holder of a pilot licence to exercise the privileges of the licence in an aircraft of a particular category, class or type.

Note 1: For the aircraft categories, see regulation 61.015.

Note 2: For the aircraft classes, see regulation 61.020.

Note 3: A design feature endorsement is required for the exercise of the privileges of a pilot licence in an aircraft that has the design feature to which the design endorsement relates: see regulation 61.760.

Note 4: A pilot type rating is required for the exercise of the privileges of a pilot licence in a multi-crew aircraft or an aircraft for which a single-pilot type rating is required by a legislative instrument under regulation 61.060: see subregulation 61.375(3). The type ratings that may be granted are set out in legislative instruments under regulations 61.055 (multi-crew aircraft) and 61.060 (single-pilot aircraft).

Note 5: However, the holder of a pilot licence may conduct some activities in an aircraft of a particular type without holding a pilot type rating if he or she holds a cruise relief type rating for the type of aircraft: see subregulation 61.375(6). The cruise relief type ratings that may be granted are those set out in a legislative instrument under regulation 61.055.

Note 6: For ratings and endorsements to conduct particular operations in an aircraft, see Subparts 61.M to 61.U.

Division 61.L.2—Aircraft category ratings

61.725 Privileges of aircraft category ratings

Subject to Subpart 61.E, the holder of an aircraft category rating is authorised to exercise the privileges of the pilot licence with which the category rating is associated in an aircraft of that category.

Note 1: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

Note 2: An aircraft category rating has effect only in conjunction with the pilot licence for which it is granted. It does not authorise the exercise, in the aircraft category covered by the rating, of the privileges of any other pilot licence held by the holder of the rating: see the definition of *associated* in regulation 61.010.

61.730 Requirements for grant of aircraft category ratings

- (1) An applicant for an aircraft category rating must be an applicant for, or the holder of, a pilot licence.

Note: Subregulation (1) is satisfied if the applicant holds a certificate of validation of an overseas flight crew licence that is equivalent to a pilot licence: see item 36 of Part 2 of the Dictionary.

- (2) If the application for the aircraft category rating is made at the same time as an application for a pilot licence, the applicant meets the requirements for the grant of the category rating if the applicant meets the requirements for the grant of the pilot licence with the aircraft category rating.
- (3) An applicant for an aircraft category rating for an existing pilot licence must meet the requirements for the grant of the pilot licence with the aircraft category rating.

Division 61.L.3—Aircraft class ratings

61.735 Privileges of aircraft class ratings

Subject to Subpart 61.E and regulations 61.740 and 61.745, the holder of an aircraft class rating is authorised to exercise the privileges of the holder's pilot licence in an aircraft of that class, other than an aircraft that:

- (a) is certificated for multi-crew operation; or
- (b) is of a type for which a single-pilot type rating is required by a legislative instrument under regulation 61.060 (Prescription of type ratings—single-pilot aircraft).

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

61.745 Limitations on exercise of privileges of aircraft class ratings—flight review

- (1) The holder of an aircraft class rating is authorised to exercise the privileges of the rating only if the holder has a valid flight review for the rating.
- (1A) For subregulation (1), the holder has a valid flight review for the rating during the period beginning when the holder successfully completes a flight review for the rating in accordance with subregulation (2) and ending:
 - (a) at the end of the 24th month after the month in which the holder completes the review; or
 - (b) if:
 - (i) the holder already has a valid flight review for the rating (the *previous flight review*) when the holder successfully completes the flight review; and
 - (ii) the validity of the previous flight review is due to expire within 3 months after the holder successfully completes the flight review; at the end of the 24th month after the validity of the previous flight review expires.
- (2) The flight review must be conducted in:
 - (a) an aircraft of the class covered by the rating; or
 - (b) an approved flight simulator for the flight review.
- (3) For subregulation (1A), the holder is taken to have successfully completed a flight review for the rating if the holder:
 - (a) passes the flight test for the rating; or
 - (b) passes the flight test for an operational rating in an aircraft of the class covered by the aircraft class rating; or
 - (c) completes flight training for a design feature endorsement in an aircraft of the class covered by the aircraft class rating; or

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- (d) successfully completes a flight review for a pilot type rating in an aircraft of a type prescribed in an instrument under regulation 61.061 for the class rating; or
 - (e) successfully completes:
 - (i) an operator proficiency check that covers operations in the class; or
 - (ii) a proficiency check mentioned in subregulation (3A) in an aircraft of the class or an approved flight simulation training device for the purpose.
- (3A) For subparagraph (3)(e)(ii), the proficiency checks are as follows:
- (a) an instrument proficiency check;
 - (b) a night vision imaging system proficiency check;
 - (c) an aerial application proficiency check;
 - (d) an instructor proficiency check;
 - (e) an examiner proficiency check.
- (3B) For subregulation (1), the holder is taken to have a valid flight review for the rating if:
- (a) the holder is successfully participating in an operator's training and checking system for an operation in an aircraft of the class covered by the rating; and
 - (b) the operator holds an approval under regulation 61.040 for the system for this subregulation and operations in aircraft of that class.
- (4) However, paragraph (3)(a) does not apply if the holder was taken to have met the requirements for the grant of the rating under subregulation 61.480(3).

Note: For general rules in relation to flight reviews, see regulation 61.400.

61.747 Limitations on exercise of privileges of class ratings in certain aircraft—flight review

- (1) The holder of an aircraft class rating is authorised to exercise the privileges of the rating in an aircraft of a type mentioned in subregulation (2) only if the holder has:
 - (a) completed the flight training mentioned in subregulation (3) for the aircraft type; and
 - (b) successfully completed a flight review in:
 - (i) an aircraft of the type; or
 - (ii) an approved flight simulator for the flight review.
- (2) For subregulation (1), the aircraft types are prescribed in an instrument under regulation 61.062.
- (3) For paragraph (1)(a), the holder completes flight training for the aircraft type only if:
 - (a) the holder has received training in all the units of competency mentioned in the Part 61 Manual of Standards for the class rating that are relevant for the aircraft type; and

- (b) the training is conducted by:
 - (i) an instructor for a Part 141 or 142 operator that is authorised to conduct flight training for the aircraft type; or
 - (ii) the holder of an approval under regulation 141.035 or 142.040 to conduct the training; and
 - (c) the training is conducted in accordance with regulation 61.205; and
 - (d) the instructor is satisfied that the holder meets the competency standards mentioned in the Part 61 Manual of Standards for the class rating that are relevant for the aircraft type.
- (4) The holder of an aircraft class rating that was granted on the basis of regulation 202.272 is taken to meet the requirements mentioned in subregulation (1) for a type of aircraft if, immediately before 1 September 2014, the holder held an aircraft endorsement that was in force for the type of aircraft.
- (5) The holder of an aircraft class rating is also taken to meet the requirements mentioned in subregulation (1) for a type of aircraft if, before the aircraft type was prescribed in an instrument made for the purposes of regulation 61.062, the holder conducted one or more operations in aircraft of that type as pilot in command.

61.750 Requirements for grant of aircraft class ratings

- (1) An applicant for an aircraft class rating must hold:
- (a) a pilot licence; and
 - (b) the aircraft category rating for the aircraft category to which aircraft of that class belong.

Note: Subregulation (1) is satisfied, in relation to a required licence or rating, if the applicant holds a certificate of validation of an overseas flight crew licence, rating or endorsement that is equivalent to the required licence or rating: see item 36 of Part 2 of the Dictionary.

- (2) However, an applicant for a multi-engine aeroplane class rating must hold a private pilot licence, commercial pilot licence, multi-crew pilot licence or air transport pilot licence.
- (3) The applicant must also have:
- (a) completed flight training for the rating; and
 - (b) passed the flight test mentioned in the Part 61 Manual of Standards for the aircraft class rating in an aircraft of the class covered by the rating.

Note 1: For paragraph (a), for the requirements for flight training, see Division 61.B.2.

Note 2: For paragraph (b), for the conduct of flight tests, see Division 61.B.4.

Division 61.L.4—Design feature endorsements

61.755 Design features that require design feature endorsement

Aeroplanes

- (2) The following design features on an aeroplane require a design feature endorsement:
- (a) tailwheel undercarriage;
 - (b) retractable undercarriage;
 - (c) manual propeller pitch control (piston engine);
 - (d) gas turbine engine;
 - (e) multi-engine centre-line thrust;
 - (f) pressurisation system;
 - (g) floatplane;
 - (h) floating hull;
 - (i) ski landing gear.

Helicopters

- (3) The following design features on a helicopter require a design feature endorsement:
- (a) float alighting gear;
 - (b) retractable undercarriage;
 - (c) gas turbine engine.

Powered-lift aircraft

- (3A) The following design features on a powered-lift aircraft require a design feature endorsement:
- (a) retractable undercarriage;
 - (b) pressurisation system;
 - (c) gas turbine engine.

Gyroplanes

- (4) The following design features on a gyroplane require a design feature endorsement:
- (a) retractable undercarriage;
 - (b) pressurisation system;
 - (c) gas turbine engine.

Airships

- (5) The following design features on an airship require a design feature endorsement:

- (a) pressurisation system;
- (b) gas turbine engine.

61.760 Privileges of design feature endorsements

Subject to Subpart 61.E, the holder of a design feature endorsement is authorised to exercise the privileges of his or her pilot licence in an aircraft that:

- (a) has that design feature; and
- (b) is:
 - (i) of a class for which the holder holds an aircraft class rating; or
 - (ii) of a type for which the holder holds an aircraft type rating.

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

61.765 Requirements for grant of design feature endorsements

- (1) An applicant for a design feature endorsement must:
 - (a) hold an aircraft class rating that covers an aircraft with the design feature; and
 - (b) either:
 - (i) have passed the flight test for the class rating in an aircraft with the design feature; or
 - (ii) have completed flight training for the endorsement.

Note 1: For paragraph (a), paragraph (a) is satisfied if the applicant holds a certificate of validation of an overseas flight crew licence, rating or endorsement that is equivalent to the rating: see item 36 of Part 2 of the Dictionary.

Note 2: For subparagraph (b)(i), for the conduct of flight tests, see Division 61.B.4.

Note 3: For subparagraph (b)(ii), for the requirements for flight training, see Division 61.B.2.

- (2) A pilot who holds a type rating for an aircraft that has a design feature mentioned for the aircraft in regulation 61.755 is taken to meet the requirements of subregulation (1) for that design feature.

Note: Subregulation (2) is satisfied if the applicant holds a certificate of validation of an overseas flight crew licence, rating or endorsement that is equivalent to the rating: see item 36 of Part 2 of the Dictionary.

Division 61.L.5—Pilot type ratings

61.770 Privileges of pilot type ratings

Subject to Subpart 61.E and regulations 61.775 to 61.805, the holder of a pilot licence and a pilot type rating is authorised to exercise the privileges of the licence in an aircraft of the type covered by the rating.

Note 1: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

Note 2: The aircraft types for which pilot type ratings may be granted are set out in legislative instruments under regulations 61.055 (multi-crew aircraft) and 61.060 (single-pilot aircraft).

61.775 Limitations on exercise of privileges of pilot type ratings—flight test in flight simulator

- (1) This regulation applies to the holder of a pilot type rating for a type rated aircraft that is a multi-engine turbine-powered aircraft if the holder passed the flight test for the rating in a flight simulator.
- (2) The holder is authorised to exercise the privileges of the rating as pilot in command only if the holder has at least 25 hours of flight time as pilot of an aircraft covered by the rating.
- (3) The holder is taken to meet the requirements of subregulation (2) if the holder has:
 - (a) for a type rating for a turbojet-powered aeroplane:
 - (i) at least 1 000 hours of flight time as pilot of a turbojet-powered aeroplane; or
 - (ii) at least 2 000 hours of flight time, including at least 500 hours of flight time as pilot of a turbojet-powered aeroplane; or
 - (b) for a type rating for a turboprop-powered aeroplane:
 - (i) at least 1 000 hours of flight time as pilot of a turboprop-powered aeroplane; or
 - (ii) at least 2 000 hours of flight time, including at least 500 hours of flight time as pilot of a turboprop-powered aeroplane; or
 - (c) for a type rating for a turbine-powered helicopter:
 - (i) at least 1 000 hours of flight time as pilot of a turbine-powered helicopter; or
 - (ii) at least 2 000 hours of flight time, including at least 500 hours of flight time as pilot of a turbine-powered helicopter; or
 - (d) for a type rating for a powered-lift aircraft:
 - (i) at least 1 000 hours of flight time as pilot of a multi-engine turbine-powered helicopter or powered-lift aircraft; or

- (ii) at least 2 000 hours of flight time, including at least 500 hours of flight time as pilot of a multi-engine turbine-powered helicopter or powered-lift aircraft.

61.780 Limitations on exercise of privileges of pilot type ratings—variants

- (1) This regulation applies if:
 - (a) the holder of a pilot type rating passed the flight test for the rating in:
 - (i) an aircraft model covered by the rating (the *first variant*); or
 - (ii) an approved flight simulator for the first variant; and
 - (b) differences training is required by a legislative instrument under regulation 61.055 or 61.060 for another aircraft model covered by the rating (the *second variant*).
- (2) The holder is authorised to exercise the privileges of the rating in an aircraft of the second variant only if the holder has completed the differences training for the second variant.

61.785 Limitations on exercise of privileges of pilot type ratings—single-pilot operation and multi-crew operation

- (1) On and after 1 September 2015, the holder of a single-pilot type rating is authorised to exercise the privileges of the rating in a multi-crew operation only if:
 - (a) the holder also holds a multi-crew type rating; or
 - (b) the holder has completed an approved course of training in multi-crew cooperation.
- (2) The holder of a multi-crew type rating is authorised to exercise the privileges of the rating only in a multi-crew operation.

61.790 Limitations on exercise of privileges of pilot type ratings—IFR operation

The holder of a pilot type rating is authorised to pilot an aircraft under the IFR only if:

- (a) the flight test for the rating is conducted under the IFR; or
- (b) the holder has completed an instrument proficiency check in an aircraft covered by the rating.

61.795 Limitations on exercise of privileges of pilot type ratings—recent experience on aircraft models

The holder of a pilot type rating is authorised to exercise the privileges of the rating in an aircraft model covered by the rating only if:

- (a) within the previous 24 months, the holder has:
 - (i) exercised the privileges of the rating in the aircraft model; or
 - (ii) passed the flight test for the rating in the aircraft model; or
 - (iii) successfully completed a flight review in the aircraft model; or

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- (iv) if differences training is required by an instrument under regulation 61.055 or 61.060 for the aircraft model—completed the differences training; or
- (b) both:
 - (i) the holder is successfully participating in an operator’s training and checking system for an operation in the aircraft model; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this regulation and operations in that aircraft model.

61.800 Limitations on exercise of privileges of pilot type ratings—flight review

- (1) The holder of a pilot type rating is authorised to exercise the privileges of the rating as the pilot in command of an aircraft only if the holder has a valid flight review for the rating.
- (2) For subregulation (1), the holder has a valid flight review for the rating during the period beginning when the holder successfully completes a flight review for the rating in accordance with subregulation (3) and ending:
 - (a) at the end of the 24th month after the month in which the holder completes the review; or
 - (b) if:
 - (i) the holder already has a valid flight review for the rating (the *previous flight review*) when the holder successfully completes the flight review; and
 - (ii) the validity of the previous flight review is due to expire within 3 months after the holder successfully complete the flight review; at the end of the 24th month after the validity of the previous flight review expires.
- (3) For subregulation (2), the flight review must be conducted in:
 - (a) if the aircraft covered by the rating is a type of single-engine helicopter prescribed by an instrument under regulation 61.063:
 - (i) a helicopter of the type covered by the rating; or
 - (ii) an approved flight simulator for that type of helicopter; or
 - (iii) a type of single-engine helicopter prescribed by the instrument as equivalent to the type covered by the rating; or
 - (iv) an approved flight simulator for that type of helicopter; or
 - (b) in any other case:
 - (i) an aircraft of the type covered by the rating; or
 - (ii) an approved flight simulator for that type of aircraft.
- (4) For subregulation (2), the holder is taken to have successfully completed a flight review for the rating if the holder:
 - (a) passes the flight test for the rating; or
 - (b) passes the flight test for an operational rating in an aircraft of the class covered by the type rating; or

- (c) completes flight training for a design feature endorsement in an aircraft of the class covered by the type rating; or
- (d) successfully completes:
 - (i) an operator proficiency check that covers operations in the type; or
 - (ii) a proficiency check mentioned in subregulation (5) in an aircraft of the type or an approved flight simulation training device for the purpose.
- (5) For subparagraph (4)(d)(ii), the proficiency checks are as follows:
 - (a) an instrument proficiency check;
 - (b) a night vision imaging system proficiency check;
 - (c) an aerial application proficiency check;
 - (d) an instructor proficiency check;
 - (e) an examiner proficiency check.
- (6) For subregulation (1), the holder is taken to have a valid flight review for the rating if:
 - (a) the holder is successfully participating in an operator's training and checking system for an operation in an aircraft of the type covered by the rating; and
 - (b) the operator holds an approval under regulation 61.040 for the system for this subregulation and operations in aircraft of that type.

Note: For general rules in relation to flight reviews, see regulation 61.400.

61.805 Limitations on exercise of privileges of pilot type ratings—instrument proficiency check

- (1) The holder of a pilot type rating is authorised to exercise the privileges of the rating under the IFR only if the holder has a valid instrument proficiency check for the aircraft type covered by the rating.
- (2) Subject to subregulations (4) and (4B), for subregulation (1), the holder is taken to have a valid instrument proficiency check for an aircraft type, other than a single-pilot turbojet aeroplane type, during the following periods:
 - (a) if the holder passes the flight test for an instrument rating, private IFR rating, multi-crew pilot licence or air transport pilot licence in an aircraft of that type—the period from when the holder passes the flight test to the end of the 24th month after the month in which the holder passes the flight test;
 - (aa) if the holder passes the flight test for the pilot type rating in an aircraft under the IFR—the period from when the holder passes the flight test to the end of the 24th month after the month in which the holder passes the flight test;
 - (b) if:
 - (i) the holder passes the flight test for an instrument endorsement in an aircraft of that type; and
 - (ii) the flight test is conducted more than 6 months after the holder passes the flight test for the rating;

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the period from when the holder passes the flight test for the endorsement to the end of the 24th month after the month in which the holder passes the flight test for the endorsement;

- (c) if the holder successfully completes an operator proficiency check that covers IFR operations in an aircraft of that type, and that is conducted by a flight examiner who holds an instrument rating flight test endorsement—the period from when the holder successfully completes the check to the end of the 24th month after the month in which the holder successfully completes the check;

- (d) if:

- (i) the holder is successfully participating in an operator's training and checking system for an IFR operation in an aircraft of that type; and
(ii) the operator holds an approval under regulation 61.040 for the system for this subregulation and operations in aircraft of that type;

the period during which the holder is successfully participating in the system;

- (e) if the holder successfully completes an instrument proficiency check for the aircraft type—the period from when the holder successfully completes the check to the end of the 24th month after the month in which the holder successfully completes the check;

- (f) if:

- (i) the holder is taken to have a valid instrument proficiency check under any of paragraphs (a) to (e) for the aircraft type (the *existing check*); and
(ii) within 3 months before the validity of the existing check expires, the holder successfully completes an instrument proficiency check for the aircraft type;

the period from when the validity of the existing check expires to the end of the 24th month after the validity of the existing check expires.

- (3) Subject to subregulations (4) and (4B), for subregulation (1), the holder is taken to have a valid instrument proficiency check for a single-pilot turbojet aeroplane type during the following periods:

- (a) if the holder passes the flight test for the instrument rating or private IFR rating that is conducted as a single-pilot operation in an aircraft of that type—the period from when the holder passes the flight test to the end of the 12th month after the month in which the holder passes the flight test;

- (b) if:

- (i) the holder passes the flight test for an instrument endorsement in an aircraft of that type; and
(ii) the flight test is conducted more than 6 months after the holder passes the flight test for the rating;

the period from when the holder passes the flight test for the endorsement to the end of the 12th month after the month in which the holder passes the flight test for the endorsement;

- (c) if the holder successfully completes an operator proficiency check that covers IFR operations in an aircraft of that type, and that is conducted by a
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flight examiner who holds an instrument rating flight test endorsement—the period from when the holder successfully completes the check to the end of the 12th month after the month in which the holder successfully completes the check;

- (d) if:
- (i) the holder is successfully participating in an operator's training and checking system for an IFR operation in an aircraft of that type; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation and operations in aircraft of that type;
- the period during which the holder is successfully participating in the system;
- (e) if the holder successfully completes an instrument proficiency check for the aircraft type—the period from when the holder successfully completes the check to the end of the 12th month after the month in which the holder successfully completes the check;
- (f) if:
- (i) the holder is taken to have a valid instrument proficiency check under any of paragraphs (a) to (e) for the aircraft type (the **existing check**); and
 - (ii) within 3 months before the validity of the existing check expires, the holder successfully completes an instrument proficiency check for the aircraft type;
- the period from when the validity of the existing check expires to the end of the 12th month after the validity of the existing check expires.

(4) If, at any time, the holder attempts, but does not successfully complete, an instrument proficiency check mentioned in subregulation (4A) (the **failed check**), the holder is no longer taken to have a valid instrument proficiency check for a type of aircraft belonging to the aircraft category in which the holder attempted the failed check.

(4A) For subregulation (4), the failed check may be any of the following:

- (a) an instrument proficiency check for an aircraft category;
- (b) an instrument proficiency check for multi-engine aeroplanes or helicopters;
- (c) an instrument proficiency check for an aircraft type.

(4B) If the holder is taken to have a valid instrument proficiency check for the aircraft type only because of the holder's participation in an operator's training and checking system, the check is taken to be valid only for operations conducted by the operator.

(5) For paragraphs (2)(e) and (f) and (3)(e) and (f), the holder successfully completes an instrument proficiency check for the relevant aircraft if:

- (a) CASA or a flight examiner:
- (i) assesses the holder's competency to conduct operations under the IFR in a relevant aircraft as meeting the standards mentioned in the Part 61 Manual of Standards for an instrument proficiency check in the relevant aircraft; and

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- (ii) endorses the holder's licence document to the effect that the holder has completed the instrument proficiency check; and
 - (iii) includes in the endorsement the matters mentioned in subregulation (8); or
- (b) a person mentioned in subregulation (7) assesses the holder as competent to conduct operations under the IFR in a relevant aircraft, and CASA or a flight examiner:
 - (i) conducts an oral assessment of the holder's knowledge of IFR operation procedures to the standards mentioned in the Part 61 Manual of Standards for an instrument proficiency check; and
 - (ii) endorses the holder's licence document to the effect that the holder has completed the instrument proficiency check; and
 - (iii) includes in the endorsement the matters mentioned in subregulation (8).
- (6) For paragraphs (2)(e) and (f) and (3)(e) and (f), the instrument proficiency check must be conducted in a relevant aircraft or an approved flight simulation training device for the proficiency check.
- (7) For paragraph (5)(b), the person is the holder of an approval under regulation 61.040 to conduct the proficiency check.
- (8) For subparagraphs (5)(a)(iii) and (b)(iii), the matters are:
 - (a) the date on which the instrument proficiency check is conducted; and
 - (b) the aircraft type to which the instrument proficiency check relates.

61.810 Requirements for grant of pilot type ratings

- (1) This regulation applies to an applicant for a pilot type rating if the applicant is not taken to meet the requirements for the grant of the rating under regulation 61.815 or 61.820.
- (2) The applicant must hold:
 - (a) a pilot licence; and
 - (b) an aircraft category rating for the category of aircraft that includes aircraft of the type covered by the pilot type rating.

Note: Subregulation (2) is satisfied, in relation to a licence or rating, if the applicant holds a certificate of validation of an overseas flight crew licence, rating or endorsement that is equivalent to the licence or rating: see item 36 of Part 2 of the Dictionary.

- (3) The applicant must also have:
 - (a) completed an approved course of training for the rating that includes:
 - (i) theory and technical training; and
 - (ii) flight training in accordance with the approved course, consisting of:
 - (A) dual flight in an aircraft of the type covered by the rating; or
 - (B) dual simulated flight in an approved flight simulator for the training; and

- (b) passed an examination, conducted by the operator or organisation that conducted the training mentioned in paragraph (a), testing the applicant's aeronautical knowledge against the standards mentioned in the Part 61 Manual of Standards for the rating; and
- (c) passed the flight test mentioned in the Part 61 Manual of Standards for the rating.

Note 1: For paragraph (a), for the requirements for an approved course of training, see Division 61.B.2.

Note 2: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.

- (4) For paragraph (3)(a), the approved course of training must be conducted by:
 - (a) a Part 141 or 142 operator that is authorised under Part 141 or 142 to conduct the course; or
 - (b) the holder of an approval under regulation 141.035 or 142.040 to conduct the training.

