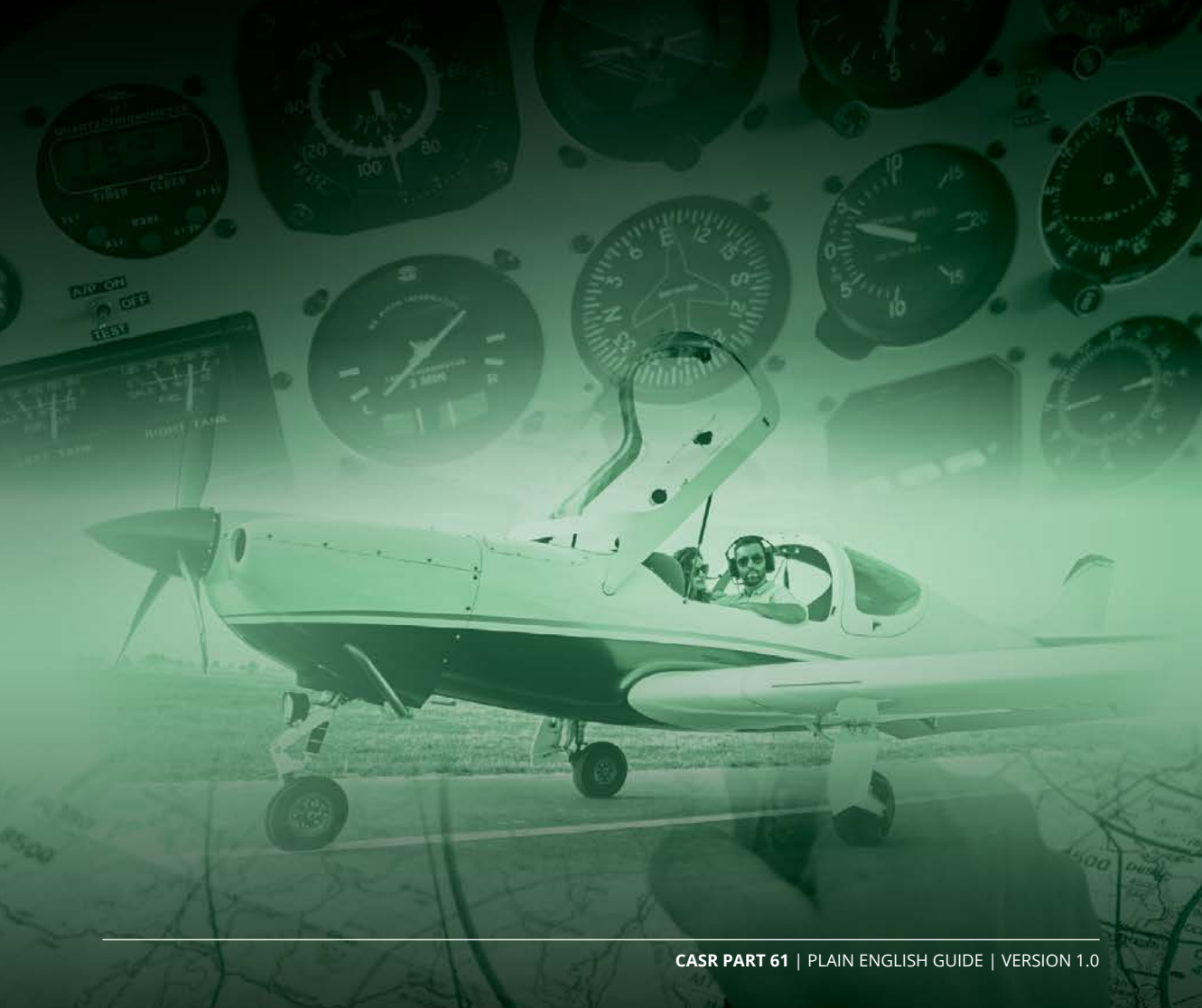


CHAPTER 13

TRANSITIONING A PART 5 OF CAR LICENCE



13.1 Overview

This chapter details the specific requirements for holders of a Part 5 of CAR licence.

You can no longer exercise the privileges of your Part 5 of CAR licence. If you hold a CAR 5 licence, it will need to be transitioned to a Part 61 licence.

Transition to a Part 61 licence includes your licences, ratings, endorsements, authorisations, approvals and delegations issued under:

- › Part 5 of CAR
- › a CAO made under Part 5 of CAR
- › CAO 29.10 Air service operations – aircraft engaged in aerial stock mustering operations – low-level flying operations.

13.2 Grant of a new authorisation based on an old authorisation

(202.272 and 202.274)

As the holder of an old authorisation, you are taken to meet the requirements for the grant of an equivalent new authorisation provided you meet the following requirements:

- › you held your old authorisation at time before 1 September 2014
- › your old authorisation is not the equivalent of a flight examiner rating
- › your old authorisation was not surrendered or cancelled before 1 September 2018
- › on or after 1 September 2018 you applied for an equivalent new authorisation under Part 61.

If your old authorisation was an aircraft endorsement, you will only meet the requirements for the grant of the equivalent aircraft class or type rating if, prior to 1 September 2014, your old authorisation was equivalent to a flight crew licence.

If your old authorisation was suspended and would have continued to be suspended if it had remained in force, the new authorisation will also be suspended until the time of suspension the old authorisation would have ended.

If your old authorisation was subject to a condition, the new authorisation must be granted with an equivalent condition.

13.3 Transition requirements

In order to transition your licence, you will need to complete the Recognition and Transfer CAR Part 5 Qualifications form (Form 61-9TX).

If you are seeking to add additional permissions to your licence, you will need to provide evidence to support your request. You must provide certified copies of documents as part of your application.

Each section of the form provides guidance on the evidence to be provided. For more information on certified copies and who can witness them, see the CASA website.

Some documents can be certified by the flight instructor conducting your flight review, endorsement or the flight examiner conducting a flight test. When certifying the documents, the following words should be used:

'This is a true copy of the original document, sighted by me [name], [signature], [date], [ARN]'

If CASA does not have a photo of you that is less than 10 years old, you must also submit a current photo