61.815 Person taken to meet requirements for grant of pilot type rating—multi-crew pilot licence holder

A person is taken to meet the requirements for the grant of a pilot type rating for a type of aircraft if:

- (a) the person meets the requirements for the grant of a multi-crew pilot licence; and
- (b) the flight test for the multi-crew pilot licence is conducted in:
 - (i) an aircraft of that type; or
 - (ii) an approved flight simulator for the flight test.

61.820 Person taken to meet requirements for grant of pilot type rating—new type rating

- (1) A person is taken to meet the requirements for the grant of a pilot type rating (the *new type rating*) if:
 - (a) the person holds a pilot type rating (the *old type rating*) covering 2 or more aircraft models that were, in accordance with a legislative instrument under regulation 61.055 or 61.060 (the *old legislative instrument*), variants of each other; and
 - (b) as a result of a change to the legislative instrument, or the making of a new legislative instrument:
 - (i) the models are no longer variants of each other; and
 - (ii) one or more of the models is covered by the new type rating; and
 - (c) one of the following applies:
 - (i) the person passed the flight test for the old type rating in:
 - (A) an aircraft model that is covered by the new type rating; or
 - (B) an approved flight simulator for an aircraft model covered by the new type rating;

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- (ii) differences training was not required by the old legislative instrument for the person to exercise the privileges of the old type rating in an aircraft covered by the new type rating;
 - (iii) both:
 - (A) differences training was required by the old legislative instrument for the person to exercise the privileges of the old type rating in an aircraft covered by the new type rating; and
 - (B) the person has completed the differences training.
- (2) A person is taken to meet the requirements for the grant of a single-pilot type rating for a type of aircraft if:
- (a) a single-pilot type rating is required for that type of aircraft; and
 - (b) a single-pilot type rating was not previously required for that type of aircraft; and
 - (c) the person holds a class rating for the class that includes that type of aircraft; and
 - (d) the person has piloted an aircraft of that type; and
 - (e) a person who may grant the rating is satisfied that the person is competent to pilot an aircraft of that type.

61.822 Removal of type rating condition about acting as pilot in command

- (1) This regulation applies to the holder of a type rating granted on the basis of regulation 202.272 or 202.274 if the rating is subject to the condition that the holder must not act as pilot in command of the relevant aircraft type.
- (2) CASA must remove the condition if:
 - (a) the holder applies to CASA for the removal of the condition; and
 - (b) the holder meets the requirements under this Part for the grant of the type rating.

Division 61.L.6—Cruise relief type ratings

61.825 Kinds of cruise relief type rating

The kinds of cruise relief type rating are set out in column 1 of table 61.825.

Table 61.825 Cruise relief type ratings

Item	Column 1 Rating	Column 2 Activities authorised
1	Cruise relief co-pilot rating (type specific)	Act as co-pilot of an aircraft of the specified type
2	Cruise relief flight engineer rating (type specific)	Act as flight engineer of an aircraft of the specified type

61.830 Privileges of cruise relief type ratings

Subject to Subpart 61.E and regulations 61.835 and 61.840, the holder of a rating mentioned in an item in column 1 of table 61.825 is authorised to undertake the activity mentioned in column 2 of the item.

Note 1: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

Note 2: The types for which cruise relief type ratings may be granted are set out in legislative instruments made under regulations 61.055 (multi-crew aircraft) and 61.060 (single-pilot aircraft).

61.835 Limitations on exercise of privileges of cruise relief type ratings—general

- (1) The holder of a cruise relief co-pilot type rating is authorised to act as co-pilot of an aircraft:
 - (a) only if the aircraft is operated by an operator that:
 - (i) has a training and checking system; and
 - (ii) holds an approval under regulation 61.040 for the system for this subregulation; and
 - (b) only while the aircraft is at flight level 200 or above.
- (2) The holder of a cruise relief flight engineer type rating is authorised to act as flight engineer of an aircraft only while the aircraft is at flight level 200 or above.
- (3) Subregulation (4) applies if:
 - (a) the holder of a cruise relief type rating passed the flight test for the rating in:
 - (i) an aircraft model covered by the rating (the *first variant*); or
 - (ii) an approved flight simulator for the first variant; and

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Regulation 61.840

- (b) differences training is required by a legislative instrument under regulation 61.055 for another aircraft model covered by the rating (the *second variant*).
- (4) The holder is authorised to exercise the privileges of the rating in the second variant only if the holder has completed the differences training for the second variant.

61.840 Limitations on exercise of privileges of cruise relief type ratings—recent experience

- (1) The holder of a cruise relief co-pilot type rating is authorised to act as co-pilot of an aircraft of a particular type only if:
 - (a) the holder is successfully participating in an operator’s training and checking system for an operation in an aircraft of that type; and
 - (b) the operator holds an approval under regulation 61.040 for the system for this subregulation and operations in aircraft of that type; and
 - (b) the holder has, within the previous 90 days:
 - (i) completed at least 2 hours of simulated flight time as co-pilot in an approved flight simulation training device; or
 - (ii) passed the flight test for the grant of the rating; or
 - (iii) exercised the privileges of the rating in an aircraft.
- (2) The holder of a cruise relief flight engineer type rating is authorised to act as a cruise relief flight engineer of an aircraft of a particular type only if:
 - (a) the holder has acted as a cruise relief flight engineer of an aircraft of that type, or in an approved flight simulator for the purpose, for a period of at least one hour in the previous 90 days; or
 - (b) the holder has successfully completed an operator proficiency check in an aircraft of that type or an approved flight simulator for the purpose in the previous 90 days; or
 - (c) both:
 - (i) the holder is successfully participating in an operator’s training and checking system for an operation in an aircraft of that type; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation and operations in aircraft of that type; or
 - (d) the holder is acting as a cruise relief flight engineer under the supervision of a flight engineer instructor.
- (3) Subregulation (4) applies if:
 - (a) the holder of a cruise relief type rating passed the flight test for the rating in:
 - (i) an aircraft model covered by the rating (the *first variant*); or
 - (ii) an approved flight simulator for the first variant; and
 - (b) differences training is required by a legislative instrument under regulation 61.055 for another aircraft model covered by the rating (the *second variant*).

- (4) The holder is authorised to exercise the privileges of the rating in the second variant only if:
- (a) within the previous 24 months, the holder has:
 - (i) exercised the privileges of the rating in the second variant; or
 - (ii) completed the differences training for the second variant; or
 - (iii) completed a recurrent training course for the second variant; or
 - (b) both:
 - (i) the holder is successfully participating in an operator's training and checking system for an operation in the second variant; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation and operations in the second variant.

61.845 Requirements for grant of cruise relief type ratings

- (1) This regulation applies to an applicant for a cruise relief type rating for an aircraft of a particular type if the applicant is not taken to meet the requirements for the grant of the rating under regulation 61.850.
- (2) The applicant must hold:
- (a) a commercial pilot licence, multi-crew pilot licence or air transport pilot licence; and
 - (b) the aircraft category rating for the aircraft category that includes aircraft of that type; and
 - (c) for a cruise relief flight engineer type rating for an aircraft type:
 - (i) the cruise relief co-pilot type rating for the aircraft type; or
 - (ii) the pilot type rating for the aircraft type.

Note: Subregulation (2) is satisfied, in relation to a required licence or rating, if the applicant holds a certificate of validation of an overseas flight crew licence, rating or endorsement that is equivalent to the required licence or rating: see item 36 of Part 2 of the Dictionary.

- (3) The applicant must also have:
- (a) completed an approved course of training for the rating that includes:
 - (i) at least one hour of flight training consisting of:
 - (A) dual flight in an aircraft of that type; or
 - (B) dual simulated flight in an approved flight simulator for the training; and
 - (ii) theory and technical training; and
 - (b) passed the flight test mentioned in the Part 61 Manual of Standards for the rating.

Note 1: For the requirements for an approved course of training, see Division 61.B.2.

Note 2: For the conduct of flight tests, see Division 61.B.4.

- (3A) If the applicant applies on or after 1 September 2015, the applicant must also have completed an approved course of training in multi-crew cooperation.

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Division 61.L.6 Cruise relief type ratings

Regulation 61.850

- (4) For paragraph (3)(a) and subregulation (3A), the approved course of training must be conducted by:
- (a) a Part 142 operator that is authorised under Part 142 to conduct the course; or
 - (b) the holder of an approval under regulation 142.040 to conduct the training.

**61.850 Person taken to meet requirements for grant of cruise relief type rating—
new type rating**

A person is taken to meet the requirements for the grant of a cruise relief type rating (the *new type rating*) if:

- (a) the person holds a cruise relief type rating (the *old type rating*) covering 2 or more aircraft models that were, in accordance with a legislative instrument under regulation 61.055 (the *old legislative instrument*), variants of each other; and
- (b) as a result of a change to the legislative instrument, or the making of a new legislative instrument:
 - (i) the models are no longer variants of each other; and
 - (ii) one or more of the models is covered by the new type rating; and
- (c) one of the following applies:
 - (i) the person passed the flight test for the old type rating in:
 - (A) an aircraft model that is covered by the new type rating; or
 - (B) an approved flight simulator for an aircraft model covered by the new type rating;
 - (ii) differences training was not required by the old legislative instrument for the person to exercise the privileges of the old type rating in an aircraft covered by the new type rating;
 - (iii) both:
 - (A) differences training was required by the old legislative instrument for the person to exercise the privileges of the old type rating in an aircraft covered by the new type rating; and
 - (B) the person has completed the differences training.

Subpart 61.M—Instrument ratings

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

61.855 Privileges of instrument ratings

Subject to Subpart 61.E and regulations 61.860 to 61.880, the holder of an instrument rating is authorised to pilot an aircraft:

- (a) under the IFR; or
- (b) at night under the VFR.

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

61.860 Limitations on exercise of privileges of instrument ratings—general

- (1) The holder of an instrument rating is authorised to conduct an instrument approach operation of a particular kind as pilot in command of an aircraft only if the aircraft is equipped for that kind of operation.
- (2) The holder of an instrument rating is authorised to pilot an aircraft in a single-pilot operation under the IFR only if the holder has:
 - (a) passed the flight test for the rating in a single-pilot aircraft; or
 - (b) completed an instrument proficiency check in a single-pilot aircraft.
- (3) The holder of an instrument rating is authorised to conduct a circling approach under the IFR on a flight only if:
 - (a) the holder passed the flight test for the rating within the previous 12 months, and the flight test included a circling approach; or
 - (b) the holder's most recent instrument proficiency check included a circling approach; or
 - (c) both:
 - (i) the holder is successfully participating in an operator's training and checking system for an operation that includes circling approaches; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation.
- (4) For paragraph (3)(b), an instrument proficiency check includes an operator proficiency check:
 - (a) that covers IFR operations; and
 - (b) that is conducted by a flight examiner who holds an instrument rating flight test endorsement.

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Subpart 61.M Instrument ratings

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

Regulation 61.865

- (5) The holder of an instrument rating is authorised to conduct an instrument approach operation in an aircraft using a procedure of a particular kind only if the holder has:
 - (a) completed training in the conduct of instrument approach operations using the procedure; and
 - (b) demonstrated, to a person mentioned in subregulation (6), his or her competence in the conduct of instrument approach operations using the procedure.
- (6) For paragraph (5)(b), the persons are as follows:
 - (a) CASA;
 - (b) an examiner who is authorised to conduct an instrument approach operation using the same procedure;
 - (c) a person who holds an approval under regulation 61.040 to assess the holder's competence.

61.865 Limitations on exercise of privileges of instrument ratings—endorsements

- (1) The holder of an instrument rating is authorised to pilot an aircraft mentioned in column 2 of an item in Part 1 of table 61.890 under the IFR, or at night under the VFR, only if the holder also holds the endorsement mentioned in column 1 of the item.
- (2) The holder of an instrument rating is authorised to conduct an instrument approach operation mentioned in column 2 of an item in Part 2 of table 61.890 only if the holder also holds the endorsement mentioned in column 1 of the item.

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

- (1) This regulation applies to the holder of an instrument rating subject to subregulation (1A).
- (1A) This regulation does not apply to the holder if:
 - (a) the holder has successfully completed an operator proficiency check that covers IFR operations within the previous 3 months; or
 - (b) both:
 - (i) the holder is successfully participating in an operator's training and checking system for an IFR operation; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation.
- (2) The holder is authorised to pilot an aircraft under the IFR only if the holder has conducted at least 3 instrument approach operations within the previous 90 days in an aircraft or an approved flight simulation training device for the purpose.
- (3) The holder is authorised to pilot an aircraft of a particular category under the IFR only if the holder has conducted at least one instrument approach operation

within the previous 90 days in an aircraft of the same category or an approved flight simulation training device for the purpose.

- (4) The holder is authorised to conduct a 2D instrument approach operation only if the holder has conducted a 2D instrument approach operation within the previous 90 days in an aircraft or an approved flight simulation training device for the purpose.
- (5) The holder is authorised to conduct a 3D instrument approach operation only if the holder has conducted a 3D instrument approach operation within the previous 90 days in an aircraft or an approved flight simulation training device for the purpose.
- (6) The holder is authorised to conduct an azimuth guidance operation only if the holder has conducted an azimuth guidance operation within the previous 90 days in an aircraft or an approved flight simulation training device for the purpose.
- (7) The holder is authorised to conduct a course deviation indicator operation only if the holder has conducted a course deviation indicator operation within the previous 90 days in an aircraft or an approved flight simulation training device for the purpose.

Note: Azimuth guidance operations and course deviation indicator operations are instrument approach operations: see the definitions of those terms in regulation 61.010.

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

- (1) The holder of an instrument rating is authorised to pilot an aircraft under the IFR in a single-pilot operation only if the holder has conducted a flight or simulated flight under the IFR in a single-pilot operation within the previous 6 months.
- (2) For subregulation (1), the flight or simulated flight must:
 - (a) have a duration of at least one hour; and
 - (b) include at least one instrument approach or simulated instrument approach.

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

- (1) The holder of an instrument rating is authorised to exercise the privileges of the rating in an aircraft of a particular category only if the holder has a valid instrument proficiency check for the aircraft category.
- (2) However:
 - (a) the holder is authorised to exercise the privileges of the rating in a multi-engine aeroplane only if the holder has a valid instrument proficiency check for multi-engine aeroplanes; and
 - (b) the holder is authorised to exercise the privileges of the rating in a multi-engine helicopter only if the holder has a valid instrument proficiency check for multi-engine helicopters.

Regulation 61.880

- (3) Subject to subregulations (4) and (4B), for subregulations (1) and (2), the holder is taken to have a valid instrument proficiency check for the aircraft category, or for multi-engine aeroplanes or helicopters, during the following periods:
- (a) if the holder passes the flight test for the instrument rating in a relevant aircraft—the period from when the holder passes the flight test to the end of the 12th month after the month in which the holder passes the flight test;
 - (b) if:
 - (i) the holder passes the flight test for an instrument endorsement in a relevant aircraft; and
 - (ii) the flight test is conducted more than 6 months after the holder passes the flight test for the rating;the period from when the holder passes the flight test for the endorsement to the end of the 12th month after the month in which the holder passes the flight test for the endorsement;
 - (c) if the holder successfully completes an operator proficiency check that covers IFR operations in the relevant aircraft, and that is conducted by a flight examiner who holds an instrument rating flight test endorsement—the period from when the holder successfully completes the check to the end of the 12th month after the month in which the holder successfully completes the check;
 - (d) if:
 - (i) the holder is successfully participating in an operator’s training and checking system for an IFR operation in the relevant aircraft; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation and operations in the relevant aircraft;the period during which the holder is successfully participating in the system;
 - (e) if the holder successfully completes an instrument proficiency check for the relevant aircraft—the period from when the holder successfully completes the check to the end of the 12th month after the month in which the holder successfully completes the check;
 - (f) if:
 - (i) the holder is taken to have a valid instrument proficiency check under any of paragraphs (a) to (e) for the relevant aircraft (the **existing check**); and
 - (ii) within 3 months before the validity of the existing check expires, the holder successfully completes an instrument proficiency check for the relevant aircraft;the period from when the validity of the existing check expires to the end of the 12th month after the validity of the existing check expires.
- (4) If, at any time, the holder attempts, but does not successfully complete, an instrument proficiency check mentioned in subregulation (4A) (the **failed check**), the holder is no longer taken to have a valid instrument proficiency check for:
- (a) the aircraft category in which the holder attempted the failed check; or

- (b) multi-engine aircraft of the category in which the holder attempted the failed check.
- (4A) For subregulation (4), the failed check may be any of the following:
- (a) an instrument proficiency check for an aircraft category;
 - (b) an instrument proficiency check for multi-engine aeroplanes or helicopters;
 - (c) an instrument proficiency check for an aircraft type.
- (4B) If the holder is taken to have a valid instrument proficiency check for the relevant aircraft only because of the holder's participation in an operator's training and checking system, the check is taken to be valid only for operations conducted by the operator.
- (5) For paragraphs (3)(e) and (f), the holder successfully completes an instrument proficiency check for the relevant aircraft if:
- (a) CASA or a flight examiner:
 - (i) assesses the holder's competency to conduct operations under the IFR in a relevant aircraft as meeting the standards mentioned in the Part 61 Manual of Standards for an instrument proficiency check in the relevant aircraft; and
 - (ii) endorses the holder's licence document to the effect that the holder has completed the instrument proficiency check; and
 - (iii) includes in the endorsement the matters mentioned in subregulation (8); or
 - (b) a person mentioned in subregulation (7) assesses the holder as competent to conduct operations under the IFR in a relevant aircraft, and CASA or a flight examiner:
 - (i) conducts an oral assessment of the holder's knowledge of IFR operation procedures to the standards mentioned in the Part 61 Manual of Standards for an instrument proficiency check; and
 - (ii) endorses the holder's licence document to the effect that the holder has completed the instrument proficiency check; and
 - (iii) includes in the endorsement the matters mentioned in subregulation (8).
- (6) For paragraphs (3)(e) and (f), the instrument proficiency check must be conducted in a relevant aircraft or an approved flight simulation training device for the proficiency check.
- (7) For paragraph (5)(b), the person is the holder of an approval under regulation 61.040 to conduct the proficiency check.
- (8) For subparagraphs (5)(a)(iii) and (b)(iii), the matters are:
- (a) the date on which the instrument proficiency check is conducted; and
 - (b) the aircraft to which the instrument proficiency check relates.
- (9) In this regulation:
- relevant aircraft***, for an instrument proficiency check, means:

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Subpart 61.M Instrument ratings

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

Regulation 61.885

- (a) if the instrument proficiency check is for an aircraft category—a single-engine or multi-engine aircraft of that category; or
- (b) if the instrument proficiency check is for multi-engine aeroplanes—a multi-engine aeroplane; or
- (c) if the instrument proficiency check is for multi-engine helicopters—a multi-engine helicopter.

61.885 Requirements for grant of instrument ratings

- (1) An applicant for an instrument rating must:
 - (a) hold a private pilot licence, commercial pilot licence or air transport pilot licence; and
 - (b) meet the requirements for the grant of:
 - (i) at least one instrument endorsement mentioned in column 1 of an item in Part 1 of table 61.890; and
 - (ii) at least one instrument endorsement mentioned in column 1 of an item in Part 2 of table 61.890.

Note 1: Paragraph (a) is satisfied if the applicant holds a certificate of validation of an overseas flight crew licence that is equivalent to a private pilot licence, commercial pilot licence or air transport pilot licence: see item 36 of Part 2 of the Dictionary.

Note 2: An application for a pilot licence mentioned in paragraph (a) and an instrument rating may be made at the same time: see subregulation 61.155(2).

- (2) The applicant must also have:
 - (a) passed the aeronautical knowledge examination for the instrument rating; and
 - (b) completed flight training for the instrument rating; and
 - (c) 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
 - (d) met the aeronautical experience requirements mentioned in subregulation (5).

Note 1: For paragraph (a), for the conduct of aeronautical knowledge examinations, see Division 61.B.3.

Note 2: For paragraph (b), for the requirements for flight training, see Division 61.B.2.

Note 3: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.

Note 4: For paragraph (d), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

- (3) For paragraph (2)(b), the flight training must have been conducted in an aircraft of the same category as the aircraft in which, or the aircraft represented by the flight simulation training device in which, the flight test is conducted.
- (4) For paragraph (2)(c), the flight test must be conducted in an aircraft unless the applicant has previously held:
 - (a) an instrument rating; or

- (b) an overseas rating that CASA is satisfied is equivalent to an instrument rating; or
 - (c) a qualification issued by the Australian Defence Force that CASA is satisfied is equivalent to an instrument rating.
- (5) For paragraph (2)(d), the applicant must have aeronautical experience that includes:
- (a) at least 50 hours of cross-country flight time as pilot in command; and
 - (b) at least 40 hours of instrument time, including:
 - (i) at least 10 hours of dual instrument time; and
 - (ii) either:
 - (A) if subregulation (6) applies—at least 10 hours of instrument flight time; or
 - (B) in any other case—at least 20 hours of instrument flight time.
- (6) This subregulation applies if any instrument ground time relied on by an applicant for paragraph (5)(b) is:
- (a) completed in an approved flight simulator for the purpose; and
 - (b) supervised by a pilot instructor who holds an instrument rating training endorsement.
- (7) For subregulation (5), the cross-country flight time and instrument flight time must have been conducted in an aircraft of the same category as the aircraft in which, or the aircraft represented by the flight simulation training device in which, the flight test is conducted.

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

- (1) This regulation applies to the holder of an instrument rating granted on the basis of regulation 202.272 or 202.274 if the rating is subject to the condition that the holder is not authorised to act as pilot in command under the IFR.
- (2) CASA must remove the condition, to the extent that it relates to a particular aircraft category or class, if:
- (a) the holder applies to CASA for the removal of the condition; and
 - (b) the holder meets the requirements under this Part for the grant of:
 - (i) an instrument rating; and
 - (ii) an instrument endorsement that would authorise the holder to pilot an aircraft of that category or class under the IFR.

Regulation 61.890

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

61.890 Kinds of instrument endorsement

The kinds of instrument endorsement are set out in column 1 of table 61.890.

Table 61.890 Instrument endorsements			
Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
<i>Part 1—Aircraft category/class endorsements</i>			
1	Single-engine aeroplane instrument endorsement	Pilot an aeroplane of the single-engine aeroplane class under the IFR or at night under the VFR	Single-engine aeroplane class rating or type rating for a type of single-engine aeroplane At least 10 hours of dual instrument time in an aeroplane or an approved flight simulation training device for the purpose At least 5 hours of aeronautical experience at night as pilot of an aeroplane or an approved flight simulation training device for the purpose, including at least one hour of dual flight and one hour of solo night circuits
2	Multi-engine aeroplane instrument endorsement	Pilot an aeroplane under the IFR or at night under the VFR	Multi-engine aeroplane class rating or type rating for a type of multi-engine aeroplane At least 10 hours of dual instrument time in a multi-engine aeroplane or an approved flight simulation training device for the purpose At least 5 hours of aeronautical experience at night as pilot of an aeroplane or an approved flight simulation training device for the purpose, including at least one hour of dual flight and one hour of solo night circuits
3	Single-engine helicopter instrument endorsement	Pilot a single-engine helicopter under the IFR or at night under the VFR	Single-engine helicopter class rating or type rating for a type of single-engine helicopter At least 10 hours of dual instrument time in a helicopter or an approved flight simulation training device for the purpose At least 5 hours of aeronautical experience at night as pilot of a helicopter or an approved flight simulation training device for the purpose, including at least 3 hours of dual flight and one hour of solo night circuits

Table 61.890 Instrument endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
4	Multi-engine helicopter instrument endorsement	Pilot a helicopter under the IFR or at night under the VFR	Type rating for a type of multi-engine helicopter At least 10 hours of dual instrument time in a multi-engine helicopter or an approved flight simulation training device for the purpose At least 5 hours of aeronautical experience at night as pilot of a helicopter or an approved flight simulation training device for the purpose, including at least 3 hours of dual flight and one hour of solo night circuits
5	Powered-lift aircraft instrument endorsement	Pilot a powered-lift aircraft under the IFR or at night under the VFR	Type rating for a type of powered-lift aircraft At least 10 hours of dual instrument time in a powered-lift aircraft or an approved flight simulation training device for the purpose At least 5 hours of aeronautical experience at night as pilot of a helicopter or powered-lift aircraft or an approved flight simulation training device for the purpose, including at least 3 hours of dual flight and one hour of solo night circuits
6	Gyroplane instrument endorsement	Pilot a gyroplane under the IFR or at night under the VFR	Gyroplane aircraft class rating or type rating for a type of gyroplane At least 10 hours of dual instrument flight time in a gyroplane At least 5 hours of aeronautical experience at night as pilot of a helicopter or gyroplane or an approved flight simulation training device for the purpose, including at least 3 hours of dual flight and one hour of solo night circuits
7	Airship instrument endorsement	Pilot an airship under the IFR or at night under the VFR	Airship class rating or type rating for a type of airship At least 10 hours of dual instrument time in an airship or an approved flight simulation training device for the purpose At least 5 hours of aeronautical experience at night as pilot of an airship or an approved flight simulation training device for the purpose, including at least 3 hours of dual flight and one hour of solo night circuits
<i>Part 2—Instrument approach endorsements</i>			
8	IAP 2D instrument endorsement	Conduct a 2D instrument approach operation	

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Subpart 61.M Instrument ratings

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

Regulation 61.895

Table 61.890 Instrument endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
9	IAP 3D instrument endorsement	Conduct a 3D instrument approach operation	IAP 2D instrument endorsement

61.895 Privileges of instrument endorsements

Subject to Subpart 61.E, Division 61.M.1 and regulation 61.900, the holder of an endorsement mentioned in column 1 of an item in table 61.890 is authorised to conduct the activity mentioned in column 2 of the item.

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

61.900 Limitations on exercise of privileges of instrument endorsements

- (1) The holder of an endorsement mentioned in column 1 of an item in Part 2 of table 61.890 is authorised to conduct an instrument approach operation in IMC using a navigation system of a particular kind only if the holder has previously conducted:
 - (a) an instrument approach operation; or
 - (b) a simulated instrument approach operation in a flight simulation training device;using a navigation system of that kind.
- (2) The holder of an IAP 3D instrument endorsement is authorised to conduct a 3D instrument approach operation only if:
 - (a) the holder passed the flight test for the endorsement within the previous 12 months; or
 - (b) either:
 - (i) in a case in which the holder's most recent instrument proficiency check included a 3D instrument approach operation—during the check the holder demonstrated, to a person mentioned in subregulation (4), the holder's competence in the conduct of a 3D instrument approach operation; or
 - (ii) in any other case—the holder has, within the previous 15 months, demonstrated, to a person mentioned in subregulation (4), the holder's competence in the conduct of a 3D instrument approach operation; or
 - (c) both:
 - (i) the holder is successfully participating in an operator's training and checking system for an operation that includes 3D instrument approaches; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation.

- (3) For paragraph (2)(b), an instrument proficiency check includes an operator proficiency check:
- (a) that covers IFR operations; and
 - (b) that is conducted by a flight examiner who holds an instrument rating flight test endorsement.
- (4) For paragraph (2)(b), the persons are as follows:
- (a) CASA;
 - (b) an examiner who is authorised under this Part to conduct an instrument approach operation using the same procedure;
 - (c) a person who holds an approval under regulation 61.040 to assess the holder's competence.

61.905 Requirements for grant of instrument endorsements

- (1) An applicant for an endorsement mentioned in column 1 of an item in table 61.890 must hold:
- (a) an instrument rating; and
 - (b) the rating or endorsement (if any) mentioned in column 3 of the item.

Note: Subregulation (1) is satisfied, in relation to a required licence, rating or endorsement, if the applicant holds a certificate of validation of an overseas flight crew licence, rating or endorsement that is equivalent to the required licence, rating or endorsement: see item 36 of Part 2 of the Dictionary.

- (2) The applicant must also have:
- (a) completed flight training for the endorsement; and
 - (b) met the aeronautical experience requirements (if any) mentioned in column 3 of the item; and
 - (c) passed the flight test mentioned in the Part 61 Manual of Standards for the endorsement.

Note 1: For paragraph (a), for the requirements for flight training, see Division 61.B.2.

Note 2: For paragraph (b), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

Note 3: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.

Subpart 61.N—Private instrument ratings

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

61.910 Privileges of private instrument ratings

- (1) Subject to Subpart 61.E and regulations 61.915 to 61.925, the holder of a private instrument rating is authorised to pilot an aircraft mentioned in subregulation (2) under the IFR in a private operation in Australian territory.
- (2) For subregulation (1), the aircraft:
 - (a) must be certificated for single-pilot operation; and
 - (b) must have a maximum certificated take-off weight of not more than 5 700 kg.

61.915 Limitations on exercise of privileges of private instrument ratings—endorsements

- (1) The holder of a private instrument rating is authorised to pilot an aircraft mentioned in column 2 of an item in Part 1 of table 61.935 under the IFR only if the holder also holds the endorsement mentioned in column 1 of the item.
- (2) The holder of a private instrument rating is authorised to conduct an activity mentioned in column 2 of an item in Part 2, 3, 4 or 5 of table 61.935 only if the holder also holds the endorsement mentioned in column 1 of the item.
- (3) The holder of a private instrument rating is authorised to pilot an aircraft at night under the IFR only if the holder also holds a night private instrument endorsement.

61.920 Limitations on exercise of privileges of private instrument ratings—recent experience

- (1) The holder of a private instrument rating is authorised to conduct an instrument approach as pilot in command of an aircraft in IMC only if the holder has conducted an instrument approach of the same kind:
 - (a) within the previous 6 months; and
 - (b) in an aircraft of the same category or an approved flight simulation training device for the purpose.
- (2) The holder of a private instrument rating is authorised to pilot an aircraft under the IFR as pilot in command only if the holder has piloted an aircraft under the IFR within the previous 6 months.

61.925 Limitations on exercise of privileges of private instrument ratings—flight review

- (1) The holder of a private instrument rating is authorised to pilot an aircraft of a particular category, other than a multi-engine aeroplane or multi-engine helicopter, under the IFR only if the holder:
 - (a) has successfully completed a flight review for the rating in an aircraft of the same category or an approved flight simulator for the flight review within the previous 24 months; or
 - (b) has passed a flight test for the rating in an aircraft of the same category or an approved flight simulator for the flight test within the previous 24 months; or
 - (c) has passed a flight test for the grant of a private instrument endorsement in an aircraft of the same category or an approved flight simulator for the flight test:
 - (i) within the previous 24 months; but
 - (ii) more than 6 months after passing the flight test for the rating; or
 - (d) has successfully completed an instrument proficiency check in an aircraft of the same category within the previous 24 months.

 - (2) The holder of a private instrument rating is authorised to pilot a multi-engine aeroplane under the IFR only if the holder:
 - (a) has successfully completed a flight review for the rating in a multi-engine aeroplane or an approved flight simulator for the flight review within the previous 24 months; or
 - (b) has passed a flight test for the rating in a multi-engine aeroplane or an approved flight simulator for the flight test within the previous 24 months; or
 - (c) has passed a flight test for the grant of a private instrument endorsement in a multi-engine aeroplane or an approved flight simulator for the flight test:
 - (i) within the previous 24 months; but
 - (ii) more than 6 months after passing the flight test for the rating; or
 - (d) has successfully completed an instrument proficiency check in a multi-engine aeroplane within the previous 24 months.

 - (3) The holder of a private instrument rating is authorised to pilot a multi-engine helicopter under the IFR only if the holder:
 - (a) has successfully completed a flight review for the rating in a multi-engine helicopter or an approved flight simulator for the flight review within the previous 24 months; or
 - (b) has passed a flight test for the rating in a multi-engine helicopter or an approved flight simulator for the flight test within the previous 24 months; or
 - (c) has passed a flight test for the grant of a private instrument endorsement in a multi-engine helicopter or an approved flight simulator for the flight test:
 - (i) within the previous 24 months; but
 - (ii) more than 6 months after passing the flight test for the rating; or
-

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

Regulation 61.930

- (d) has successfully completed an instrument proficiency check in a multi-engine helicopter within the previous 24 months.

Note: For general rules in relation to flight reviews, see regulation 61.400.

61.930 Requirements for grant of private instrument ratings

- (1) An applicant for a private instrument rating must:
- (a) hold a private pilot licence or commercial pilot licence; and
 - (b) meet the requirements for the grant of at least:
 - (i) one endorsement mentioned in column 1 of an item in Part 1 of table 61.935; and
 - (ii) one endorsement mentioned in column 1 of an item in Part 2 of table 61.935.

Note: Paragraph (a) is satisfied if the applicant holds a certificate of validation of an overseas flight crew licence that is equivalent to a private pilot licence, commercial pilot licence or air transport pilot licence: see item 36 of Part 2 of the Dictionary.

- (2) The applicant must also have:
- (a) passed:
 - (i) the aeronautical knowledge examination for the instrument rating; or
 - (ii) a private instrument rating aeronautical knowledge examination set and conducted by:
 - (A) CASA; or
 - (B) a Part 141 or 142 operator that is authorised to conduct training for the grant of an instrument rating; and
 - (b) completed flight training for the private instrument rating; and
 - (c) passed the flight test mentioned in the Part 61 Manual of Standards for the private instrument rating; and
 - (d) completed at least 20 hours of instrument time, including at least 10 hours of dual instrument flight time.

Note 1: For subparagraph (a)(i), for the conduct of aeronautical knowledge examinations, see Division 61.B.3.

Note 2: For paragraph (b), for the requirements for flight training, see Division 61.B.2.

Note 3: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.

Note 4: For paragraph (d), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

- (3) The aeronautical experience required by paragraph (2)(d) must have been completed:
- (a) while receiving instrument training conducted by a flight instructor who holds an instrument rating training endorsement; or
 - (b) while receiving training for a private pilot licence, commercial pilot licence or air transport pilot licence or a night VFR rating; or
 - (c) as a member of the Australian Defence Force.

- (4) The holder of an instrument rating is taken to meet the requirements for the grant of a private instrument rating.

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

Regulation 61.935

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

61.935 Kinds of private instrument endorsement

The kinds of private instrument endorsement are set out in column 1 of table 61.935.

Table 61.935 Private instrument endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
<i>Part 1—Aircraft category/class endorsements</i>			
1	Single-engine aeroplane private instrument endorsement	Pilot an aeroplane of the single-engine aeroplane class under the IFR	Single-engine aeroplane class rating At least 10 hours of dual instrument flight time in an aeroplane
2	Multi-engine aeroplane private instrument endorsement	Pilot an aeroplane under the IFR	Multi-engine aeroplane class rating At least 10 hours of dual instrument flight time in a multi-engine aeroplane
3	Single-engine helicopter private instrument endorsement	Pilot a single-engine helicopter under the IFR	Single-engine helicopter class rating At least 10 hours of dual instrument flight time in a helicopter
4	Multi-engine helicopter private instrument endorsement	Pilot a helicopter under the IFR	Multi-engine helicopter class rating or multi-engine helicopter type rating At least 10 hours of dual instrument flight time in a multi-engine helicopter
5	Powered-lift aircraft private instrument endorsement	Pilot a powered-lift aircraft under the IFR	Powered-lift aircraft category rating At least 10 hours of dual instrument flight time in a powered-lift aircraft
6	Gyroplane private instrument endorsement	Pilot a gyroplane under the IFR	Gyroplane category rating At least 10 hours of dual instrument flight time in a gyroplane

Table 61.935 Private instrument endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
7	Airship private instrument endorsement	Pilot an airship under the IFR	Airship category rating At least 10 hours of dual instrument flight time in an airship
<i>Part 2—Navigation endorsements</i>			
8	Navigation – NDB private instrument endorsement	Conduct en-route navigation, including holding, under the IFR using a non-directional beacon navigation system	
9	Navigation – VOR/LLZ private instrument endorsement	Conduct en-route navigation, including holding, under the IFR using a VHF omni-range/localiser navigation system	
10	Navigation – GNSS private instrument endorsement	Conduct en-route navigation, including holding, under the IFR using a global navigation satellite system	
<i>Part 3—Departure endorsements</i>			
11	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	Any of the following: (a) single-engine aeroplane private instrument endorsement; (b) single-engine helicopter private instrument endorsement; (c) gyroplane private instrument endorsement
12	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	Multi-engine aeroplane private instrument endorsement
13	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	Multi-engine helicopter private instrument endorsement
14	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	Powered-lift aircraft private instrument endorsement

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Subpart 61.N Private instrument ratings

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

Regulation 61.935

Table 61.935 Private instrument endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
15	Departure – airship private instrument endorsement	Conduct a take-off and departure, other than a standard instrument departure, under the IFR in an airship	Airship private instrument endorsement
16	Standard instrument departure private instrument endorsement	Conduct a take-off and departure, including a standard instrument departure, under the IFR	Any of the endorsements mentioned in items 11 to 15
<i>Part 4—Approach/arrival endorsements</i>			
17	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	
18	Approach – NDB private instrument endorsement	Conduct an instrument approach operation under the IFR using a non-directional beacon navigation system	
19	Approach – VOR/LLZ private instrument endorsement	Conduct an instrument approach operation under the IFR using a VHF omni-range/localiser navigation system	
20	Approach – DME or GNSS arrival procedure private instrument endorsement	Conduct an instrument approach operation under the IFR using distance measuring equipment or a global navigation satellite system	
21	Approach – RNP APCH-2D private instrument endorsement	Conduct a required navigational performance instrument approach operation without vertical guidance using: (a) a global navigation satellite system; or (b) another kind of area navigation-based system	Navigation – GNSS private instrument endorsement
22	Approach – RNP APCH-3D private instrument endorsement	Conduct a required navigational performance instrument approach operation using barometric-aided vertical guidance	Navigation – GNSS private instrument endorsement Approach – RNP APCH-2D private instrument endorsement

Table 61.935 Private instrument endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
23	Approach – ILS private instrument endorsement	Conduct an instrument approach operation, using: (a) an instrument landing system; or (b) a microwave landing system; or (c) a global navigation satellite system with ground-based augmentation	
<i>Part 5—Approach/arrival endorsements—category specific</i>			
24	Approach and landing – multi-engine aeroplane private instrument endorsement	Conduct an instrument approach operation under the IFR in a multi-engine aeroplane using a navigation system for which the pilot holds an instrument approach endorsement	Multi-engine aeroplane private instrument endorsement Any of the endorsements mentioned in items 18 to 23
25	Approach and landing – multi-engine helicopter private instrument endorsement	Conduct an instrument approach operation under the IFR in a multi-engine helicopter using a navigation system for which the pilot holds an instrument approach endorsement	Multi-engine helicopter private instrument endorsement Any of the endorsements mentioned in items 18 to 23
<i>Part 6—Night endorsement</i>			
26	Night private instrument endorsement (category specific)	Pilot an aircraft of the specified category under the IFR at night	At least 10 hours of aeronautical experience at night in an aircraft or an approved flight simulation training device for the purpose, including at least: (a) 3 hours of dual cross-country flight time at night; and (b) 5 hours of flight time at night in an aircraft of the same category; and (c) 1 hour of solo night circuits

61.940 Privileges of private instrument endorsements

- (1) Subject to Subpart 61.E, Division 61.N.1 and regulations 61.942 and 61.945, the holder of an endorsement mentioned in column 1 of an item in table 61.935 is authorised to conduct the activity mentioned in column 2 of the item.

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

Regulation 61.942

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

- (2) For each endorsement mentioned in column 1 of an item in Part 3 of table 61.935, the privileges include conducting, under the IFR, a climb to the published lowest safe altitude for the first route segment of the flight.

Note: For the definition of *published lowest safe altitude*, see regulation 61.010.

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

The holder of an endorsement mentioned in column 1 of an item in Part 1, 2 or 6 of table 61.935 is authorised to conduct the activity authorised in column 2 of the item below the published lowest safe altitude only if:

- (a) visibility is at least 5 000 m; and
- (b) the aircraft is clear of cloud.

61.945 Limitations on exercise of privileges of private instrument endorsements

- (1) The holder of an endorsement mentioned in column 1 of an item in Part 2 of table 61.935 is authorised to conduct an instrument approach operation in IMC using a navigation system of a particular kind only if the holder has previously conducted:
- (a) an instrument approach operation in an aircraft; or
 - (b) a simulated instrument approach operation in a flight simulation training device;
- using a navigation system of that kind.
- (2) The holder of an endorsement mentioned in column 1 of an item in Part 4 of table 61.935 is authorised to conduct an instrument approach operation under the IFR in a multi-engine aeroplane only if the holder also holds an approach and landing – multi-engine aeroplane private instrument endorsement.
- (3) The holder of an endorsement mentioned in column 1 of an item in Part 4 of table 61.935 is authorised to conduct an instrument approach operation under the IFR in a multi-engine helicopter only if the holder also holds an approach and landing – multi-engine helicopter private instrument endorsement.

61.950 Requirements for grant of private instrument endorsements

- (1) An applicant for an endorsement mentioned in column 1 of an item in table 61.935 must hold:
- (a) a private instrument rating; and
 - (b) each rating or endorsement (if any) mentioned in column 3 of the item.

Note: Subregulation (1) is satisfied, in relation to a required rating or endorsement, if the applicant holds a certificate of validation of an overseas flight crew licence, rating or endorsement that is equivalent to the required rating or endorsement: see item 36 of Part 2 of the Dictionary.

- (2) The applicant must also have:
- (a) completed flight training for the endorsement; and
 - (b) met the aeronautical experience requirements (if any) mentioned in column 3 of the item; and
 - (c) passed the flight test mentioned in the Part 61 Manual of Standards for the endorsement.

Note 1: For paragraph (a), for the requirements for flight training, see Division 61.B.2.

Note 2: For paragraph (b), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

Note 3: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.

- (3) A person who holds a private instrument rating and an instrument endorsement is taken to meet the requirements for the grant of the private instrument endorsement (if any) that is equivalent to the instrument endorsement.

Subpart 61.O—Night VFR ratings

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

61.955 Privileges of night VFR ratings

Subject to Subpart 61.E and regulations 61.960 to 61.970, the holder of a pilot licence and a night VFR rating is authorised to pilot an aircraft at night under the VFR other than in:

- (a) an operation using a night vision imaging system; or
- (b) a night aerial application operation below 500 ft AGL.

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

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

The holder of a night VFR rating is authorised to conduct an activity mentioned in column 2 of an item in table 61.980 only if the holder also holds the endorsement mentioned in column 1 of the item.

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

The holder of a night VFR rating is authorised to exercise the privileges of the rating in an aircraft of a particular category only if the holder has, within the previous 6 months:

- (a) conducted:
 - (i) at least one night take-off; and
 - (ii) at least one night landing;in an aircraft of that category while controlling the aircraft; or
- (b) been assessed as competent to conduct a flight at night in an aircraft of that category by a flight instructor who holds a night VFR training endorsement.

Note: See also regulation 61.395 for recent experience requirements for certain flight activities involving the carriage of passengers.

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

- (1) The holder of a night VFR rating is authorised to pilot an aircraft of a particular category, other than a multi-engine aeroplane, at night under the VFR only if:
 - (a) the holder has successfully completed a flight review for the rating in an aircraft of the same category or an approved flight simulator for the flight review within the previous 24 months; or

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- (b) the holder has passed a flight test for the rating in an aircraft of the same category or an approved flight simulator for the flight test within the previous 24 months; or
 - (c) the holder has passed a flight test for the grant of a night VFR endorsement in an aircraft of the same category or an approved flight simulator for the flight test:
 - (i) within the previous 24 months; but
 - (ii) more than 6 months after passing the flight test for the rating; or
 - (d) the holder has successfully completed an operator proficiency check that covers night VFR operations in an aircraft of the same category within the previous 24 months; or
 - (e) both:
 - (i) the holder has, within the previous 24 months, successfully participated in an operator's training and checking system for an operation at night in an aircraft of the same category; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation and operations in aircraft of that category.
- (2) The holder of a night VFR rating is authorised to pilot a multi-engine aeroplane at night under the VFR only if:
- (a) the holder has successfully completed a flight review for the rating in a multi-engine aeroplane or an approved flight simulator for the flight review within the previous 24 months; or
 - (b) the holder has passed a flight test for the rating in a multi-engine aeroplane or an approved flight simulator for the flight test within the previous 24 months; or
 - (c) the holder has passed a flight test for the grant of a night VFR endorsement in a multi-engine aeroplane or an approved flight simulator for the flight test:
 - (i) within the previous 24 months; but
 - (ii) more than 6 months after passing the flight test for the rating; or
 - (d) the holder has successfully completed an operator proficiency check that covers night VFR operations in a multi-engine aeroplane within the previous 24 months; or
 - (e) both:
 - (i) the holder has, within the previous 24 months, successfully participated in an operator's training and checking system for an operation at night in a multi-engine aeroplane; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation.

Note: For general rules in relation to flight reviews, see regulation 61.400.

61.975 Requirements for grant of night VFR ratings

- (1) An applicant for a night VFR rating must:
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Division 61.O.1 Privileges and requirements for grant of night VFR ratings

Regulation 61.975

- (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 column 1 of an item in table 61.980.

Note: Paragraph (a) is satisfied if the applicant holds a certificate of validation of an overseas flight crew licence that is equivalent to a private pilot licence, commercial pilot licence or air transport pilot licence: see item 36 of Part 2 of the Dictionary.

(2) The applicant must also have:

- (a) as a pilot, at least 10 hours of aeronautical experience at night in an aircraft or an approved flight simulation training device for the purpose, including at least 5 hours of dual cross-country flight time at night under the VFR in an aircraft; and
- (b) passed the flight test mentioned in the Part 61 Manual of Standards for the night VFR rating.

Note 1: For paragraph (a), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

Note 2: For paragraph (b), for the conduct of flight tests, see Division 61.B.4.

- (3) The dual cross-country flight time required by paragraph (2)(a) must comprise at least 2 flights, each of which must include at least one landing at an aerodrome, other than the aerodrome from which the flight began, that is remote from extensive ground lighting.

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

61.980 Kinds of night VFR endorsement

The kinds of night VFR endorsement are set out in column 1 of table 61.980.

Table 61.980 Night VFR endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
1	Single-engine aeroplane night VFR endorsement	Pilot an aeroplane of the single-engine aeroplane class at night under the VFR	At least 5 hours of aeronautical experience at night as pilot of an aeroplane or an approved flight simulation training device for the purpose, including at least one hour of dual flight and one hour of solo night circuits At least 3 hours of dual instrument time
2	Multi-engine aeroplane night VFR endorsement	Pilot an aeroplane at night under the VFR	At least 5 hours of aeronautical experience at night as pilot of a multi-engine aeroplane or an approved flight simulation training device for the purpose, including at least one hour of dual flight and one hour of solo night circuits At least 3 hours of dual instrument time
3	Helicopter night VFR endorsement	Pilot a helicopter at night under the VFR	At least 5 hours of aeronautical experience at night as pilot of a helicopter or an approved flight simulation training device for the purpose, including at least 3 hours of dual flight and one hour of solo night circuits At least 3 hours of dual instrument time in a helicopter or approved flight simulation training device for the purpose

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Subpart 61.O Night VFR ratings

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

Regulation 61.985

Table 61.980 Night VFR endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
4	Powered-lift aircraft night VFR endorsement	Pilot a powered-lift aircraft at night under the VFR	At least 5 hours of aeronautical experience at night as pilot of a helicopter or powered-lift aircraft or an approved flight simulation training device for the purpose, including at least 3 hours of dual flight and one hour of solo night circuits At least 3 hours of dual instrument time
5	Gyroplane night VFR endorsement	Pilot a gyroplane at night under the VFR	At least 5 hours of aeronautical experience at night as pilot of a helicopter or gyroplane or an approved flight simulation training device for the purpose, including at least 3 hours of dual flight and one hour of solo night circuits At least 3 hours of dual instrument time
6	Airship night VFR endorsement	Pilot an airship at night under the VFR	At least 5 hours of aeronautical experience at night as pilot of an airship or an approved flight simulation training device for the purpose, including at least 3 hours of dual flight and one hour of solo night circuits

61.985 Privileges of night VFR endorsements

Subject to Subpart 61.E and Division 61.O.1, the holder of an endorsement mentioned in column 1 of an item in table 61.980 is authorised to conduct the activity mentioned in column 2 of the item.

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

61.990 Requirements for grant of night VFR endorsements

- (1) An applicant for an endorsement mentioned in column 1 of an item in table 61.980 must hold a night VFR rating.

Note: Subregulation (1) is satisfied, in relation to a required licence, rating or endorsement, if the applicant holds a certificate of validation of an overseas flight crew licence, rating or endorsement that is equivalent to the required licence, rating or endorsement: see item 36 of Part 2 of the Dictionary.

- (2) The applicant must also have:
- (a) completed flight training for the endorsement; and
 - (b) met the aeronautical experience requirements mentioned in column 3 of the item; and
 - (c) passed the flight test mentioned in the Part 61 Manual of Standards for the endorsement.

Note 1: For paragraph (a), for the requirements for flight training, see Division 61.B.2.

Note 2: For paragraph (b), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

Subpart 61.P—Night vision imaging system ratings

Division 61.P.1—Privileges and requirements for grant of night vision imaging system ratings

61.995 Privileges of night vision imaging system ratings

Subject to Subpart 61.E and regulations 61.1000 to 61.1015, the holder of a pilot licence and a night vision imaging system rating is authorised to pilot a helicopter using night vision goggles.

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

61.1000 Limitations on exercise of privileges of night vision imaging system ratings—general

- (1) The holder of a night vision imaging system rating is authorised to pilot a helicopter using night vision goggles only if the holder:
 - (a) has successfully completed an operator proficiency check that covers operations at night using night vision goggles in a helicopter of the same type; or
 - (b) has a valid night vision imaging system proficiency check under regulation 61.1015 conducted in:
 - (i) a helicopter of the same type; or
 - (ii) an approved flight simulation training device for the purpose of the proficiency check and the type of helicopter; or
 - (c) has passed the flight test for the night vision imaging system rating in a helicopter of the same type; or
 - (d) has been assessed, by a flight instructor who holds a night vision imaging system training endorsement, as competent to pilot a helicopter of the same type using night vision goggles during a dual flight with the instructor in such a helicopter.
- (2) The holder of a night vision imaging system rating is authorised to pilot a helicopter using night vision goggles only if the helicopter is equipped for operations using night vision goggles.

61.1005 Limitations on exercise of privileges of night vision imaging system ratings—endorsements

The holder of a night vision imaging system rating is authorised to conduct an activity mentioned in column 2 of an item in table 61.1025 only if the holder also holds the endorsement mentioned in column 1 of the item.

61.1010 Limitations on exercise of privileges of night vision imaging system ratings—recent experience

The holder of a night vision imaging system rating is authorised to pilot a helicopter using night vision goggles only if:

- (a) the holder has:
 - (i) completed at least 3 hours of flight time at night under the VFR using night vision goggles within the previous 6 months; and
 - (ii) conducted at least 3 take-offs and at least 3 landings at night using night vision goggles within the previous 6 months; or
- (b) the holder has, within the previous 6 months, become authorised to pilot any type of helicopter using night vision goggles under subregulation 61.1000(1); or
- (d) both:
 - (i) the holder is successfully participating in an operator's training and checking system for an operation at night using night vision goggles; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation.

61.1015 Limitations on exercise of privileges of night vision imaging system ratings—night vision imaging system proficiency check

- (1) The holder of a night vision imaging system rating is authorised to exercise the privileges of the rating only if the holder has a valid night vision imaging system proficiency check.
- (2) For subregulation (1), the holder is taken to have a valid night vision imaging system proficiency check during the following periods:
 - (a) the period from when the holder passes the flight test for the rating to the end of the 12th month after the month in which the holder passes the flight test;
 - (b) if:
 - (i) the holder passes the flight test for a night vision imaging system endorsement; and
 - (ii) the flight test is conducted more than 6 months after the holder passes the flight test for the rating;the period from when the holder passes the flight test for the endorsement to the end of the 12th month after the month in which the holder passes the flight test for the endorsement;
 - (c) if the holder successfully completes an operator proficiency check that covers operations under the rating and that is conducted by a flight examiner who holds an night vision imaging system rating flight test endorsement—the period from when the holder successfully completes the check to the end of the 12th month after the month in which the holder successfully completes the check;
 - (d) if:

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Subpart 61.P Night vision imaging system ratings

Division 61.P.1 Privileges and requirements for grant of night vision imaging system ratings

Regulation 61.1020

- (i) the holder is successfully participating in an operator's training and checking system for an operation under the rating; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation;the period during which the holder is successfully participating in the system;
- (e) if the holder successfully completes a night vision imaging system proficiency check—the period from when the holder successfully completes the check to the end of the 12th month after the month in which the holder successfully completes the check;
- (f) if:
 - (i) the holder is taken to have a valid night vision imaging system proficiency check under any of paragraphs (a) to (e) (the *existing check*); and
 - (ii) within 3 months before the validity of the existing check expires, the holder successfully completes a night vision imaging system proficiency check;the period from when the validity of the existing check expires to the end of the 12th month after the validity of the existing check expires.
- (3) However, if, at any time, the holder attempts, but does not successfully complete, a night vision imaging system proficiency check, the holder is no longer taken to have a valid night vision imaging system proficiency check.
- (4) For paragraphs (2)(e) and (f), the holder successfully completes a night vision imaging system proficiency check if:
 - (a) the night vision imaging system proficiency check is conducted in a helicopter or an approved flight simulation training device for the proficiency check; and
 - (b) a person mentioned in subregulation (5) assesses the holder's competency to pilot a helicopter using a night vision imaging system as meeting the standards mentioned in the Part 61 Manual of Standards for each night vision imaging system endorsement that the holder holds; and
 - (c) the person endorses the holder's licence document to the effect that the holder has completed the night vision imaging system proficiency check on the date stated.
- (5) For paragraph (4)(b), the persons are as follows:
 - (a) CASA;
 - (b) a flight examiner;
 - (c) the holder of an approval under regulation 61.040 to conduct the proficiency check.

61.1020 Requirements for grant of night vision imaging system ratings

An applicant for a night vision imaging system rating must:

- (a) hold a commercial pilot licence or air transport pilot licence; and

- (b) meet the requirements for the grant of at least one night vision imaging system endorsement.

Note: Paragraph (a) is satisfied if the applicant holds a certificate of validation of an overseas flight crew licence that is equivalent to a commercial pilot licence or air transport pilot licence: see item 36 of Part 2 of the Dictionary.

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Subpart 61.P Night vision imaging system ratings

Division 61.P.2 Privileges and requirements for grant of night vision imaging system endorsements

Regulation 61.1025

Division 61.P.2—Privileges and requirements for grant of night vision imaging system endorsements

61.1025 Kinds of night vision imaging system endorsement

The kinds of night vision imaging system endorsement are set out in column 1 of table 61.1025.

Table 61.1025 Night vision imaging system endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
1	Grade 1 night vision imaging system endorsement	Pilot a helicopter using night vision goggles	Helicopter category rating Single-engine helicopter instrument endorsement or multi-engine helicopter instrument endorsement At least 250 hours of flight time in a helicopter At least 5 hours of dual flight using night vision goggles in a helicopter At least 20 hours of aeronautical experience at night as pilot of a helicopter or an approved flight simulation training device for the purpose, without using night vision goggles, of which at least 10 hours must be completed as flight time At least 20 hours of instrument time including 5 hours of dual instrument flight time in a helicopter

Table 61.1025 Night vision imaging system endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
2	Grade 2 night vision imaging system endorsement	Pilot a helicopter using night vision goggles, other than during an IFR flight	Helicopter category rating Helicopter night VFR endorsement At least 250 hours of flight time in a helicopter At least 5 hours of dual flight using night vision goggles in a helicopter At least 20 hours of aeronautical experience at night as pilot of a helicopter or an approved flight simulation training device for the purpose, without using night vision goggles, of which at least 10 hours must be completed as flight time At least 20 hours of instrument time including 5 hours of dual instrument flight time in a helicopter

61.1030 Privileges of night vision imaging system endorsements

Subject to Subpart 61.E and Division 61.P.1, the holder of an endorsement mentioned in column 1 of an item in table 61.1025 is authorised to conduct the activity mentioned in column 2 of the item.

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

61.1035 Requirements for grant of night vision imaging system endorsements

(1) An applicant for an endorsement mentioned in column 1 of an item in table 61.1025 must hold:

- (a) a night vision imaging system rating; and
- (b) each rating or endorsement mentioned in column 3 of the item.

Note: Subregulation (1) is satisfied, in relation to a required rating or endorsement, if the applicant holds a certificate of validation of an overseas flight crew licence, rating or endorsement that is equivalent to the required rating or endorsement: see item 36 of Part 2 of the Dictionary.

(2) The applicant must also have:

- (a) completed flight training for the endorsement, including the training (if any) mentioned in column 3 of the item, in accordance with subregulation (3); and
- (b) met the aeronautical experience requirements mentioned in column 3 of the item; and

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Subpart 61.P Night vision imaging system ratings

Division 61.P.2 Privileges and requirements for grant of night vision imaging system endorsements

Regulation 61.1035

- (c) passed the flight test mentioned in the Part 61 Manual of Standards for the endorsement; and
- (d) before starting the 5 hours of dual flight using night vision goggles mentioned in column 3 of the item—complied with subregulation (4).

Note 1: For paragraph (a), for the requirements for flight training, see Division 61.B.2.

Note 2: For paragraph (b), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

Note 3: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.

- (3) For paragraph (2)(a), the flight training must be conducted by a Part 141 or 142 operator.
- (4) For paragraph (2)(d), the applicant must:
 - (a) hold:
 - (i) a commercial pilot licence or air transport pilot licence; and
 - (ii) each rating or endorsement mentioned in column 3 of the item; and
 - (iii) the class or type rating that covers the helicopter in which the training is to take place; and
 - (iv) each flight activity endorsement that covers an activity (if any) that is to be covered by the training; and
 - (b) have completed:
 - (i) the 250 hours of flight time mentioned in column 3 of the item; and
 - (ii) at least 10 hours of the flight time at night mentioned in column 3 of the item.

Subpart 61.Q—Low-level ratings

Division 61.Q.1—Privileges and requirements for grant of low-level ratings

61.1040 Privileges of low-level ratings

Subject to Subpart 61.E and regulations 61.1045 to 61.1060, the holder of a pilot licence with a low-level rating is authorised to conduct low-level operations.

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

61.1045 Limitations on exercise of privileges of low-level ratings—general

The holder of a low-level rating is authorised to conduct a low-level operation in an area only if, before conducting the operation, the holder conducts a risk assessment of the area.

61.1050 Limitations on exercise of privileges of low-level ratings—endorsements

The holder of a low-level rating is authorised to conduct an activity mentioned in column 2 of an item in table 61.1075 in the exercise of the privileges of the rating only if the holder also holds the endorsement mentioned in column 1 of the item.

61.1055 Limitations on exercise of privileges of low-level ratings—recent experience

- (1) The holder of a low-level rating is authorised to exercise the privileges of the rating only if the holder has, within the previous 6 months:
 - (a) completed at least 2 hours of low-level operations; or
 - (b) been assessed as competent to conduct low-level operations by a flight instructor who holds a low-level training endorsement.
- (2) The holder is taken to meet the requirements of subregulation (1) if the holder:
 - (a) has successfully completed an operator proficiency check in low-level operations within the previous 6 months; or
 - (b) has successfully completed a flight review for the rating within the previous 6 months.

61.1060 Limitations on exercise of privileges of low-level ratings—flight review

- (1) The holder of a low-level rating is authorised to exercise the privileges of the rating only if the holder has, within the previous 12 months, successfully completed a flight review for the rating.
 - (2) The holder is taken to meet the requirements of subregulation (1) if:
-

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Division 61.Q.1 Privileges and requirements for grant of low-level ratings

Regulation 61.1070

- (a) the holder has passed a flight test for the rating within the previous 12 months; or
- (b) the holder has passed a flight test for the grant of a low-level endorsement:
 - (i) within the previous 12 months; but
 - (ii) more than 6 months after passing the flight test for the rating; or
- (c) the holder has successfully completed an aerial application proficiency check under regulation 61.1110 within the previous 12 months; or
- (d) the holder has successfully completed an operator proficiency check that covers:
 - (i) operations under the rating; or
 - (ii) operations under the aerial application rating;within the previous 12 months; or
- (e) both:
 - (i) the holder is successfully participating in an operator's training and checking system for an operation under the rating; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation.

Note: For general rules in relation to flight reviews, see regulation 61.400.

61.1070 Requirements for grant of low-level ratings

- (1) An applicant for a low-level rating must:
 - (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.

Note 1: For paragraph (a), paragraph (a) is satisfied if the applicant holds a certificate of validation of an overseas flight crew licence that is equivalent to a private pilot licence, commercial pilot licence or air transport pilot licence: see item 36 of Part 2 of the Dictionary.

Note 2: For paragraph (b), for the conduct of flight tests, see Division 61.B.4.

- (2) Despite paragraph 61.245(1)(a), the flight test must be conducted in an aircraft.
- (3) 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.

Division 61.Q.2—Privileges and requirements for grant of low-level endorsements

61.1075 Kinds of low-level endorsement

The kinds of low-level endorsement are set out in column 1 of table 61.1075.

Table 61.1075 Low-level endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
<i>Part 1—General</i>			
1	Aeroplane low-level endorsement	Conduct a low-level operation in an aeroplane, other than an operation mentioned in Part 2 of this table	Aeroplane category rating At least 5 hours of dual flight in an aeroplane while receiving training in low-level operations
2	Helicopter low-level endorsement	Conduct a low-level operation in a helicopter, other than an operation mentioned in Part 2 of this table	Helicopter category rating At least 5 hours of dual flight in a helicopter while receiving training in low-level operations
3	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 this table	Powered-lift aircraft category rating At least 5 hours of dual flight in a powered-lift aircraft while receiving training in low-level operations
4	Gyroplane low-level endorsement	Conduct a low-level operation in a gyroplane, other than an operation mentioned in Part 2 of this table	Gyroplane category rating At least 5 hours of dual flight in a gyroplane while receiving training in low-level operations
<i>Part 2—Specific low-level activities</i>			
5	Aerial mustering – aeroplane endorsement	Conduct an aerial mustering operation in an aeroplane	Aeroplane category rating Aeroplane low-level endorsement At least 5 hours of dual flight while receiving training in aerial mustering in an aeroplane
6	Aerial mustering – helicopter endorsement	Conduct an aerial mustering operation in a helicopter	Helicopter category rating Helicopter low-level endorsement At least 5 hours of dual flight while receiving training in aerial mustering in a helicopter

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Subpart 61.Q Low-level ratings

Division 61.Q.2 Privileges and requirements for grant of low-level endorsements

Regulation 61.1080

Table 61.1075 Low-level endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
7	Aerial mustering – gyroplane endorsement	Conduct an aerial mustering operation in a gyroplane	Gyroplane category rating At least 5 hours of dual flight while receiving training in aerial mustering in a gyroplane
8	Sling operations endorsement	Conduct a sling load operation in a helicopter	Private pilot licence, commercial pilot licence or air transport pilot licence with helicopter category rating
9	Winch and rappelling operations endorsement	Conduct a winch or rappelling operation in a helicopter	Commercial pilot licence or air transport pilot licence with helicopter category rating

61.1080 Privileges of low-level endorsements

Subject to Subpart 61.E and Division 61.Q.1, the holder of an endorsement mentioned in column 1 of an item in table 61.1075 is authorised to conduct the activity mentioned in column 2 of the item.

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

61.1085 Requirements for grant of low-level endorsements

- (1) An applicant for an endorsement mentioned in column 1 of an item of table 61.1075 must hold:
 - (a) a low-level rating; and
 - (b) each licence, rating or endorsement (if any) mentioned in column 3 of the item.

Note: Subregulation (1) is satisfied, in relation to a required rating or endorsement, if the applicant holds a certificate of validation of an overseas flight crew licence, rating or endorsement that is equivalent to the required rating or endorsement: see item 36 of Part 2 of the Dictionary.

- (2) The applicant must also have:
 - (a) completed flight training for the endorsement; and
 - (b) met the aeronautical experience requirements (if any) mentioned in column 3 of the item; and
 - (c) passed the flight test mentioned in the Part 61 Manual of Standards for the endorsement.

Note 1: For paragraph (a), for the requirements for flight training, see Division 61.B.2.

Note 2: For paragraph (b), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

Regulation 61.1085

- (3) For paragraph (2)(b), any aeronautical experience relied on for the grant of an endorsement mentioned in column 1 of an item in Part 1 of table 61.1075 cannot be counted towards the requirements for the grant of an endorsement mentioned in column 1 of an item in Part 2 of that table.
- (4) A person who holds a low-level rating and an aerial application endorsement for an aircraft category is taken to meet the requirements for the grant of the endorsement mentioned in column 1 of an item in Part 1 of table 61.1075 for that aircraft category.

Subpart 61.R—Aerial application ratings

Division 61.R.1—Privileges and requirements for grant of aerial application ratings

61.1090 Privileges of aerial application ratings

Subject to Subpart 61.E and regulations 61.1100 to 61.1110, the holder of a pilot licence with an aerial application rating is authorised to conduct aerial application operations below 500 ft AGL.

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

61.1100 Limitations on exercise of privileges of aerial application ratings—endorsements

The holder of an aerial application rating is authorised to conduct an activity mentioned in column 2 of an item in table 61.1120 in the exercise of the privileges of the rating only if the holder also holds the endorsement mentioned in column 1 of the item.

61.1105 Limitations on exercise of privileges of aerial application ratings—recent experience

- (1) The holder of an aerial application rating is authorised to exercise the privileges of the rating only if the holder has, within the previous 12 months, completed at least 50 hours of aerial application operations below 500 ft AGL.
- (2) The holder is taken to meet the requirements of subregulation (1) if the holder:
 - (a) has successfully completed an operator proficiency check in aerial application operations below 500 ft AGL within the 12 months before the month in which the exercise of the privileges occurs; or
 - (b) has successfully completed an aerial application proficiency check within the previous 12 months.

61.1110 Limitations on exercise of privileges of aerial application ratings—aerial application proficiency check

- (1) The holder of an aerial application rating is authorised to exercise the privileges of the rating only if the holder has a valid aerial application proficiency check.
- (2) For subregulation (1), the holder is taken to have a valid aerial application proficiency check during the following periods:
 - (a) the period from when the holder passes the flight test for the rating to the end of the 12th month after the month in which the holder passes the flight test;
 - (b) if:

- (i) the holder passes the flight test for an aerial application endorsement;
and
 - (ii) the flight test is conducted more than 6 months after the holder passes the flight test for the rating;
the period from when the holder passes the flight test for the endorsement to the end of the 12th month after the month in which the holder passes the flight test for the endorsement;
 - (c) if the holder successfully completes an operator proficiency check that covers operations under the rating, and that is conducted by a flight examiner who holds an aerial application rating flight test endorsement—the period from when the holder successfully completes the check to the end of the 12th month after the month in which the holder successfully completes the check;
 - (d) if the holder successfully completes an aerial application proficiency check—the period from when the holder successfully completes the check to the end of the 12th month after the month in which the holder successfully completes the check;
 - (e) if:
 - (i) the holder is taken to have a valid aerial application proficiency check under any of paragraphs (a) to (d) (the *existing check*); and
 - (ii) within 3 months before the validity of the existing check expires, the holder successfully completes an aerial application proficiency check;
the period from when the validity of the existing check expires to the end of the 12th month after the validity of the existing check expires.
- (3) However, if, at any time, the holder attempts, but does not successfully complete, an aerial application proficiency check, the holder is no longer taken to have a valid aerial application proficiency check.
- (4) For paragraphs (2)(d) and (e), the holder successfully completes an aerial application proficiency check if:
- (a) the aerial application proficiency check is conducted in an aircraft; and
 - (b) a person mentioned in subregulation (5) assesses the holder's competency to conduct aerial application operations below 500 ft AGL as meeting the standards mentioned in the Part 61 Manual of Standards for an aerial application proficiency check; and
 - (c) the person endorses the holder's licence document to the effect that the holder has completed the aerial application proficiency check on the date stated.
- (5) For paragraph (4)(b), the persons are as follows:
- (a) CASA;
 - (b) a flight examiner;
 - (c) the holder of an approval under regulation 61.040 to conduct the proficiency check.

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Subpart 61.R Aerial application ratings

Division 61.R.1 Privileges and requirements for grant of aerial application ratings

Regulation 61.1115

61.1115 Requirements for grant of aerial application ratings

- (1) An applicant for an aerial application rating must:
- (a) hold a 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 or 2 of table 61.1120; and
 - (c) have passed the flight test mentioned in the Part 61 Manual of Standards for the aerial application rating.

Note 1: For paragraph (a), paragraph (a) is satisfied if the applicant holds a certificate of validation of an overseas flight crew licence that is equivalent to a private pilot licence, commercial pilot licence or air transport pilot licence: see item 36 of Part 2 of the Dictionary.

Note 2: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.

- (2) Despite paragraph 61.245(1)(a), the flight test must be conducted in an aircraft.

Division 61.R.2—Privileges and requirements for grant of aerial application endorsements

61.1120 Kinds of aerial application endorsement

The kinds of aerial application endorsement are set out in column 1 of table 61.1120.

Table 61.1120 Aerial application endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
<i>Part 1—Day aerial application endorsements</i>			
1	Aeroplane aerial application endorsement	Pilot an aeroplane conducting an aerial application operation, other than a firefighting operation, below 500 ft AGL by day Pilot an aeroplane conducting a low-level operation	Aeroplane category rating At least 200 hours of flight time as pilot of an aeroplane At least 5 hours of dual flight in an aeroplane while receiving training in low-level operations At least 25 hours of dual flight in an aeroplane while receiving training in aerial application operations At least 5 hours of solo flight in an aeroplane while receiving training in aerial application operations
2	Helicopter aerial application endorsement	Pilot a helicopter conducting an aerial application operation, other than a firefighting operation, below 500 ft AGL by day Pilot a helicopter conducting a low-level operation	Helicopter category rating At least 200 hours of flight time as pilot of a helicopter At least 5 hours of dual flight in a helicopter while receiving training in low-level operations At least 10 hours of dual flight in a helicopter while receiving training in aerial application operations

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Subpart 61.R Aerial application ratings

Division 61.R.2 Privileges and requirements for grant of aerial application endorsements

Regulation 61.1120

Table 61.1120 Aerial application endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
3	Gyroplane aerial application endorsement	Pilot a gyroplane conducting an aerial application operation, other than a firefighting operation, below 500 ft AGL by day Pilot a gyroplane conducting a low-level operation	Gyroplane category rating At least 200 hours of flight time as pilot of a gyroplane At least 5 hours of dual flight in a gyroplane while receiving training in low-level operations At least 25 hours of dual flight in a gyroplane while receiving training in aerial application operations At least 5 hours of solo flight in a gyroplane while receiving training in aerial application operations

Part 2—Firefighting endorsements

4	Aeroplane firefighting endorsement	Pilot an aeroplane conducting a firefighting operation below 500 ft AGL Pilot an aeroplane conducting a low-level operation	Aeroplane category rating At least 200 hours of flight time as pilot of an aeroplane At least 5 hours of dual flight in an aeroplane while receiving training in low-level operations At least 5 hours of dual flight in an aeroplane while receiving training in firefighting operations
5	Helicopter firefighting endorsement	Pilot a helicopter conducting a firefighting operation below 500 ft AGL Pilot a helicopter conducting a low-level operation	Helicopter category rating At least 200 hours of flight time as pilot of a helicopter At least 5 hours of dual flight in a helicopter while receiving training in low-level operations At least 5 hours of dual flight in a helicopter while receiving training in firefighting operations

Table 61.1120 Aerial application endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
<i>Part 3—Night aerial application endorsements</i>			
6	Night aeroplane aerial application endorsement	Pilot an aeroplane conducting an aerial application operation below 500 ft AGL under the VFR at night Pilot an aeroplane under the VFR during a night circuit 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	Aeroplane aerial application endorsement At least 750 hours of flight time as pilot in command of an aeroplane conducting aerial application operations below 500 ft AGL At least 3 hours of instrument flight time At least 2 hours of solo night circuits At least 2 hours of dual flight while receiving training in night aerial application operations At least 3 hours of solo flight while receiving training in night aerial application operations
7	Night helicopter aerial application endorsement	Pilot a helicopter conducting an aerial application operation below 500 ft AGL under the VFR at night Pilot a helicopter under the VFR during a night circuit 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	Helicopter aerial application endorsement At least 750 hours of flight time as pilot in command of a helicopter conducting aerial application operations below 500 ft AGL At least 3 hours of instrument flight time At least 2 hours of solo night circuits At least 2 hours of dual flight while receiving training in night aerial application operations At least 3 hours of solo flight while receiving training in night aerial application operations
8	Night gyroplane aerial application endorsement	Pilot a gyroplane conducting an aerial application operation below 500 ft AGL under the VFR at night Pilot a gyroplane under the VFR during a night circuit	Gyroplane aerial application endorsement At least 750 hours of flight time as pilot in command of a gyroplane conducting aerial application operations below 500 ft AGL At least 3 hours of instrument flight time At least 2 hours of solo night circuits

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Subpart 61.R Aerial application ratings

Division 61.R.2 Privileges and requirements for grant of aerial application endorsements

Regulation 61.1125

Table 61.1120 Aerial application endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
		Pilot a gyroplane 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	At least 2 hours of dual flight while receiving training in night aerial application operations At least 3 hours of solo flight while training in night aerial application operations

61.1125 Privileges of aerial application endorsements

Subject to Subpart 61.E, Division 61.R.1 and regulations 61.1130 and 61.1135, the holder of an endorsement mentioned in column 1 of an item in table 61.1120 is authorised to conduct each activity mentioned in column 2 of the item.

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

61.1130 Limitations on exercise of privileges of aerial application endorsements—supervision

- (1) The holder of an endorsement mentioned in column 1 of an item in Part 1 or 3 of table 61.1120 is authorised to exercise the privileges of the endorsement in an operation only if:
 - (a) the holder has previously conducted at least 110 hours of aerial application operations below 500 ft AGL; or
 - (b) the operation is conducted in accordance with subregulation (2) under the supervision of:
 - (i) the head of flying operations of the operator of the aircraft in which the operation is conducted; or
 - (ii) a flight examiner who holds an aerial application rating flight test endorsement; or
 - (iii) the holder of an approval under regulation 61.040 to supervise the operation.
- (2) For paragraph (1)(b), the supervision must be:
 - (a) for a helicopter aerial application endorsement:
 - (i) for the first 10 hours—direct supervision; and
 - (ii) for the next 100 hours—direct and indirect supervision, at least 10 hours of which must be direct supervision; and
 - (b) for any other endorsement:
 - (i) for the first 10 hours—direct supervision; and
 - (ii) for the next 100 hours—direct or indirect supervision.
- (3) In this regulation:

direct supervision, of a pilot conducting a flight, means doing the following:

- (a) performing the tasks involved in indirect supervision of the pilot;
- (b) being present and able to monitor and assess the safety of the flight and communicate directly with the pilot;
- (c) selecting and planning the area in which the flight is conducted;
- (d) authorising the pilot to conduct the flight;
- (e) providing direction to ensure the safety of the flight.

indirect supervision, of a pilot conducting a flight, means doing the following:

- (a) conducting frequent surveillance of the performance of the pilot;
- (b) periodically reviewing the performance of the pilot in the planning and conduct of the flight;
- (c) providing feedback on the performance of the pilot;
- (d) knowing the pilot's area of operations;
- (e) acting as a mentor to the pilot.

61.1135 Limitations on exercise of privileges of night aerial application endorsements

The holder of a night aerial application endorsement is authorised to exercise the privileges of the endorsement in an aircraft of a type covered by the endorsement only if, within the previous 45 days:

- (a) the holder has conducted a night aerial application operation below 500 ft AGL that includes a take-off and landing at night; or
- (b) the holder has, in an aircraft of the same type or an approved simulated training device for the purpose:
 - (i) completed a flight of at least 1 hour's duration that commenced no later than 20 minutes before night; and
 - (ii) practised the necessary manoeuvres involved in the operation in an unladen aircraft at night or in the simulated training device; and
 - (iii) conducted at least 3 take-offs and 3 landings at night.

61.1140 Requirements for grant of aerial application endorsements

- (1) An applicant for an aerial application endorsement mentioned in column 1 of an item of table 61.1120 must hold:
 - (a) an aerial application rating; and
 - (b) the rating or endorsement mentioned in column 3 of the item.

Note: Subregulation (1) is satisfied, in relation to a required rating or endorsement, if the applicant holds a certificate of validation of an overseas flight crew licence, rating or endorsement that is equivalent to the required rating or endorsement: see item 36 of Part 2 of the Dictionary.

- (2) The applicant must also have:
 - (a) completed flight training for the endorsement; and
 - (b) met the aeronautical experience requirements mentioned in column 3 of the item; and

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Division 61.R.2 Privileges and requirements for grant of aerial application endorsements

Regulation 61.1140

- (c) passed the flight test mentioned in the Part 61 Manual of Standards for the endorsement; and
- (d) for an endorsement mentioned in column 1 of an item in Part 1 or 2 of table 61.1120:
 - (i) met the requirements for the grant of the low-level endorsement for an aircraft of the relevant category; and
 - (ii) passed the aeronautical knowledge examination for the endorsement.

Note 1: For paragraph (a), for the requirements for flight training, see Division 61.B.2.

Note 2: For paragraph (b), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

Note 3: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.

Note 4: For subparagraph (d)(ii), for the conduct of aeronautical knowledge examinations, see Division 61.B.3.

Subpart 61.S—Flight activity endorsements

61.1145 Kinds of flight activity endorsement

The kinds of flight activity endorsement are set out in column 1 of table 61.1145.

Table 61.1145 Flight activity endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
1	Aerobatics flight activity endorsement	Conduct aerobatic manoeuvres in an aeroplane above 3 000 ft AGL	Aeroplane category rating Spinning flight activity endorsement
2	Aerobatics (1 500) flight activity endorsement	Conduct aerobatic manoeuvres in an aeroplane above 1 500 ft AGL	Aeroplane category rating Aerobatics flight activity endorsement
3	Aerobatics (1 000) flight activity endorsement	Conduct aerobatic manoeuvres in an aeroplane above 1 000 ft AGL	Aeroplane category rating Aerobatics (1 500) flight activity endorsement
4	Aerobatics (500) flight activity endorsement	Conduct aerobatic manoeuvres in an aeroplane above 500 ft AGL	Aeroplane category rating Aerobatics (1 000) flight activity endorsement
5	Aerobatics (unlimited) flight activity endorsement	Conduct aerobatic manoeuvres in an aeroplane at any height	Aeroplane category rating Aerobatics (500) flight activity endorsement
6	Formation flying (aeroplane) flight activity endorsement	Conduct formation flying in an aeroplane	Aeroplane category rating
7	Formation aerobatics flight activity endorsement	Conduct aerobatic manoeuvres in an aeroplane while flying in formation	Aeroplane category rating Aerobatics flight activity endorsement Formation flying (aeroplane) flight activity endorsement
8	Spinning flight activity endorsement	Conduct intentional upright spinning manoeuvres above 3 000 ft AGL	Aeroplane category rating
9	Formation flying (helicopter) flight activity endorsement	Conduct formation flying in a helicopter	Helicopter category rating

Regulation 61.1150

61.1150 Privileges of flight activity endorsements

Subject to Subpart 61.E and regulation 61.1155, the holder of an endorsement mentioned in column 1 of an item in table 61.1145 is authorised to conduct the activity mentioned in column 2 of the item.

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

61.1155 Limitations on exercise of privileges of flight activity endorsements— medical certificates

- (1) This regulation applies to the holder of any of the following endorsements:
 - (a) an aerobatics flight activity endorsement;
 - (b) an aerobatics (1 500) flight activity endorsement;
 - (ba) an aerobatics (1 000) flight activity endorsement;
 - (c) an aerobatics (500) flight activity endorsement;
 - (d) an aerobatics (unlimited) flight activity endorsement;
 - (e) a formation aerobatics flight activity endorsement;
 - (f) a spinning flight activity endorsement.
- (2) The holder is authorised to conduct an aerobatic or spinning manoeuvre only if the holder:
 - (a) holds a current class 1 or 2 medical certificate; or
 - (b) is accompanied by another pilot who:
 - (i) holds a current class 1 or 2 medical certificate; and
 - (ii) occupies a flight control seat in the aircraft; and
 - (iii) is authorised, under this Part, to conduct the manoeuvre.

61.1160 Requirements for grant of flight activity endorsements

An applicant for an endorsement mentioned in column 1 of an item in table 61.1145 must:

- (a) hold each rating or endorsement (if any) mentioned in column 3 of the item; and
- (b) have completed flight training for the endorsement.

Note 1: For paragraph (a), paragraph (a) is satisfied, in relation to a required licence, rating or endorsement, if the applicant holds a certificate of validation of an overseas flight crew licence, rating or endorsement that is equivalent to the licence, rating or endorsement: see item 36 of Part 2 of the Dictionary.

Note 2: For paragraph (b), for the requirements for flight training, see Division 61.B.2.

Subpart 61.T—Pilot instructor ratings

Division 61.T.1—Privileges and requirements for grant of flight instructor ratings

61.1165 Privileges of flight instructor ratings

Subject to Subpart 61.E and regulations 61.1170 to 61.1180, a flight instructor is authorised:

- (a) to conduct flight training for:
 - (i) pilot licences; and
 - (ii) ratings on pilot licences, other than:
 - (A) cruise relief flight engineer type ratings; and
 - (B) flight examiner ratings; and
 - (iii) endorsements on pilot licences, other than flight examiner endorsements; and
- (b) to grant endorsements to holders of pilot licences, other than:
 - (i) flight examiner endorsements; and
 - (ii) training endorsements mentioned in Part 1 or 2 of table 61.1235; and
 - (iii) endorsements for which a flight test is required; and
- (c) to conduct training in multi-crew cooperation; and
- (d) to conduct differences training for variants of type ratings; and
- (e) to conduct training to meet the general competency requirement in regulation 61.385; and
- (f) to conduct flight reviews required by this Part for ratings on pilot licences, other than:
 - (i) flight examiner ratings; and
 - (ii) cruise relief flight engineer type ratings; and
- (g) under Subdivision 61.A.3.1 (Student pilots), to approve a person to pilot an aircraft, including for a solo flight; and
- (h) to conduct dual flight checks for a student pilot; and
- (i) to approve a person mentioned in regulation 61.125 (Conducting flight activities without rating or endorsement) to pilot an aircraft for the purpose of receiving flight training; and
- (j) to approve a person mentioned in regulation 61.120 to transmit on an aviation safety radio frequency; and
- (k) to assess the standard of knowledge of an applicant for a pilot licence, or a rating on a pilot licence, in any items mentioned in the applicant's knowledge deficiency report.

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

Regulation 61.1170

61.1170 Limitations on exercise of privileges of flight instructor ratings—general

- (1) The holder of a flight instructor rating is authorised to exercise the privileges of the rating in an aircraft of a particular category only if the holder has:
 - (a) completed the aeronautical experience; and
 - (b) passed the flight test;required under regulation 61.1185 for the grant of the rating in an aircraft of that category.
- (2) The holder of a flight instructor rating is authorised to exercise the privileges of the rating in a flight simulation training device that represents an aircraft of a particular category only if the holder has:
 - (a) completed the aeronautical experience; and
 - (b) passed the flight test;required under regulation 61.1185 for the grant of the rating in an aircraft of that category.
- (3) A flight instructor is authorised to conduct flight training for a pilot licence, a rating on a pilot licence or an endorsement on an operational rating only if the instructor is engaged to conduct the flight training by a Part 141 or 142 operator that is authorised to conduct flight training for the licence, rating or endorsement.
- (5) A flight instructor is authorised to conduct flight training in an aircraft only if the instructor holds a medical certificate.

61.1175 Limitations on exercise of privileges of flight instructor ratings—endorsements

- (1) A flight instructor is authorised to conduct flight training mentioned in column 2 of an item in table 61.1235 only if the instructor also holds the endorsement mentioned in column 1 of the item.
- (2) A flight instructor is authorised to conduct differences training for a variant of an aircraft type only if the instructor also holds the type rating training endorsement for the aircraft type.
- (3) A flight instructor is authorised to conduct training to meet the general competency requirement in regulation 61.385 for a kind of aircraft only if the instructor also holds a training endorsement that authorises the instructor to conduct flight training in the aircraft.
- (4) A flight instructor is authorised to grant an endorsement, other than a recreational pilot licence endorsement, only if the instructor also holds a training endorsement required to provide flight training for the endorsement.
- (4A) A flight instructor is authorised to grant a recreational pilot licence endorsement only if the instructor also holds a grade 1 or 2 training endorsement.
- (5) A flight instructor is authorised to approve a student pilot to conduct a solo flight in an aircraft of a particular category only if the instructor also holds:

- (a) for the student pilot's first solo flight in an aircraft of that category—a grade 1 or 2 training endorsement for that aircraft category; or
 - (b) in any other case—a grade 1, 2 or 3 training endorsement for that aircraft category.
- (6) A flight instructor is authorised to conduct a flight review for a rating on a pilot licence only if the instructor also holds:
- (a) a grade 1 training endorsement; or
 - (b) a grade 2 training endorsement; or
 - (c) the training endorsement required to conduct flight training for the rating.
- (7) A flight instructor is authorised to make an assessment of a knowledge deficiency report for an applicant for a flight crew licence or rating only if the instructor also holds a grade 2 training endorsement.

**61.1180 Limitations on exercise of privileges of flight instructor ratings—
instructor proficiency check**

- (1) The holder of a flight instructor rating is authorised to exercise the privileges of the rating only if the holder has a valid instructor proficiency check.
- (2) For subregulation (1), the holder is taken to have a valid instructor proficiency check during the following periods:
- (a) the period from when the holder passes the flight test for the rating to the end of the 12th month after the month in which the holder passes the flight test;
 - (b) if:
 - (i) the holder passes the flight test for a training endorsement; and
 - (ii) the flight test is conducted more than 6 months after the holder passes the flight test for the rating;the period from when the holder passes the flight test for the endorsement to the end of the 24th month after the month in which the holder passes the flight test for the endorsement;
 - (c) if the holder successfully completes an operator proficiency check that covers operations under the rating and that is conducted by a flight examiner who holds a flight instructor rating flight test endorsement—the period from when the holder successfully completes the check to the end of the 24th month after the month in which the holder successfully completes the check;
 - (d) if:
 - (i) the holder is successfully participating in an operator's training and checking system for an operation under the rating; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation;the period during which the holder is successfully participating in the system;

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Subpart 61.T Pilot instructor ratings

Division 61.T.1 Privileges and requirements for grant of flight instructor ratings

Regulation 61.1185

- (e) if the holder successfully completes an instructor proficiency check—the period from when the holder successfully completes the check to the end of the 24th month after the month in which the holder successfully completes the check;
- (f) if:
 - (i) the holder is taken to have a valid instructor proficiency check under any of paragraphs (a) to (e) (the *existing check*); and
 - (ii) within 3 months before the validity of the existing check expires, the holder successfully completes an instructor proficiency check; the period from when the validity of the existing check expires to the end of the 24th month after the validity of the existing check expires.
- (3) However, if, at any time, the holder attempts, but does not successfully complete, an instructor proficiency check, the holder is no longer taken to have a valid instructor proficiency check.
- (4) For paragraphs (2)(e) and (f), the holder successfully completes an instructor proficiency check if:
 - (a) the instructor proficiency check is conducted in an aircraft or an approved flight simulation training device for the proficiency check; and
 - (b) a person mentioned in subregulation (5) assesses the holder's competency to conduct flight training as meeting the standards mentioned in the Part 61 Manual of Standards for a flight instructor rating; and
 - (c) the person endorses the holder's licence document to the effect that the holder has completed the instructor proficiency check on the date stated.
- (5) For paragraph (4)(b), the persons are as follows:
 - (a) CASA;
 - (b) a flight examiner;
 - (c) the holder of an approval under regulation 61.040 to conduct the proficiency check.

61.1185 Requirements for grant of flight instructor ratings

- (1) An applicant for a flight instructor rating must:
 - (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 training endorsement.

Note: Paragraph (a) is satisfied if the applicant holds a certificate of validation of an overseas flight crew licence that is equivalent to a private pilot licence, commercial pilot licence or air transport pilot licence: see item 36 of Part 2 of the Dictionary.
 - (2) The applicant must also have:
 - (a) passed the aeronautical knowledge examination for the flight 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 flight instructor rating; and
-

- (d) met the following aeronautical experience requirements in an aircraft of the same category as the aircraft used for the flight test:
 - (i) if the aircraft used for the flight test is a helicopter:
 - (A) at least 250 hours flight time as a pilot; and
 - (B) at least 100 hours flight time as pilot in command;
 - (ii) in any other case:
 - (A) at least 200 hours flight time as a pilot; and
 - (B) at least 100 hours flight time as pilot in command.

Note 1: For paragraph (a), for the conduct of aeronautical knowledge examinations, see Division 61.B.3.

Note 2: For paragraph (b), for the requirements for flight training, see Division 61.B.2.

Note 3: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.

Note 4: For paragraph (d), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

- (3) The applicant is taken to meet the requirements mentioned in paragraphs (2)(c) and (d) if the applicant:
 - (a) holds:
 - (i) a commercial pilot licence with a helicopter category rating; and
 - (ii) a low-level rating and a helicopter low-level endorsement; and
 - (iii) one of the following combinations:
 - (A) a night VFR rating and a helicopter night VFR endorsement;
 - (B) an instrument rating and a single-engine helicopter instrument endorsement;
 - (C) an instrument rating and a multi-engine helicopter instrument endorsement; and
 - (b) completed his or her flight training for the licence in an integrated training course; and
 - (c) has passed the flight test mentioned in the Part 61 Manual of Standards for the flight instructor rating in a helicopter.
- (3A) The applicant is taken to meet the requirements mentioned in subparagraph (2)(d)(ii) if the applicant has:
 - (a) completed an integrated training course for the grant of a commercial pilot licence with the aircraft category rating for the same category of aircraft as used for the flight test for the applicant's flight instructor rating; and
 - (b) met the requirements for the grant of the licence with that aircraft category rating.
- (4) The applicant must also:
 - (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.

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Subpart 61.T Pilot instructor ratings

Division 61.T.1 Privileges and requirements for grant of flight instructor ratings

Regulation 61.1185

- (5) An applicant to whom subregulation (3) or (3A) does not apply must meet the aeronautical experience requirements mentioned in paragraph (2)(d) before starting the flight training mentioned in paragraph (2)(b).

Division 61.T.2—Privileges and requirements for grant of simulator instructor ratings

61.1190 Privileges of simulator instructor ratings

Subject to Subpart 61.E and regulations 61.1195 to 61.1205, a simulator instructor is authorised:

- (a) to conduct flight training in a flight simulation training device or tethered helicopter for the grant of:
 - (i) pilot licences; and
 - (ii) ratings on pilot licences, other than:
 - (A) cruise relief flight engineer type ratings; and
 - (B) flight examiner ratings; and
 - (iii) endorsements on pilot licences, other than flight examiner endorsements; and
- (b) to grant endorsements to holders of pilot licences, other than:
 - (i) flight examiner endorsements; and
 - (ii) training endorsements mentioned in Part 1 or 2 of table 61.1235; and
 - (iii) recreational pilot licence endorsements; and
 - (iv) endorsements for which a flight test is required; and
- (c) to conduct training in multi-crew cooperation; and
- (d) to conduct differences training for variants of type ratings; and
- (e) to conduct training to meet the general competency requirement in regulation 61.385; and
- (f) to conduct flight reviews required by this Part for ratings on pilot licences, other than:
 - (i) flight examiner ratings; and
 - (ii) cruise relief flight engineer type ratings; and
- (g) to approve a person mentioned in regulation 61.120 to transmit on an aviation safety radio frequency; and
- (h) to assess the standard of knowledge of an applicant for a pilot licence, or a rating on a pilot licence, in any items listed in the applicant's knowledge deficiency report.

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

61.1195 Limitations on exercise of privileges of simulator instructor ratings—general

- (1) The holder of a simulator instructor rating is authorised to exercise the privileges of the rating in a flight simulation training device that represents an aircraft of a particular category only if the instructor has passed the flight test required under regulation 61.1210 for the rating in a flight simulation training device that represents an aircraft of that category.

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Division 61.T.2 Privileges and requirements for grant of simulator instructor ratings

Regulation 61.1200

- (2) A simulator instructor is authorised to conduct flight training for a pilot licence, a rating on a pilot licence or an endorsement on an operational rating only if the instructor is engaged to conduct the flight training by a Part 141 or 142 operator that is authorised to conduct the flight training.
- (3) A simulator instructor is authorised to conduct flight training for the grant of an endorsement mentioned in column 1 of an item in Part 2 or 3 of table 61.1235 only if the instructor has conducted at least 50 hours of flight training in the activity covered by the endorsement.

61.1200 Limitations on exercise of privileges of simulator instructor ratings—endorsements

- (1) A simulator instructor is authorised to conduct flight training mentioned in column 2 of an item in table 61.1235 only if the instructor also holds the endorsement mentioned in column 1 of the item.
- (2) A simulator instructor is authorised to conduct differences training for a variant of an aircraft type only if the instructor also holds the type rating training endorsement for the aircraft type.
- (3) A simulator instructor is authorised to conduct training to meet the general competency requirement in regulation 61.385 for a kind of aircraft only if the instructor also holds a training endorsement that authorises the instructor to conduct flight training in the aircraft.
- (4) A simulator instructor is authorised to grant an endorsement only if the instructor also holds the training endorsement required to provide flight training for the endorsement.
- (5) A simulator instructor is authorised to conduct a flight review for a rating on a pilot licence only if the instructor also holds:
 - (a) a grade 1 training endorsement; or
 - (b) a grade 2 training endorsement; or
 - (c) the training endorsement required to provide flight training for the rating.
- (6) A simulator instructor is authorised to make an assessment of a knowledge deficiency report for an applicant for a flight crew licence or rating only if the instructor also holds a grade 2 training endorsement.

**61.1205 Limitations on exercise of privileges of simulator instructor ratings—
instructor proficiency check**

- (1) The holder of a simulator instructor rating is authorised to exercise the privileges of the rating only if the holder has a valid instructor proficiency check.
- (2) For subregulation (1), the holder is taken to have a valid instructor proficiency check during the following periods:

- (a) the period from when the holder passes the flight test for the rating to the end of the 12th month after the month in which the holder passes the flight test;
 - (b) if:
 - (i) the holder passes the flight test for a training endorsement; and
 - (ii) the flight test is conducted more than 6 months after the holder passes the flight test for the rating;the period from when the holder passes the flight test for the endorsement to the end of the 24th month after the month in which the holder passes the flight test for the endorsement;
 - (c) if the holder successfully completes an operator proficiency check that covers operations under the rating and that is conducted by a flight examiner who holds a pilot instructor rating flight test endorsement—the period from when the holder successfully completes the check to the end of the 24th month after the month in which the holder successfully completes the check;
 - (d) if:
 - (i) the holder is successfully participating in an operator’s training and checking system for an operation under the rating; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation;the period during which the holder is successfully participating in the system;
 - (e) if the holder successfully completes an instructor proficiency check—the period from when the holder successfully completes the check to the end of the 24th month after the month in which the holder successfully completes the check;
 - (f) if:
 - (i) the holder is taken to have a valid instructor proficiency check under any of paragraphs (a) to (e) (the *existing check*); and
 - (ii) within 3 months before the validity of the existing check expires, the holder successfully completes an instructor proficiency check;the period from when the validity of the existing check expires to the end of the 24th month after the validity of the existing check expires.
- (3) However, if, at any time, the holder attempts, but does not successfully complete, an instructor proficiency check, the holder is no longer taken to have a valid instructor proficiency check.
- (4) For paragraphs (2)(e) and (f), the holder successfully completes an instructor proficiency check if:
- (a) the instructor proficiency check is conducted in an approved flight simulation training device for the proficiency check; and
 - (b) a person mentioned in subregulation (5) assesses the holder’s competency to conduct flight training as meeting the standards mentioned in the Part 61 Manual of Standards for a simulator instructor rating; and

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Division 61.T.2 Privileges and requirements for grant of simulator instructor ratings

Regulation 61.1210

(c) the person endorses the holder's licence document to the effect that the holder has completed the instructor proficiency check on the date stated.

(5) For paragraph (4)(b), the persons are as follows:

- (a) CASA;
- (b) a flight examiner;
- (c) the holder of an approval under regulation 61.040 to conduct the proficiency check.

61.1210 Requirements for grant of simulator instructor ratings

(1) An applicant for a simulator instructor rating must:

- (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.

Note: Paragraph (a) is satisfied if the applicant holds a certificate of validation of an overseas flight crew licence that is equivalent to a commercial pilot licence or air transport pilot licence: see item 36 of Part 2 of the Dictionary.

(2) The applicant must also have:

- (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.

Note 1: For paragraph (a), for the conduct of aeronautical knowledge examinations, see Division 61.B.3.

Note 2: For paragraph (b), for the requirements for flight training, see Division 61.B.2.

Note 3: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.

(3) The applicant must also:

- (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.

Division 61.T.3—Obligations of pilot instructors

61.1215 Obligations of pilot instructors—training

- (1) A pilot instructor commits an offence if:
 - (a) the instructor conducts:
 - (i) flight training for an aircraft class rating, pilot type rating or cruise relief co-pilot type rating; or
 - (ii) differences training;
in an aircraft; and
 - (b) regulation 61.205 prohibits the conduct of the training in the aircraft.

Penalty: 50 penalty units.

- (2) An offence against this regulation is an offence of strict liability.

61.1220 Obligations of pilot instructors—flight reviews

- (1) A pilot instructor commits an offence if:
 - (a) the instructor conducts a flight review for the holder of a pilot licence; and
 - (b) the holder successfully completes the flight review; and
 - (c) the instructor does not, within 14 days after the day the flight review is successfully completed:
 - (i) endorse the holder's licence document in accordance with subregulation (2); and
 - (ii) give CASA a written notice that complies with subregulation (3).

Penalty: 50 penalty units.

- (2) For subparagraph (1)(c)(i), the following details must be endorsed on the licence document:
 - (a) a statement to the effect that the holder has successfully completed the flight review;
 - (b) the date on which the flight review was successfully completed;
 - (c) the rating for which the flight review was conducted.
- (3) For subparagraph (1)(c)(ii), the notice must state the following:
 - (a) the holder's name and ARN;
 - (b) that the holder has successfully completed the flight review;
 - (c) the date on which the flight review was successfully completed;
 - (d) the rating for which the flight review was conducted;
 - (e) if the flight review was conducted in an aircraft—the aircraft's nationality and registration marks;
 - (f) if the flight review was conducted in a flight simulator—the identifying number for the flight simulator stated on its flight simulator qualification certificate.

Regulation 61.1225

- (4) An offence against this regulation is an offence of strict liability.

61.1225 Obligations of pilot instructors—student pilots

- (1) A flight instructor commits an offence if:
- (a) the instructor approves a person to pilot an aircraft as a student pilot; and
 - (b) the approval is to pilot the aircraft in a way that is not authorised by the following provisions:
 - (i) paragraph 61.112(1)(c) or (2)(c) (Flying as a student pilot);
 - (ii) regulation 61.113 (General requirements for student pilots);
 - (iii) regulation 61.114 (Solo flights—medical certificate requirements for student pilots);
 - (iv) regulation 61.115 (Solo flights—recent experience requirements for student pilots).

Penalty: 50 penalty units.

- (2) A flight instructor commits an offence if:
- (a) the instructor approves a person (the *student*) to conduct a solo flight as a student pilot; and
 - (b) the instructor is not satisfied that the student:
 - (i) has been briefed appropriately for the flight; and
 - (ii) is capable of conducting the flight safely; and
 - (iii) meets the requirement mentioned in subregulation (3).

Penalty: 50 penalty units.

- (3) For subparagraph (2)(b)(iii), the requirement is that:
- (a) the student has been assessed by CASA or an examiner as meeting the general English language proficiency standard mentioned in the Part 61 Manual of Standards; or
 - (b) the student has completed an approved course of training in English language proficiency.
- (4) A flight instructor commits an offence if:
- (a) the instructor approves a person (the *student*) to conduct a solo flight of a kind mentioned in subregulation (5) as a student pilot for the first time; and
 - (b) the instructor is not satisfied that the student:
 - (i) has completed the training specified by the authorising Part 141 or 142 operator for the conduct of a solo flight of that kind by a student pilot; and
 - (ii) has been assessed by the Part 141 or 142 operator as competent to conduct the solo flight; and
 - (c) for a cross-country flight or night flight—the student has not completed at least 2 hours of dual instrument time, 1 hour of which is conducted during dual instrument flight time.

Penalty: 50 penalty units.

- (5) For subregulation (4), the kinds of solo flight are as follows:
- (a) a circuit training flight;
 - (b) a flight between an aerodrome and the flight training area for the aerodrome;
 - (c) a cross-country flight;
 - (d) a night flight.
- (6) An offence against subregulation (1) is an offence of strict liability.
- (7) In this regulation:

authorising Part 141 or 142 operator, in relation to an instructor approving a solo flight, means the Part 141 or 142 operator who authorised the instructor to approve the solo flight.

61.1227 Obligations of pilot instructors—approval to operate aircraft radio

- (1) A pilot instructor commits an offence if:
- (a) the instructor approves a person who does not hold a flight crew licence, or who holds a recreational pilot licence but does not hold a flight radio endorsement, (the *student*) to transmit on an aviation safety radio frequency; and
 - (b) the student does not meet the requirement mentioned in subregulation (2).

Penalty: 50 penalty units.

- (2) For paragraph (1)(b), the requirement is that:
- (a) the student has been assessed by CASA or an examiner as meeting the general English language proficiency standard mentioned in the Part 61 Manual of Standards; or
 - (b) the student has completed an approved course of training in English language proficiency.
- (3) An offence against this regulation is an offence of strict liability.

61.1230 Obligations of pilot instructors—records of activities conducted independently of Part 141 or 142 operator

- (1) A pilot instructor commits an offence if:
- (a) the instructor conducts a flight review or a session of flight training for a flight crew endorsement, other than an endorsement on an operational rating; and
 - (b) the training is not conducted on behalf of a Part 141 or 142 operator; and
 - (c) a record of the training is not made within 7 days after the session.

Penalty: 50 penalty units.

- (2) A pilot instructor commits an offence if the instructor does not retain a record made under subregulation (1) for at least 7 years after the day the record is made.

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Regulation 61.1230

Penalty: 50 penalty units.

- (3) An offence against this regulation is an offence of strict liability.

Division 61.T.4—Privileges and requirements for grant of training endorsements

61.1235 Kinds of training endorsement

The kinds of training endorsement are set out in column 1 of table 61.1235.

Table 61.1235 Training endorsements			
Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
<i>Part 1—Training for licences and aircraft ratings</i>			
1	Grade 1 training endorsement (category specific)	Activities authorised by a grade 2 training endorsement Supervise holders of grade 2 and grade 3 training endorsements in the conduct of flight training in an aircraft of the specified category	Commercial pilot licence or air transport pilot licence with the specified aircraft category rating Grade 2 training endorsement At least 500 hours of flight time conducting initial flight training in an aircraft of the specified category
2	Grade 2 training endorsement (category specific)	Activities authorised by grade 3 training endorsement Approve a student pilot to conduct a solo flight in an aircraft of the specified category Conduct flight training for an aircraft class rating for aircraft of the specified category Assess a knowledge deficiency report for the grant of a pilot licence or rating	Commercial pilot licence or air transport pilot licence with the specified aircraft category rating Grade 3 training endorsement At least 200 hours of flight time conducting initial flight training in an aircraft of the specified category

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Division 61.T.4 Privileges and requirements for grant of training endorsements

Regulation 61.1235

Table 61.1235 Training endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
3	Grade 3 training endorsement (category specific, other than aeroplanes)	Conduct flight training for the specified aircraft category rating Conduct flight training for a recreational pilot licence, private pilot licence or commercial pilot licence, other than basic instrument flight training Conduct flight training for a recreational pilot licence endorsement Approve a 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 Conduct flight training for a single-engine aircraft class rating for aircraft of the specified category	Commercial pilot licence or air transport pilot licence with the specified aircraft category rating
3A	Grade 3 training endorsement (aeroplane)	Conduct flight training for the aeroplane category rating Conduct flight training for a recreational pilot licence, private pilot licence or commercial pilot licence, other than basic instrument flight training Conduct flight training for a recreational pilot licence endorsement Approve a student pilot to conduct a solo flight in an aeroplane, other than the student's first solo flight in an aeroplane Conduct flight training for a single-engine aeroplane class rating	Commercial pilot licence or air transport pilot licence with the aeroplane category rating Spinning flight activity endorsement
4	Multi-crew pilot training endorsement	Conduct flight training for a multi-crew pilot licence or air transport pilot licence Conduct training in multi-crew cooperation	Commercial pilot licence and instrument rating, or air transport pilot licence At least 100 hours of aeronautical experience in multi-crew operations

Table 61.1235 Training endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
5	Type rating training endorsement (type specific)	Conduct flight training for the pilot type rating or cruise relief co-pilot type rating for aircraft of the specified type Conduct differences training for variants of the specified aircraft type	Commercial pilot licence or air transport pilot licence Pilot type rating for the specified aircraft type
6	Class rating training endorsement (class specific)	Conduct flight training for the aircraft class rating for the specified class	Commercial pilot licence or air transport pilot licence Aircraft class rating for the specified class At least 50 hours of aeronautical experience as pilot of an aircraft of the specified class
7	Design feature training endorsement	Conduct flight training for any design feature endorsement that the holder holds	Private pilot licence, commercial pilot licence or air transport pilot licence
<i>Part 2—Training for operational ratings</i>			
8	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	Commercial pilot licence or air transport pilot licence
9	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	Commercial pilot licence or air transport pilot licence At least 20 hours of aeronautical experience at night as pilot of an aircraft
10	Night vision imaging system rating training endorsement	Conduct flight training for a night vision imaging system rating or night vision imaging system endorsement	Commercial pilot licence or air transport pilot licence Night vision imaging system rating At least 50 hours experience using a night vision imaging system

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Subpart 61.T Pilot instructor ratings

Division 61.T.4 Privileges and requirements for grant of training endorsements

Regulation 61.1235

Table 61.1235 Training endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
11	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 item 8 or 9 of table 61.1075, for the specified aircraft category	Commercial pilot licence or air transport pilot licence Low-level rating
12	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	Commercial pilot licence or air transport pilot licence Aerial application rating Aerial application endorsement for the specified aircraft category At least 100 hours of aeronautical experience in aerial application operations below 500 ft AGL
13	Aerial application rating (night) 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 3 of table 61.1120 for the specified aircraft category	Commercial pilot licence or air transport pilot licence Aerial application rating Night aerial application endorsement for the specified aircraft category
14	Instructor rating training endorsement (category specific)	Conduct flight training for a flight instructor rating, simulator instructor rating or training endorsement in an aircraft of the specified category	Commercial pilot licence or air transport pilot licence
15	Multi-engine aeroplane class rating instructor training endorsement	Conduct flight training for a class rating (multi-engine aeroplane) training endorsement	Commercial pilot licence or air transport pilot licence with aeroplane category rating Grade 1 training endorsement (aeroplane) or type rating training endorsement for a type of multi-engine aeroplane

Table 61.1235 Training endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
<i>Part 3—Training for flight activity and low-level endorsements</i>			
16	Sling operations training endorsement	Conduct flight training for a sling operations endorsement	Commercial pilot licence or air transport pilot licence with helicopter category rating Low-level rating Sling operations endorsement
17	Winch and rappelling operations training endorsement	Conduct flight training for a winch and rappelling operations endorsement	Commercial pilot licence or air transport pilot licence with helicopter category rating Low-level rating Winch and rappelling operations endorsement
18	Spinning training endorsement	Conduct flight training for a spinning flight activity endorsement	Private pilot licence, commercial pilot licence or air transport pilot licence Spinning flight activity endorsement
19	Aerobatics training endorsement	Conduct flight training for any of the following endorsements: (a) aerobatics flight activity endorsement; (b) aerobatics (1 500) flight activity endorsement; (ba) aerobatics (1 000) flight activity endorsement; (c) aerobatics (500) flight activity endorsement; (d) aerobatics (unlimited) flight activity endorsement; (e) formation aerobatics flight activity endorsement	Private pilot licence, commercial pilot licence or air transport pilot licence Spinning flight activity endorsement Aerobatics flight activity endorsement
20	Formation (aeroplane) training endorsement	Conduct flight training for a formation flying (aeroplane) flight activity endorsement	Private pilot licence, commercial pilot licence or air transport pilot licence with aeroplane category rating Formation flying (aeroplane) flight activity endorsement
21	Formation (helicopter) training endorsement	Conduct flight training for a formation flying (helicopter) flight activity endorsement	Private pilot licence, commercial pilot licence or air transport pilot licence with helicopter category rating Formation flying (helicopter) flight activity endorsement

Part 61 Flight crew licensing

Subpart 61.T Pilot instructor ratings

Division 61.T.4 Privileges and requirements for grant of training endorsements

Regulation 61.1240

Table 61.1235 Training endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
22	Formation aerobatics training endorsement	Conduct flight training for a formation aerobatics flight activity endorsement	Private pilot licence, commercial pilot licence or air transport pilot licence with aeroplane category rating Formation aerobatics flight activity endorsement

61.1240 Privileges of training endorsements

- (1) Subject to Subpart 61.E, Divisions 61.T.1 and 61.T.2 and regulations 61.1245 to 61.1247, the holder of an endorsement mentioned in column 1 of an item in table 61.1235 is authorised to:
 - (a) conduct the activities mentioned in column 2 of the item; and
 - (b) grant an endorsement mentioned in column 2 of the item that does not require a flight test.

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

- (2) However, the holder of a grade 3 training endorsement is not authorised to grant a recreational pilot licence endorsement.

61.1245 Limitations on exercise of privileges of training endorsements—general

- (1) The holder of an endorsement mentioned in column 1 of an item in table 61.1235 is authorised to conduct an activity mentioned in column 2 of the item in an aircraft only if the holder is authorised to exercise the privileges of each licence, rating or endorsement mentioned in column 3 of the item in the aircraft.
- (2) The holder of an endorsement mentioned in column 1 of an item in table 61.1235 is authorised to conduct an activity mentioned in column 2 of the item in a flight simulation training device only if the holder holds each licence, rating or endorsement mentioned in column 3 of the item.

61.1246 Limitations on exercise of privileges of grade 3 training endorsements

- (1) The holder of a grade 3 training endorsement is authorised to conduct an activity mentioned in column 2 of item 3 or 3A in table 61.1235 only if the holder is acting under the supervision of the holder of a grade 1 training endorsement.
- (2) The holder of a grade 3 training endorsement is authorised to pilot an aircraft in the exercise of the privileges of the endorsement only by day under the VFR.
- (3) The holder of a grade 3 training endorsement (helicopter) is authorised to conduct flight training involving a simulated engine failure only if the holder has completed at least 100 hours of flight training under the endorsement.

61.1247 Limitations on exercise of privileges of low level training endorsements

The holder of a low-level training endorsement is authorised to conduct flight training for a low-level endorsement only if the holder:

- (a) holds the low-level endorsement; and
- (b) has at least 5 hours aeronautical experience conducting the activity authorised by the low-level endorsement.

61.1248 Limitation on exercise of privileges of helicopter grade 2 training endorsements

The holder of a grade 2 training endorsement (helicopter) that is granted on the basis of regulation 202.272 is authorised to conduct the activities mentioned in column 2 of item 2 of table 61.1235 only if the holder meets the requirements mentioned in column 3 of the item.

61.1250 Requirements for grant of training endorsements

- (1) An applicant for an endorsement mentioned in an item in table 61.1235 must hold:
 - (a) an instructor rating; and
 - (b) each other licence, rating or endorsement (if any) mentioned in column 3 of the item.

Note: Subregulation (1) is satisfied, in relation to a required licence, rating or endorsement, if the applicant holds a certificate of validation of an overseas flight crew licence, rating or endorsement that is equivalent to the required licence, rating or endorsement: see item 36 of Part 2 of the Dictionary.

- (2) The applicant must also have:
 - (a) met the aeronautical experience requirements (if any) mentioned in column 3 of the item; and
 - (b) completed flight training for the endorsement; and
 - (c) passed the flight test mentioned in the Part 61 Manual of Standards for the endorsement; and
 - (d) for an applicant for a multi-crew pilot training endorsement—completed an approved course of training in multi-crew co-operation.

Note 1: For paragraph (a), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

Note 2: For paragraph (b), for the requirements for flight training, see Division 61.B.2.

Note 3: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.

- (3) Despite paragraph 61.245(1)(a), the flight test (if any) may be conducted in an approved flight simulation training device for the flight test.

Subpart 61.U—Flight examiner ratings

Division 61.U.1—Privileges and requirements for grant of flight examiner ratings

61.1255 Privileges of flight examiner ratings

Subject to Subpart 61.E and regulations 61.1265 to 61.1285, a flight examiner is authorised:

- (a) to conduct flight tests for the grant of:
 - (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:
 - (i) ratings, other than:
 - (A) flight examiner ratings; and
 - (B) cruise relief flight engineer type ratings; and
 - (ii) endorsements, other than flight test endorsements; and
- (c) to conduct the following proficiency checks for holders of pilot licences:
 - (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
- (d) to conduct assessments of English language proficiency.

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

61.1265 Limitations on exercise of privileges of flight examiner ratings—endorsements

- (1) A flight examiner is authorised to conduct a flight test, or grant a rating or endorsement, mentioned in column 2 of an item in Part 1 of table 61.1310 only if the examiner also holds the endorsement mentioned in column 1 of the item.
- (2) A flight examiner is authorised to conduct a flight test for a rating or endorsement, or grant a rating or endorsement on a pilot licence, only if the examiner:
 - (a) also holds a rating or endorsement of the same kind; or
 - (b) holds an approval under regulation 61.040 to conduct the flight test.
- (3) A flight examiner is authorised to conduct an instrument proficiency check only if the examiner also holds an instrument rating flight test endorsement.

- (4) A flight examiner is authorised to conduct a night vision imaging system proficiency check only if the examiner also holds a night vision imaging system rating flight test endorsement.
- (5) A flight examiner is authorised to conduct an aerial application proficiency check only if the examiner also holds an aerial application rating flight test endorsement.
- (6) A flight examiner is authorised to conduct an instructor proficiency check only if the examiner also holds a flight instructor rating flight test endorsement.
- (7) A flight examiner is authorised to conduct an activity mentioned in column 2 of item 12 of table 61.1310 only if the examiner also holds an English language assessment endorsement.

61.1270 Limitations on exercise of privileges of flight examiner ratings—professional development

A flight examiner is authorised to exercise the privileges of his or her flight examiner rating only if the examiner has, during the previous 24 months, successfully completed:

- (a) a professional development program conducted by CASA; or
- (b) an approved course of professional development conducted by the holder of an approval under regulation 61.040 to conduct the course.

61.1275 Limitations on exercise of privileges of flight examiner ratings—recent experience

- (1) A flight examiner is authorised to conduct a flight test for a pilot licence only if, when the flight test is conducted, the examiner meets the recent experience requirements mentioned in this Part for the exercise of the privileges of the licence.
- (2) A flight examiner is authorised to conduct a flight test for a rating on a pilot licence only if, when the flight test is conducted, the examiner meets the recent experience requirements mentioned in this Part for the exercise of the privileges of the rating.
- (3) A flight examiner is authorised to conduct a flight test for an endorsement on a pilot licence only if, when the flight test is conducted, the examiner meets the recent experience requirements mentioned in this Part for the exercise of the privileges of the rating to which the endorsement relates.

61.1280 Limitations on exercise of privileges of flight examiner ratings—flight reviews and subject matter proficiency checks

- (1) A flight examiner is authorised to conduct a flight test for a pilot licence only if, when the flight test is conducted, the examiner:
 - (a) for a multi-crew pilot licence—has a valid instrument proficiency check, under regulation 61.650, for the aeroplane category; or

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- (b) for an air transport pilot licence—has a valid instrument proficiency check, under regulation 61.695, for the category of aircraft in which the flight test is conducted.
- (2) A flight examiner is authorised to conduct a flight test for a rating on a pilot licence only if, when the flight test is conducted, the examiner:
 - (a) for an instrument rating—has a valid instrument proficiency check, under regulation 61.880, for the category of aircraft in which the flight test is conducted; or
 - (b) for a night vision imaging system rating—has a valid night vision imaging system proficiency check under regulation 61.1015; or
 - (c) for an aerial application rating—has a valid aerial application proficiency check under regulation 61.1110; or
 - (d) for an instructor rating—has a valid instructor proficiency check under regulation 61.1180; or
 - (e) for any other rating—meets the flight review requirements for the rating.
- (3) A flight examiner is authorised to conduct a flight test for an endorsement on a pilot licence only if, when the flight test is conducted, the examiner:
 - (a) for an instrument endorsement—has a valid instrument proficiency check, under regulation 61.880, for the category of aircraft in which the flight test is to be conducted; or
 - (b) for a night vision imaging system endorsement—has a valid night vision imaging system proficiency check under regulation 61.1015; or
 - (c) for an aerial application endorsement—has a valid aerial application proficiency check under regulation 61.1110; or
 - (d) for a training endorsement—has a valid instructor proficiency check under regulation 61.1180; or
 - (e) for any other endorsement—meets the flight review requirements for the rating to which the endorsement relates.

**61.1285 Limitations on exercise of privileges of flight examiner ratings—
examiner proficiency check**

- (1) The holder of a flight examiner rating is authorised to exercise the privileges of the rating only if the holder has a valid examiner proficiency check.
- (2) For subregulation (1), the holder is taken to have a valid examiner proficiency check during the following periods:
 - (a) the period from when the holder passes the flight test for the rating to the end of the 24th month after the month in which the holder passes the flight test;
 - (b) if:
 - (i) the holder passes the flight test for a flight examiner endorsement; and
 - (ii) the flight test is conducted more than 6 months after the holder passes the flight test for the rating;

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- the period from when the holder passes the flight test for the endorsement to the end of the 24th month after the month in which the holder passes the flight test for the endorsement;
- (c) if the holder successfully completes an examiner proficiency check—the period from when the holder successfully completes the check to the end of the 24th month after the month in which the holder successfully completes the check;
 - (d) if:
 - (i) the holder is taken to have a valid examiner proficiency check under any of paragraphs (a) to (c) (the *existing check*); and
 - (ii) within 3 months before the validity of the existing check expires, the holder successfully completes an examiner proficiency check;the period from when the validity of the existing check expires to the end of the 24th month after the validity of the existing check expires.
- (3) However, if, at any time, the holder attempts, but does not successfully complete, an examiner proficiency check, the holder is no longer taken to have a valid examiner proficiency check.
- (4) For paragraphs (2)(c) and (d), the holder successfully completes an examiner proficiency check if:
- (a) the examiner proficiency check is conducted in an aircraft or an approved flight simulation training device for the proficiency check; and
 - (b) a person mentioned in subregulation (5) assesses the holder's competency to conduct flight testing as meeting the standards mentioned in the Part 61 Manual of Standards for a flight examiner rating; and
 - (c) the person endorses the holder's licence document to the effect that the holder has completed the examiner proficiency check on the date stated.
- (5) For paragraph (4)(b), the persons are as follows:
- (a) CASA;
 - (b) the holder of an approval under regulation 61.040 to conduct the proficiency check.

61.1290 Requirements for grant of flight examiner ratings

- (1) An applicant for a flight examiner rating must:
- (a) hold a commercial pilot licence or air transport pilot licence; and
 - (b) meet the requirements for the grant of at least one flight test endorsement.
- Note: Paragraph (a) is satisfied if the applicant holds a certificate of validation of an overseas flight crew licence that is equivalent to a commercial pilot licence or air transport pilot licence: see item 36 of Part 2 of the Dictionary.
- (2) The applicant must also have:
- (a) completed a course of training for the rating that:
 - (i) is conducted by CASA or the holder of an approval under regulation 61.040 to conduct the course; and

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- (ii) includes the content mentioned in the Part 61 Manual of Standards for the course; and
- (b) passed the flight test mentioned in the Part 61 Manual of Standards for the flight examiner rating; and
- (c) successfully completed an interview conducted by CASA.

Note: For paragraph (b), for the conduct of flight tests, see Division 61.B.4.

- (3) For paragraph (2)(c), 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.

Division 61.U.2—Obligations of flight examiners

61.1295 Obligations of flight examiners—flight tests: strict liability offences

- (1) A flight examiner commits an offence if the examiner:
- (a) conducts a flight test for an applicant for a pilot licence or a rating or endorsement on a pilot licence; and
 - (b) is not nominated to conduct the flight test:
 - (i) by the applicant’s training provider under subregulation 61.245(3); or
 - (ii) by CASA under subregulation 61.245(4).

Penalty: 50 penalty units.

- (3) A flight examiner commits an offence if the examiner:
- (a) conducts a flight test for a pilot licence or a rating or endorsement on a pilot licence; and
 - (b) does not:
 - (i) conduct the flight test in accordance with the standards mentioned in the Part 61 Manual of Standards; and
 - (ii) assess the applicant for the licence, rating or endorsement against the competency standards mentioned in the Part 61 Manual of Standards for the flight test.

Penalty: 50 penalty units.

- (4) A flight examiner commits an offence if the examiner:
- (a) conducts a flight test for a pilot licence or a rating or endorsement on a pilot licence; and
 - (b) does not:
 - (i) at the completion of the flight test, advise the applicant and the Part 141 or 142 operator responsible for the applicant’s training of the result of the flight test, including the reasons for any failure in an element of the flight test; and
 - (ii) within 14 days after the day of the completion of the flight test:
 - (A) complete a report, in an approved form, setting out the result of the flight test; and
 - (B) give a completed copy of the report to the applicant, the Part 141 or 142 operator and CASA.

Penalty: 50 penalty units.

- (5) A flight examiner commits an offence if the examiner:
- (a) conducts a flight test for a pilot licence or a rating or endorsement on a pilot licence; and
 - (b) has not notified CASA of the examiner’s intention to conduct the flight test at least 24 hours before conducting the flight test.

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Penalty: 50 penalty units.

- (6) An offence against this regulation is an offence of strict liability.

61.1300 Obligations of flight examiners—flight tests: other offences

- (1) A flight examiner commits an offence if:
- (a) the examiner conducts a flight test for a pilot licence; and
 - (b) when the test begins, the examiner is not satisfied that the applicant:
 - (i) is at least the minimum age to hold the licence; and
 - (ii) has passed the aeronautical knowledge examination for the licence; and
 - (iii) has met the flight training requirements for the grant of the licence; and
 - (iv) has met the aeronautical experience requirements for the licence.

Penalty: 50 penalty units.

- (2) A flight examiner commits an offence if:
- (a) the examiner conducts a flight test for any of the following licences:
 - (i) a private pilot licence;
 - (ii) a commercial pilot licence;
 - (iii) a multi-crew pilot licence;
 - (iv) an air transport pilot licence; and
 - (b) when the test begins, the examiner is not satisfied that the applicant has a current aviation English language proficiency assessment.

Penalty: 50 penalty units.

- (3) A flight examiner commits an offence if:
- (a) the examiner conducts a flight test for a pilot licence in an aircraft; and
 - (b) when the test begins, the examiner is not satisfied that:
 - (i) if the test is for a licence other than a recreational pilot licence—the applicant holds:
 - (A) a current medical certificate of the class required for the exercise of the privileges of the licence; or
 - (B) a medical exemption to exercise the privileges of the licence; or
 - (ii) if the test is for a recreational pilot licence—the applicant holds:
 - (A) a current class 1 or 2 medical certificate or recreational aviation medical practitioner's certificate; or
 - (B) a medical exemption for the exercise of the privileges of the licence.

Penalty: 50 penalty units.

- (4) A flight examiner commits an offence if:

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- (a) the examiner conducts a flight test for a rating or endorsement on a pilot licence; and
- (b) when the test begins, the examiner is not satisfied that the applicant:
 - (i) has passed the aeronautical knowledge examination for the rating or endorsement; and
 - (ii) has met the flight training requirements for the grant of the rating or endorsement; and
 - (iii) has met the aeronautical experience requirements for the rating or endorsement.

Penalty: 50 penalty units.

- (5) A flight examiner commits an offence if:
 - (a) the examiner conducts a flight test for a rating or endorsement on a pilot licence in an aircraft; and
 - (b) when the test begins, the examiner is not satisfied that the applicant holds:
 - (i) a current class 1 or 2 medical certificate or recreational aviation medical practitioner's certificate; or
 - (ii) a medical exemption for the exercise of the privileges of the rating.

Penalty: 50 penalty units.

61.1305 Obligations of flight examiners—proficiency checks

- (1) A flight examiner commits an offence if:
 - (a) the examiner conducts a relevant proficiency check for the holder of a pilot licence; and
 - (b) the holder successfully completes the proficiency check; and
 - (c) the examiner does not, within 14 days after the day the holder successfully completes the proficiency check:
 - (i) endorse the holder's licence document in accordance with subregulation (2); and
 - (ii) give CASA a written notice that complies with subregulation (3).

Penalty: 50 penalty units.

- (2) For subparagraph (1)(c)(i), the following details must be endorsed on the licence document:
 - (a) a statement to the effect that the holder has successfully completed the proficiency check;
 - (b) the date on which the proficiency check was successfully completed;
 - (c) the rating for which the proficiency check was conducted; and
 - (d) if the proficiency check related to a category, class or type of aircraft—the category, class or type.
- (3) For subparagraph (1)(c)(ii), the notice must state the following:
 - (a) the holder's name and ARN;
 - (b) that the holder has successfully completed the proficiency check;

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- (c) the date on which the proficiency check was successfully completed;
 - (d) the rating for which the proficiency check was conducted;
 - (e) if the proficiency check related to a category, class or type of aircraft—the category, class or type;
 - (f) if the proficiency check was conducted in an aircraft—the aircraft’s nationality and registration marks;
 - (g) if the proficiency check was conducted in a flight simulator—the identifying number for the flight simulator stated on its flight simulator qualification certificate.
- (3A) A flight examiner commits an offence if:
- (a) the examiner conducts a relevant proficiency check; and
 - (b) the examiner has not notified CASA of the examiner’s intention to conduct the proficiency check at least 24 hours before conducting the proficiency check; and
 - (c) the examiner does not hold, under regulation 61.040, an approval to conduct the proficiency check without notifying CASA of his or her intention to conduct the proficiency check.

Penalty: 50 penalty units.

- (4) An offence against this regulation is an offence of strict liability.
- (5) In this regulation:

relevant proficiency check means any of the following:

- (a) an aerial application proficiency check;
- (b) an instructor proficiency check;
- (c) an instrument proficiency check;
- (d) a night vision imaging system proficiency check.

Division 61.U.3—Privileges and requirements for grant of flight examiner endorsements

61.1310 Kinds of flight examiner endorsement

The kinds of flight examiner endorsement are set out in column 1 of table 61.1310.

Table 61.1310 Flight examiner endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
<i>Part 1—Flight test endorsements</i>			
1	Private pilot licence flight test endorsement (category specific)	Conduct a flight test for any of the following authorisations in an aircraft of the specified category: (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	Grade 1 training endorsement
2	Commercial pilot licence flight test endorsement (category specific)	Conduct a flight test for an authorisation mentioned in column 2 of item 1 Conduct a flight test for any of the following authorisations in an aircraft of the specified category: (a) commercial pilot licence; (b) the specified aircraft category rating on a commercial pilot licence	Grade 1 training endorsement

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Division 61.U.3 Privileges and requirements for grant of flight examiner endorsements

Regulation 61.1310

Table 61.1310 Flight examiner endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
3	Air transport pilot licence flight test endorsement (category specific)	Conduct a flight test for any of the following authorisations in an aircraft of the specified category: (a) multi-crew pilot licence; (b) air transport pilot licence; (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	Air transport pilot licence with the specified aircraft category rating Instrument rating flight test endorsement
4	Multi-engine aeroplane class rating flight test endorsement	Conduct a flight test for a multi-engine aeroplane class rating	Multi-engine aeroplane training endorsement
5	Type rating flight test endorsement (type specific)	Conduct a flight test for either of the following ratings in an aircraft of the specified type: (a) pilot type rating; (b) cruise relief co-pilot type rating	Type rating training endorsement for the specified aircraft type
6	Instrument rating flight test endorsement (category specific)	Conduct a flight test in an aircraft of the specified category for any of the following: (a) instrument rating; (b) private instrument rating; (c) instrument endorsement; (d) private instrument endorsement Conduct an instrument proficiency check in an aircraft of the specified category	Instrument rating training endorsement for the specified aircraft category
7	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 VFR rating training endorsement for the specified aircraft category

Table 61.1310 Flight examiner endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
8	Night vision imaging system rating flight test endorsement	Conduct a flight test for a night vision imaging system rating or night vision imaging system endorsement Conduct a night vision imaging system proficiency check	Night vision imaging system training endorsement
9	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	Low-level training endorsement for the specified aircraft category
10	Aerial application rating flight test endorsement (category specific)	Conduct a flight test for any of the following in an aircraft of the specified category: (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	Aerial application (day) training endorsement for the specified aircraft category
11	Flight instructor rating flight test endorsement (category specific)	Conduct a flight test for any of the following in an aircraft of the specified category: (a) flight instructor rating; (b) simulator instructor rating; (c) training endorsement Conduct an instructor proficiency check in an aircraft of the specified category	Grade 1 training endorsement for the specified aircraft category
<i>Part 2—Other flight examiner endorsements</i>			
12	English language assessment endorsement	Conduct a level 6 aviation English language proficiency assessment Conduct a general English language proficiency assessment	Any of the following endorsements: (a) private pilot licence flight test endorsement; (b) commercial pilot licence flight test endorsement; (c) pilot type rating flight test endorsement

Part 61 Flight crew licensing

Subpart 61.U Flight examiner ratings

Division 61.U.3 Privileges and requirements for grant of flight examiner endorsements

Regulation 61.1315

61.1315 Privileges of flight examiner endorsements

Subject to Subpart 61.E and Division 61.U.1, the holder of an endorsement mentioned in column 1 of an item in table 61.1310 is authorised to conduct each activity mentioned in column 2 of the item.

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

61.1318 Limitations on exercise of privileges of flight examiner endorsements—flight tests in aircraft

The holder of a flight test endorsement is authorised to conduct a flight test under the endorsement in an aircraft only if the flight test for the examiner's flight test endorsement was conducted in an aircraft.

61.1320 Requirements for grant of flight examiner endorsements

- (1) An applicant for an endorsement mentioned in column 1 of an item in table 61.1310 must hold:

- (a) a flight examiner rating; and
- (b) the licences and endorsements mentioned in column 3 of the item.

Note: Subregulation (1) is satisfied, in relation to a required licence, rating or endorsement, if the applicant holds a certificate of validation of an overseas flight crew licence, rating or endorsement that is equivalent to the required licence, rating or endorsement: see item 36 of Part 2 of the Dictionary.

- (2) An applicant for an endorsement mentioned in column 1 of an item in Part 1 of table 61.1310 must also have:

- (a) completed a course of training for the endorsement that:
 - (i) is conducted by CASA or the holder of an approval under regulation 61.040 to conduct the course; and
 - (ii) includes the content mentioned in the Part 61 Manual of Standards for the course; and
- (b) passed the flight test mentioned in the Part 61 Manual of Standards for the grant of the endorsement.

Note: For paragraph (b), for the conduct of flight tests, see Division 61.B.4.

- (3) An applicant for an English language assessment endorsement must also have:

- (a) completed training in the assessment of aviation English language proficiency to the ICAO standards conducted by CASA or the holder of an approval under regulation 61.040 to conduct the training; and
- (b) been assessed by CASA or the approval holder as competent to assess aviation English language proficiency to the ICAO standards; and
- (c) successfully completed an interview conducted by CASA or the holder of an approval under regulation 61.040 to conduct the interview.

- (4) For paragraph (3)(c), an applicant successfully completes an interview if the applicant satisfies CASA or the approval holder that he or she understands the standards for assessment of aviation English language proficiency.

Subpart 61.V—Flight engineer licences

61.1325 Privileges of flight engineer licences

Subject to regulations 61.1330 to 61.1352, the holder of a flight engineer licence is authorised to act as flight engineer of an aircraft certificated to be operated with a minimum flight crew that includes a flight engineer.

61.1330 Limitations on exercise of privileges of flight engineer licences—ratings

- (1) The holder of a flight engineer licence is authorised to exercise the privileges of the licence in an aircraft of a particular type only if the holder also holds the flight engineer type rating for the aircraft.
- (2) The holder of a flight engineer licence is authorised to conduct an activity mentioned in regulation 61.1395 (Privileges of flight engineer instructor ratings) only if the holder also holds a flight engineer instructor rating.
- (3) The holder of a flight engineer licence is authorised to conduct an activity mentioned in regulation 61.1445 (Privileges of flight engineer examiner ratings) only if the holder also holds a flight engineer examiner rating.

Note: In certain circumstances, a person may act as flight engineer of an aircraft of a particular type if he or she holds a pilot licence and a cruise relief flight engineer type rating for that type of aircraft: see regulation 61.830.

61.1335 Limitations on exercise of privileges of flight engineer licences—recent experience

- (1) The holder of a flight engineer licence is authorised to act as the flight engineer of an aircraft of a particular type only if the holder has, within the previous 90 days:
 - (a) performed the duties of a flight engineer by day or night during at least 3 take-offs and at least 3 landings in an aircraft of that type or an approved flight simulation training device for the purpose; or
 - (b) as a member of the flight crew of an aircraft, observed a flight engineer perform the duties of a flight engineer by day or night during at least 3 take-offs and at least 3 landings in an aircraft of that type or an approved flight simulation training device for the purpose.
- (2) For paragraphs (1)(a) and (b), each take-off must be followed by a climb to at least 500 ft AGL.
- (3) The holder is taken to meet the requirements of subregulation (1) if:
 - (a) within the previous 90 days, in an aircraft of that type or an approved flight simulator for the purpose, the holder has:
 - (i) successfully completed an instructor proficiency check, operator proficiency check or flight review; or

- (ii) passed a flight test for a flight engineer licence or a rating on a flight engineer licence; or
- (b) both:
 - (i) the holder is successfully participating in an operator's training and checking system for an operation in an aircraft of that type; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation and operations in aircraft of that type.

61.1340 Limitations on exercise of privileges of flight engineer licences—flight review

- (1) For this Part, successful completion of a flight review for a rating on a flight engineer licence requires demonstration, to a person mentioned in subregulation (2), that the holder of the rating is competent in each unit of competency mentioned in the Part 61 Manual of Standards for the rating.
- (2) For subregulation (1), the persons are as follows:
 - (a) CASA;
 - (b) the holder of an approval under regulation 61.040 for this regulation;
 - (c) a flight engineer instructor who holds a training endorsement that authorises the person to conduct flight training for the rating.
- (3) The flight review must be conducted in an aircraft or approved flight simulator for the flight review.

61.1345 Limitations on exercise of privileges of flight engineer licences—current medical certificates

The holder of a flight engineer licence is authorised to exercise the privileges of the licence only if the holder also holds:

- (a) a class 1 or 2 medical certificate; or
- (b) a medical exemption for the exercise of the privileges of the licence.

Note: A licence holder must not exercise the privileges of his or her licence and rating during any period of temporary medical unfitness that could render the holder unable to exercise those privileges safely: see regulation 67.270.

61.1350 Limitations on exercise of privileges of flight engineer licences—carriage of documents

The holder of a flight engineer licence is authorised to exercise the privileges of the licence on a flight only if the holder carries the following documents on the flight:

- (a) his or her licence document;
- (b) unless the holder holds a medical exemption for the exercise of the privileges of the licence—his or her medical certificate;
- (ba) if the holder holds a medical exemption for the exercise of the privileges of the licence—a copy of the exemption;

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- (c) a document that includes a photograph of the holder showing the holder's full face and his or her head and shoulders:
 - (i) that was issued within the previous 10 years by the government, or a government authority, of:
 - (A) the Commonwealth or a State or Territory; or
 - (B) a foreign country, or a state or province (however described) of a foreign country; and
 - (ii) that has not expired or been cancelled.

61.1352 Limitations on exercise of privileges of flight engineer licences—aviation English language proficiency

- (1) The holder of a flight engineer licence is authorised to exercise the privileges of the licence only if the holder has a current aviation English language proficiency assessment.
- (2) Subregulation (3) applies to the holder of a flight engineer licence that was granted on the basis of regulation 202.272 if the licence was granted in recognition of an old authorisation (within the meaning of regulation 202.261) that was granted on or before 4 March 2008.
- (3) Subregulation (1) does not apply to the holder in relation to the exercise of the privileges of his or her licence in Australian Territory.

61.1355 Certain holders of flight engineer licences authorised to operate aircraft radio

- (1) A person is authorised to transmit on an aviation safety radio frequency if the person holds a flight engineer licence.
- (2) For regulation 61.1345, transmitting on an aviation safety radio frequency does not constitute the exercise of the privileges of a licence.

Note 1: A person is prohibited from transmitting on an aviation safety radio frequency unless the person is authorised or qualified to do so: see regulation 91.625.

Note 2: For the definition of *aviation safety radio frequency*, see the Dictionary.

61.1360 Requirements for grant of flight engineer licences

- (1) An applicant for a flight engineer licence must be at least 18.
- (2) The applicant must meet the requirements for the grant of at least one flight engineer type rating.
- (3) The applicant must also have:
 - (a) passed the aeronautical knowledge examination for the flight engineer licence; and
 - (b) completed flight training for the flight engineer licence; and
 - (d) passed the flight test mentioned in the Part 61 Manual of Standards for the flight engineer licence; and

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(e) at least 100 hours of aeronautical experience performing the duties of a flight engineer under the direct supervision of a flight engineer instructor.

- Note 1: For paragraph (a), for the conduct of aeronautical knowledge examinations, see Division 61.B.3.
- Note 2: For paragraph (b), for the requirements for flight training, see Division 61.B.2.
- Note 3: For paragraph (d), for the conduct of flight tests, see Division 61.B.4.
- Note 4: For paragraph (e), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

- (3A) If the applicant applies on or after 1 September 2015, the applicant must also have completed an approved course of training in multi-crew cooperation.
- (4) For paragraph (3)(e), up to 50 hours of the aeronautical experience may be completed as simulated flight engineer time.
- (5) The applicant is taken to meet the requirements of paragraph (3)(e) if:
- (a) the applicant holds:
 - (i) a commercial pilot licence with the aeroplane category rating; and
 - (ii) a pilot type rating for an aeroplane that is certificated for multi-crew operation; and
 - (b) the applicant has completed at least 50 hours of flight training performing the duties of a flight engineer under the direct supervision of a flight engineer instructor.

Subpart 61.W—Flight engineer type ratings

61.1365 Privileges of flight engineer type ratings

Subject to Subpart 61.V and regulations 61.1370 to 61.1380, the holder of a flight engineer type rating is authorised to act as the flight engineer of an aircraft covered by the rating.

Note 1: Subpart 61.V sets out certain limitations that apply to all flight engineer licences, and ratings and endorsements on flight engineer licences.

Note 2: The types for which flight engineer type ratings may be granted are set out in legislative instruments under regulations 61.055 (multi-crew aircraft) and 61.060 (single-pilot aircraft).

61.1370 Limitations on exercise of privileges of flight engineer type ratings—general

- (1) This regulation applies if:
 - (a) the holder of a flight engineer type rating passed the flight test for the rating in:
 - (i) an aircraft model covered by the rating (the *first variant*); or
 - (ii) a flight simulator that represents the first variant; and
 - (b) differences training is required by a legislative instrument under regulation 61.055 for another aircraft model covered by the rating (the *second variant*).
- (2) The holder is authorised to exercise the privileges of the rating in the second variant only if the holder has completed the differences training for the second variant.

61.1375 Limitations on exercise of privileges of flight engineer type ratings—recent experience on aircraft models

The holder of a flight engineer type rating is authorised to exercise the privileges of the rating in an aircraft model covered by the rating only if:

- (a) within the previous 24 months, the holder has:
 - (i) exercised the privileges of the rating in the aircraft model; or
 - (ii) passed the flight test for the rating in the aircraft model; or
 - (iii) successfully completed a flight review in the aircraft model; or
 - (iv) if differences training is required by an instrument under regulation 61.055 or 61.060 for the aircraft model—completed the differences training; or
- (b) both:
 - (i) the holder is successfully participating in an operator's training and checking system for an operation in the aircraft model; and

- (ii) the operator holds an approval under regulation 61.040 for the system for this regulation and operations in aircraft of that model.

**61.1380 Limitations on exercise of privileges of flight engineer type ratings—
flight review**

- (1) The holder of a flight engineer type rating is authorised to exercise the privileges of the rating only if the holder has, within the previous 24 months, successfully completed a flight review for the rating in accordance with subregulation (2).
- (2) For subregulation (1), the flight review must be conducted in:
 - (a) an aircraft of the type covered by the rating; or
 - (b) an approved flight simulator for the flight review.
- (3) The holder is taken to meet the requirements of subregulation (1) if the holder:
 - (a) has passed a flight test for the rating within the previous 24 months; or
 - (b) has successfully completed an operator proficiency check that covers operations in aircraft of the type covered by the rating within the previous 24 months; or
 - (c) both:
 - (i) the holder is successfully participating in an operator's training and checking system for an operation in an aircraft of the type covered by the rating; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation and operations in aircraft of that type.

Note: For general rules in relation to flight reviews, see regulation 61.1340.

61.1385 Requirements for grant of flight engineer type ratings

- (1) This regulation applies to an applicant for a flight engineer type rating if the applicant is not taken to meet the requirements for the grant of the rating under regulation 61.1390.
- (2) The applicant must hold a flight engineer licence.

Note: Subregulation (2) is satisfied if the applicant holds a certificate of validation of an overseas flight crew licence that is equivalent to a flight engineer licence: see item 36 of Part 2 of the Dictionary.

- (3) The applicant must also have:
 - (a) completed an approved course of training for the rating, that includes:
 - (i) theory and technical training; and
 - (ii) flight training in accordance with the approved course, consisting of:
 - (A) dual flight in an aircraft of the type covered by the rating; or
 - (B) dual simulated flight in an approved flight simulator for the training; and
 - (b) passed an examination, conducted by the Part 141 or 142 operator that conducted the training mentioned in paragraph (a), testing the applicant's

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knowledge against the standards mentioned in the Part 61 Manual of Standards for the rating; and

- (c) passed the flight test mentioned in the Part 61 Manual of Standards for the rating.

Note 1: For paragraph (a), for the requirements for an approved course of training, see Division 61.B.2.

Note 2: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.

- (4) For paragraph (3)(a), the approved course of training must be conducted by:
 - (a) a Part 141 or 142 operator that is authorised to conduct the training; or
 - (b) the holder of an approval under regulation 141.035 or 142.040 to conduct the training.

61.1390 Person taken to meet requirements for grant of flight engineer type rating—new type rating

A person is taken to meet the requirements for the grant of a flight engineer type rating (the *new type rating*) if:

- (a) the person holds a flight engineer type rating (the *old type rating*) covering 2 or more aircraft models that were, in accordance with a legislative instrument under regulation 61.055 (the *old legislative instrument*), variants of each other; and
- (b) as a result of a change to the legislative instrument, or the making of a new legislative instrument:
 - (i) the models are no longer variants of each other; and
 - (ii) one or more of the models is covered by the new type rating; and
- (c) one of the following applies:
 - (i) the person passed the flight test for the old type rating in:
 - (A) an aircraft model that is covered by the new type rating; or
 - (B) a flight simulator that represents an aircraft model covered by the new type rating;
 - (ii) differences training was not required by the old legislative instrument for the person to exercise the privileges of the old type rating in an aircraft covered by the new type rating;
 - (iii) both:
 - (A) differences training was required by the old legislative instrument for the person to exercise the privileges of the old type rating in an aircraft covered by the new type rating; and
 - (B) the person has completed the differences training.

Subpart 61.X—Flight engineer instructor ratings

Division 61.X.1—Privileges and requirements for grant of flight engineer instructor ratings

61.1395 Privileges of flight engineer instructor ratings

Subject to Subpart 61.V and regulations 61.1400 to 61.1410, a flight engineer instructor is authorised:

- (a) to conduct flight training for:
 - (i) flight engineer licences; and
 - (ii) ratings on flight engineer licences, other than flight engineer examiner ratings; and
 - (iii) endorsements on flight engineer licences, other than flight engineer flight test endorsements; and
 - (iv) cruise relief flight engineer type ratings; and
- (b) to grant flight engineer training endorsements; and
- (c) to conduct training in multi-crew cooperation; and
- (d) to conduct flight reviews required by this Part for flight engineer ratings, other than flight engineer examiner ratings; and
- (e) to approve a person who does not hold a flight engineer licence, or who holds a licence but does not hold a required rating or endorsement, to act as flight engineer of an aircraft for the purpose of flight training; and
- (f) to approve a person who does not hold a flight crew licence to transmit on an aviation safety radio frequency; and
- (g) to assess the standard of knowledge of an applicant for flight engineer licence in any items mentioned in the applicant's knowledge deficiency report.

Note: Subpart 61.V sets out certain limitations that apply to all flight engineer licences, and ratings and endorsements on flight engineer licences.

61.1400 Limitations on exercise of privileges of flight engineer instructor ratings—general

- (1) The holder of a flight engineer instructor rating is authorised to exercise the privileges of the rating in an aircraft of a particular type only if the instructor also holds a flight engineer type rating for that type of aircraft.
- (2) A flight engineer instructor is authorised to conduct flight training for a flight engineer licence or a rating on a flight engineer licence only if the instructor is engaged to conduct the flight training by a Part 141 or 142 operator that is authorised to conduct the flight training.

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61.1405 Limitations on exercise of privileges of flight engineer instructor ratings—endorsements

- (1) A flight engineer instructor is authorised to conduct an activity mentioned in column 2 of an item in table 61.1430 only if the instructor also holds the flight engineer training endorsement mentioned in column 1 of the item.
- (2) A flight engineer instructor is authorised to grant an endorsement only if the instructor also holds a training endorsement required to conduct flight training for the endorsement.
- (3) A flight engineer instructor is authorised to make an assessment of a knowledge deficiency report for an applicant for a licence only if the instructor also holds a flight engineer training endorsement that authorises the instructor to provide flight training for the licence.

61.1410 Limitations on exercise of privileges of flight engineer instructor ratings—instructor proficiency check

- (1) The holder of a flight engineer instructor rating is authorised to exercise the privileges of the rating only if the holder has a valid instructor proficiency check.
- (2) For subregulation (1), the holder is taken to have a valid instructor proficiency check during the following periods:
 - (a) the period from when the holder passes the flight test for the rating to the end of the 24th month after the month in which the holder passes the flight test;
 - (b) if:
 - (i) the holder passes the flight test for a training endorsement; and
 - (ii) the flight test is conducted more than 6 months after the holder passes the flight test for the rating;the period from when the holder passes the flight test for the endorsement to the end of the 24th month after the month in which the holder passes the flight test for the endorsement;
 - (c) if the holder successfully completes an operator proficiency check that covers operations under the rating, and that is conducted by a flight engineer examiner who holds a flight engineer instructor rating flight test endorsement—the period from when the holder successfully completes the check to the end of the 24th month after the month in which the holder successfully completes the check;
 - (d) if:
 - (i) the holder is successfully participating in an operator's training and checking system for an operation under the rating; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation;the period during which the holder is successfully participating in the system;

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- (e) if the holder successfully completes an instructor proficiency check—the period from when the holder successfully completes the check to the end of the 24th month after the month in which the holder successfully completes the check;
- (f) if:
 - (i) the holder is taken to have a valid instructor proficiency check under any of paragraphs (a) to (e) (the *existing check*); and
 - (ii) within 3 months before the validity of the existing check expires, the holder successfully completes an instructor proficiency check;
the period from when the validity of the existing check expires to the end of the 24th month after the validity of the existing check expires.
- (3) However, if, at any time, the holder attempts, but does not successfully complete, an instructor proficiency check, the holder is no longer taken to have a valid instructor proficiency check.
- (4) For paragraphs (2)(e) and (f), the holder successfully completes an instructor proficiency check if:
 - (a) the instructor proficiency check is conducted in an aircraft or an approved flight simulation training device for the proficiency check; and
 - (b) a person mentioned in subregulation (5) assesses the holder's competency to conduct flight training as meeting the standards mentioned in the Part 61 Manual of Standards for a flight engineer instructor rating; and
 - (c) the person endorses the holder's licence document to the effect that the holder has completed the instructor proficiency check on the date stated.
- (5) For paragraph (4)(b), the persons are as follows:
 - (a) CASA;
 - (b) a flight engineer examiner;
 - (c) the holder of an approval under regulation 61.040 to conduct the proficiency check.

61.1415 Requirements for grant of flight engineer instructor ratings

- (1) An applicant for a flight engineer instructor rating must:
 - (a) hold a flight engineer licence; and
 - (b) meet the requirements for the grant of at least one flight engineer training endorsement.

Note: Paragraph (a) is satisfied if the applicant holds a certificate of validation of an overseas flight crew licence that is equivalent to a flight engineer licence: see item 36 of Part 2 of the Dictionary.

- (2) The applicant must also have:
 - (a) passed an examination on the knowledge standards mentioned in the Part 61 Manual of Standards for the flight engineer 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 flight engineer instructor rating.

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Subpart 61.X Flight engineer instructor ratings

Division 61.X.1 Privileges and requirements for grant of flight engineer instructor ratings

Regulation 61.1415

Note 1: For paragraph (a), for the conduct of aeronautical knowledge examinations, see Division 61.B.3.

Note 2: For paragraph (b), for the requirements for flight training, see Division 61.B.2.

Note 3: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.

- (3) The applicant must also:
- (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.

Division 61.X.2—Obligations of flight engineer instructors

61.1420 Obligations of flight engineer instructors—training

- (1) A flight engineer instructor commits an offence if:
 - (a) the instructor conducts:
 - (i) flight training for a flight engineer type rating or a cruise relief flight engineer type rating; or
 - (ii) differences training;
in an aircraft; and
 - (b) regulation 61.205 prohibits the conduct of the training in the aircraft.

Penalty: 50 penalty units.
- (2) An offence against this regulation is an offence of strict liability.

61.1425 Obligations of flight engineer instructors—flight review

- (1) A flight engineer instructor commits an offence if:
 - (a) the instructor conducts a flight review for the holder of a flight engineer licence or a cruise relief flight engineer type rating; and
 - (b) the holder successfully completes the flight review; and
 - (c) the instructor does not, within 14 days after the day the flight review is successfully completed:
 - (i) endorse the holder's licence document in accordance with subregulation (2); and
 - (ii) give CASA a written notice that complies with subregulation (3).

Penalty: 50 penalty units.
- (2) For subparagraph (1)(c)(i), the following details must be endorsed on the licence document:
 - (a) a statement to the effect that the holder has successfully completed the flight review;
 - (b) the date on which the flight review was successfully completed;
 - (c) the rating for which the flight review was conducted.
- (3) For subparagraph (1)(c)(ii), the notice must state the following:
 - (a) the holder's name and ARN;
 - (b) that the holder has successfully completed the flight review;
 - (c) the date on which the flight review was successfully completed;
 - (d) the rating for which the flight review was conducted.
- (4) An offence against this regulation is an offence of strict liability.

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61.1427 Obligations of flight engineer instructors—approval to operate aircraft radio

- (1) A flight engineer instructor commits an offence if:
- (a) the instructor approves a person who does not hold a flight crew licence (the *student*) to transmit on an aviation safety radio frequency; and
 - (b) the student is not qualified for approval.

Penalty: 50 penalty units.

- (2) For paragraph (1)(b), a student is qualified for approval only if:
- (a) the student has been assessed by CASA or an examiner as meeting the general English language proficiency standard mentioned in the Part 61 Manual of Standards; or
 - (b) the student has completed an approved course of training in English language proficiency.

Division 61.X.3—Privileges and requirements for grant of flight engineer training endorsements

61.1430 Kinds of flight engineer training endorsement

The kinds of flight engineer training endorsement are set out in column 1 of table 61.1430.

Table 61.1430 Flight engineer training endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
1	Flight engineer type rating training endorsement (type specific)	Conduct flight training for a flight engineer licence Conduct flight training for a flight engineer type rating for the specified aircraft type Conduct flight training for a cruise relief flight engineer type rating on a pilot licence for the specified aircraft type	At least 200 hours of flight time as a flight engineer At least 100 hours of flight time as flight engineer of an aircraft of the specified type
2	Flight engineer instructor rating training endorsement	Conduct flight training for a flight engineer instructor rating	At least 500 hours conducting flight training for the grant of a flight engineer licence or a rating on a flight engineer licence At least 200 hours conducting training for the grant of a flight engineer type rating

61.1435 Privileges of flight engineer training endorsements

Subject to Subpart 61.V and Division 61.X.1, the holder of an endorsement mentioned in column 1 of an item in table 61.1430 is authorised to conduct the activities mentioned in column 2 of the item.

Note: Subpart 61.V sets out certain limitations that apply to all flight engineer licences, and ratings and endorsements on flight engineer licences.

61.1440 Requirements for grant of flight engineer training endorsements

- (1) An applicant for an endorsement mentioned in column 1 of an item in table 61.1430 must hold a flight engineer instructor rating.

Note: Subregulation (1) is satisfied, in relation to a required rating, if the applicant holds a certificate of validation of a foreign licence, rating or endorsement that is equivalent to the rating: see item 36 of Part 2 of the Dictionary.

- (2) The applicant must also have:

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Division 61.X.3 Privileges and requirements for grant of flight engineer training endorsements

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- (a) met the aeronautical experience requirements mentioned in column 3 of the item; and
- (b) completed flight training for the endorsement; and
- (c) passed the flight test mentioned in the Part 61 Manual of Standards for the endorsement.

Note 1: For paragraph (a), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

Note 2: For paragraph (b), for the requirements for flight training, see Division 61.B.2.

Note 3: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.

- (3) An applicant for a flight engineer type rating training endorsement for a specified aircraft type must also hold the flight engineer type rating for the aircraft type.

Note: Subregulation (3) is satisfied, in relation to a required rating, if the applicant holds a certificate of validation of a foreign licence, rating or endorsement that is equivalent to the rating: see item 36 of Part 2 of the Dictionary.

Subpart 61.Y—Flight engineer examiner ratings

Division 61.Y.1—Privileges and requirements for grant of flight engineer examiner ratings

61.1445 Privileges of flight engineer examiner ratings

Subject to Subpart 61.V and regulations 61.1455 to 61.1470, a flight engineer examiner is authorised:

- (a) to conduct flight tests for the grant of:
 - (i) flight engineer licences; and
 - (ii) ratings or endorsements on flight engineer licences; and
 - (iii) cruise relief flight engineer type ratings; and
- (b) to grant to holders of flight engineer licences:
 - (i) ratings, other than flight engineer examiner ratings; and
 - (ii) endorsements, other than flight engineer examiner rating flight test endorsements; and
- (c) to grant cruise relief flight engineer type ratings; and
- (d) to conduct instructor proficiency checks for holders of flight engineer instructor ratings; and
- (e) to conduct training and checking of holders of flight engineer licences for AOC holders; and
- (f) to conduct flight training for flight engineer examiner ratings and flight engineer flight test endorsements; and
- (g) to conduct assessments of aviation English language proficiency.

Note: Subpart 61.V sets out certain limitations that apply to all flight engineer licences, and ratings and endorsements on flight engineer licences.

61.1455 Limitations on exercise of privileges of flight engineer examiner ratings—endorsements

- (1) A flight engineer examiner is authorised to conduct a flight test, or grant a rating or endorsement, mentioned in column 2 of an item in Part 1 of table 61.1495 only if the examiner also holds the flight engineer flight test endorsement mentioned in column 1 of the item.
- (2) A flight engineer examiner is authorised to conduct a flight test for a rating or endorsement only if the examiner:
 - (a) also holds a rating or endorsement of the same kind; or
 - (b) holds an approval under regulation 61.040 to conduct the flight test.
- (3) A flight engineer examiner is authorised to conduct an instructor proficiency check only if the examiner also holds a flight engineer instructor rating flight test endorsement.

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Subpart 61.Y Flight engineer examiner ratings

Division 61.Y.1 Privileges and requirements for grant of flight engineer examiner ratings

Regulation 61.1460

- (4) A flight engineer examiner is authorised to conduct flight training for a flight engineer examiner rating or flight engineer flight test endorsement only if the examiner also holds a flight engineer examiner rating flight test endorsement.
- (5) A flight engineer examiner is authorised to conduct an activity mentioned in column 2 of item 4 of table 61.1495 only if the examiner also holds an English language assessment endorsement.

61.1460 Limitations on exercise of privileges of flight engineer examiner ratings—professional development

A flight engineer examiner is authorised to exercise the privileges of his or her flight engineer examiner rating only if the examiner has, during the previous 24 months, successfully completed:

- (a) a professional development program conducted by CASA including the content mentioned in the Part 61 Manual of Standards for the program; or
- (b) an approved course of professional development conducted by the holder of an approval under regulation 61.040 to conduct the course.

61.1465 Limitations on exercise of privileges of flight engineer examiner ratings—recent experience

A flight engineer examiner is authorised to conduct a flight test in an aircraft of a particular type, or a flight simulation training device that represents an aircraft of a particular type only if the examiner meets the recent experience requirements mentioned in this Part for the exercise of the privileges of a flight engineer licence in an aircraft of that type.

61.1470 Limitations on exercise of privileges of flight engineer examiner ratings—examiner proficiency check

- (1) The holder of a flight engineer examiner rating is authorised to exercise the privileges of the rating only if the holder has a valid examiner proficiency check.
- (2) For subregulation (1), the holder is taken to have a valid examiner proficiency check during the following periods:
 - (a) the period from when the holder passes the flight test for the rating to the end of the 24th month after the month in which the holder passes the flight test;
 - (b) if:
 - (i) the holder passes the flight test for a flight engineer examiner endorsement; and
 - (ii) the flight test is conducted more than 6 months after the holder passes the flight test for the rating;the period from when the holder passes the flight test for the endorsement to the end of the 24th month after the month in which the holder passes the flight test for the endorsement;

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- (c) if the holder successfully completes an examiner proficiency check—the period from when the holder successfully completes the check to the end of the 24th month after the month in which the holder successfully completes the check;
- (d) if:
 - (i) the holder is taken to have a valid examiner proficiency check under any of paragraphs (a) to (c) (the *existing check*); and
 - (ii) within 3 months before the validity of the existing check expires, the holder successfully completes another examiner proficiency check; the period from when the validity of the existing check expires to the end of the 24th month after the validity of the existing check expires.
- (3) However, if, at any time, the holder attempts, but does not successfully complete, an examiner proficiency check, the holder is no longer taken to have a valid examiner proficiency check.
- (4) For paragraphs (2)(c) and (d), the holder successfully completes an examiner proficiency check if:
 - (a) the examiner proficiency check is conducted in an aircraft or an approved flight simulation training device for the proficiency check; and
 - (b) a person mentioned in subregulation (5) assesses the holder's competency to conduct flight testing as meeting the standards mentioned in the Part 61 Manual of Standards for a flight engineer examiner rating; and
 - (c) the person endorses the holder's licence document to the effect that the holder has completed the examiner proficiency check on the date stated.
- (5) For paragraph (4)(b), the persons are as follows:
 - (a) CASA;
 - (b) the holder of an approval under regulation 61.040 to conduct the proficiency check.

61.1475 Requirements for grant of flight engineer examiner ratings

- (1) An applicant for a flight engineer examiner rating must:
 - (a) hold:
 - (i) a flight engineer licence; and
 - (ii) a flight engineer instructor rating; and
 - (b) meet the requirements for the grant of at least one flight engineer flight test endorsement.

Note: Paragraph (a) is satisfied, in relation to a required licence or rating, if the applicant holds a certificate of validation of a foreign licence, rating or endorsement that is equivalent to the required licence or rating: see item 36 of Part 2 of the Dictionary.

- (2) The applicant must also have:
 - (a) completed a course of training for the rating that:
 - (i) is conducted by CASA or the holder of an approval under regulation 61.040 to conduct the course; and

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- (ii) includes the content mentioned in the Part 61 Manual of Standards for the course; and
- (b) passed the flight test mentioned in the Part 61 Manual of Standards for the flight engineer examiner rating; and
- (c) successfully completed an interview conducted by CASA.

Note: For paragraph (b), for the conduct of flight tests, see Division 61.B.4.

- (3) For paragraph (2)(c), an applicant successfully completes an interview if he or she satisfies CASA that he or she has the necessary skills and experience to be granted a flight engineer examiner rating.

Division 61.Y.2—Obligations of flight engineer examiners

61.1480 Obligations of flight engineer examiners—flight tests: strict liability offences

- (1) A flight engineer examiner commits an offence if the examiner:
- (a) conducts a flight test for a flight engineer licence, a rating on a flight engineer licence or a cruise relief flight engineer type rating; and
 - (b) is not nominated to conduct the flight test:
 - (i) by the applicant's training provider under subregulation 61.245(3); or
 - (ii) by CASA under subregulation 61.245(4).

Penalty: 50 penalty units.

- (2) A flight engineer examiner commits an offence if the examiner:
- (a) conducts a flight test for a flight engineer licence; and
 - (b) is the person who provided the certification under paragraph 61.235(2)(aa) (Flight tests for flight crew licences and ratings—prerequisites) for the person taking the flight test.

Penalty: 50 penalty units.

- (3) A flight engineer examiner commits an offence if the examiner:
- (a) conducts a flight test for a flight engineer licence, a rating on a flight engineer licence or a cruise relief flight engineer type rating; and
 - (b) does not:
 - (i) conduct the flight test in accordance with the standards mentioned in the Part 61 Manual of Standards; and
 - (ii) assess the applicant for the licence or rating against the competency standards mentioned in the Part 61 Manual of Standards for the flight test.

Penalty: 50 penalty units.

- (4) A flight engineer examiner commits an offence if the examiner:
- (a) conducts a flight test for a flight engineer licence, a rating on a flight engineer licence or a cruise relief flight engineer type rating; and
 - (b) does not:
 - (i) at the completion of the flight test, advise the applicant and the Part 141 or 142 operator responsible for the applicant's training of the result of the flight test, including the reasons for any failure in an element of the flight test; and
 - (ii) within 14 days after the day the flight test is successfully completed:
 - (A) complete a report, in an approved form, setting out the result of the flight test; and
 - (B) give a completed copy of the report to the applicant, the Part 141 or 142 operator and CASA.

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Penalty: 50 penalty units.

- (5) A flight engineer examiner commits an offence if the examiner:
- (a) conducts a flight test for a flight engineer licence, a rating on a flight engineer licence or a cruise relief flight engineer type rating; and
 - (b) has not notified CASA of the examiner's intention to conduct the flight test at least 24 hours before conducting the flight test.

Penalty: 50 penalty units.

- (6) An offence against this regulation is an offence of strict liability.

61.1485 Obligations of flight engineer examiners—flight tests: other offences

- (1) A flight engineer examiner commits an offence if:
- (a) the examiner conducts a flight test for a flight engineer licence; and
 - (b) when the test begins, the examiner is not satisfied that the applicant:
 - (i) is at least the minimum age to hold the licence; and
 - (ii) has passed the aeronautical knowledge examination for the licence; and
 - (iii) has met the flight training requirements for the grant of the licence; and
 - (iv) has met the aeronautical experience requirements for the licence; and
 - (v) has a current aviation English language proficiency assessment.

Penalty: 50 penalty units.

- (2) A flight engineer examiner commits an offence if:
- (a) the examiner conducts a flight test for a rating on a flight engineer licence or a cruise relief flight engineer type rating; and
 - (b) when the test begins, the examiner is not satisfied that the applicant:
 - (i) has passed the aeronautical knowledge examination for the rating; and
 - (ii) has met the flight training requirements for the grant of the rating; and
 - (iii) has met the aeronautical experience requirements for the rating.

Penalty: 50 penalty units.

61.1490 Obligations of flight engineer examiners—proficiency checks

- (1) A flight engineer examiner commits an offence if:
- (a) the examiner conducts an instructor proficiency check for the holder of a flight engineer licence; and
 - (b) the holder successfully completes the proficiency check; and
 - (c) the examiner does not, within 14 days after the day the holder successfully completes the proficiency check:
 - (i) endorse the holder's licence document in accordance with subregulation (2); and
 - (ii) give CASA a written notice that complies with subregulation (3).

Penalty: 50 penalty units.

- (2) For subparagraph (1)(c)(i), the following details must be endorsed on the licence document:
- (a) a statement to the effect that the holder has successfully completed the proficiency check;
 - (b) the date on which the proficiency check was successfully completed.
- (3) For subparagraph (1)(c)(ii), the notice must state the following:
- (a) the holder's name and ARN;
 - (b) that the holder has successfully completed the proficiency check;
 - (c) the date on which the proficiency check was successfully completed;
 - (d) if the proficiency check was conducted in an aircraft—the aircraft's nationality and registration marks;
 - (e) if the proficiency check was conducted in a flight simulator—the identifying number for the flight simulator stated on its flight simulator qualification certificate.
- (3A) A flight engineer examiner commits an offence if:
- (a) the examiner conducts an instructor proficiency check; and
 - (b) the examiner has not notified CASA of the examiner's intention to conduct the proficiency check at least 24 hours before conducting the proficiency check; and
 - (c) the examiner does not hold, under regulation 61.040, an approval to conduct the proficiency check without notifying CASA of his or her intention to conduct the proficiency check.

Penalty: 50 penalty units.

- (4) An offence against this regulation is an offence of strict liability.

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Division 61.Y.3 Privileges and requirements for grant of flight engineer examiner endorsements

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Division 61.Y.3—Privileges and requirements for grant of flight engineer examiner endorsements

61.1495 Kinds of flight engineer examiner endorsement

The kinds of flight engineer examiner endorsement are set out in column 1 of table 61.1495.

Table 61.1495 Flight engineer examiner endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
<i>Part 1—Flight engineer flight test endorsements</i>			
1	Flight engineer type rating flight test endorsement (type specific)	Conduct flight test for a flight engineer licence Conduct flight test for the specified flight engineer type rating Conduct flight test for the cruise relief flight engineer type rating for the specified aircraft type	Flight engineer type rating training endorsement
2	Flight engineer instructor rating flight test endorsement	Conduct flight test for a flight engineer instructor rating or flight engineer training endorsement	Flight engineer instructor rating training endorsement
3	Flight engineer examiner rating flight test endorsement	Conduct flight test for a flight engineer examiner rating or flight engineer flight test endorsement	
<i>Part 2—Other flight engineer examiner endorsements</i>			
4	English language assessment endorsement (flight engineer)	Conduct a level 6 aviation English language proficiency assessment Conduct a general English language proficiency assessment	

61.1500 Privileges of flight engineer examiner endorsements

Subject to Subpart 61.V and Division 61.Y.1, the holder of an endorsement mentioned in column 1 of an item in table 61.1495 is authorised to conduct the activities mentioned in column 2 of the item.

Note: Subpart 61.V sets out certain limitations that apply to all flight engineer licences, and ratings and endorsements on flight engineer licences.

61.1505 Requirements for grant of flight engineer examiner endorsements

- (1) An applicant for an endorsement mentioned in column 1 of an item in table 61.1495 must hold:
 - (a) a flight engineer examiner rating; and
 - (b) the endorsement (if any) mentioned in column 3 of the item.

Note: Paragraph (a) is satisfied, in relation to a required rating or endorsement, if the applicant holds a certificate of validation of a foreign licence, rating or endorsement that is equivalent to the required rating or endorsement: see item 36 of Part 2 of the Dictionary.

- (2) An applicant for an endorsement mentioned in column 1 of an item in Part 1 of table 61.1495 must also have:
 - (a) completed a course of training for the endorsement that:
 - (i) is conducted by CASA or the holder of an approval under regulation 61.040 to conduct the course; and
 - (ii) includes the content mentioned in the Part 61 Manual of Standards for the course; and
 - (b) passed the flight test mentioned in the Part 61 Manual of Standards for the endorsement.

Note: For paragraph (b), for the conduct of flight tests, see Division 61.B.4.

- (3) An applicant for an English language assessment endorsement must also have:
 - (a) completed training in the assessment of aviation English language proficiency to the ICAO standards conducted by CASA or the holder of an approval under regulation 61.040 to conduct the training; and
 - (b) been assessed by CASA or the approval holder as competent to assess aviation English language proficiency to the ICAO standards; and
 - (c) successfully completed an interview conducted by CASA or the holder of an approval under regulation 61.040 to conduct the interview.
- (4) For paragraph (3)(c), an applicant successfully completes an interview if the applicant satisfies CASA or the approval holder that he or she understands the standards for assessment of aviation English language proficiency.

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Subpart 61.Z—Glider pilot licences

Note: Subpart 61.E does not apply to glider pilot licences: see the definition of *pilot licence* in regulation 61.010.

61.1510 Privileges of glider pilot licences

Subject to regulations 61.1515 to 61.1535, the holder of a glider pilot licence is authorised:

- (a) to pilot a glider as pilot in command; and
- (b) to transmit on an aviation safety radio frequency.

Note 1: A person is prohibited from transmitting on an aviation safety radio frequency unless the person is authorised or qualified to do so: see regulation 91.625.

Note 2: For the definition of *aviation safety radio frequency*, see the Dictionary.

61.1515 Limitations on exercise of privileges of glider pilot licences—general

- (1) The holder of a glider pilot licence is authorised to conduct an activity in the exercise of the privileges of the licence only if the activity is conducted in accordance with:
 - (a) the operations manual or exposition (whichever is applicable) of a glider organisation; or
 - (b) an approval, held by the holder, under regulation 61.040 for this paragraph.
- (2) The holder of a glider pilot licence is authorised to act as pilot in command of a glider of a particular kind only if the holder:
 - (a) has received training in the operation of gliders of that kind; and
 - (b) has been assessed as competent to operate a glider of that kind.
- (3) The holder of a glider pilot licence is authorised to act as pilot in command of a glider in a flight that begins with a launch using a particular method only if the holder:
 - (a) has received training in the launching method; and
 - (b) has been assessed as competent to pilot a glider using the launching method.
- (4) For subregulations (2) and (3), the training and assessment must be conducted by:
 - (a) a person authorised by a glider organisation to conduct training and assessment in a glider; or
 - (b) the holder of an approval under regulation 61.040 to conduct the training and assessment.

61.1520 Limitations on exercise of privileges of glider pilot licences—recent experience

The holder of a glider pilot licence is authorised to act as pilot in command of a glider carrying a passenger only if the holder meets the recent experience requirements mentioned in the operations manual or exposition (whichever is applicable) of the glider organisation that granted the certificate mentioned in subregulation 61.1540(2) to the holder.

61.1525 Limitations on exercise of privileges of glider pilot licences—flight review

- (1) The holder of a glider pilot licence is authorised to exercise the privileges of the licence only if the holder has, within the previous 24 months, successfully completed a flight review for the licence.
- (2) The holder is taken to meet the requirements of subregulation (1) if the holder was granted the licence within the previous 24 months.
- (3) For subregulation (1), successful completion of a flight review requires:
 - (a) demonstration, to the holder of an approval under regulation 61.040 to conduct the flight review, that the holder is competent in each unit of competency mentioned in the Part 61 Manual of Standards for the licence; or
 - (b) successful completion of the flight review requirements of a glider organisation.

61.1530 Limitations on exercise of privileges of glider pilot licences—medical certificates

The holder of a glider pilot licence is authorised to pilot a glider as pilot in command only if the holder also holds:

- (a) a class 1 or 2 medical certificate; or
- (b) a medical exemption for the exercise of the privileges of the licence.

Note: A licence holder must not exercise the privileges conferred by his or her licence and rating during any period of temporary medical unfitness that could render the holder unable to exercise those privileges safely: see regulation 67.270.

61.1535 Limitations on exercise of privileges of glider pilot licences—carriage of documents

The holder of a glider pilot licence is authorised to exercise the privileges of the licence on a flight only if the holder carries the following documents on the flight:

- (a) his or her licence document;
 - (b) unless the holder holds a medical exemption for the exercise of the privileges of the licence—his or her medical certificate;
 - (ba) if the holder holds a medical exemption for the exercise of the privileges of the licence—a copy of the exemption;
-

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- (c) a document that includes a photograph of the holder showing the holder's full face and his or her head and shoulders:
 - (i) that was issued within the previous 10 years by the government, or a government authority, of:
 - (A) the Commonwealth or a State or Territory; or
 - (B) a foreign country, or a state or province (however described) of a foreign country; and
 - (ii) that has not expired or been cancelled.

61.1540 Requirements for grant of glider pilot licences

- (1) An applicant for a glider pilot licence must be at least 16.
- (2) The applicant must hold a pilot certificate that:
 - (a) is granted by a glider organisation; and
 - (b) is granted on the basis of the applicant meeting competency standards that are at least equivalent to the competency standards for the glider pilot licence mentioned in the Part 61 Manual of Standards; and
 - (c) permits the holder to pilot a glider, as pilot in command.
- (3) The applicant must also have aeronautical experience that includes:
 - (a) at least 6 hours of flight time in a glider; and
 - (b) at least 2 hours of solo flight time in a glider; and
 - (c) at least 20 launches, and at least 20 landings, as pilot of a glider.

Note: For the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.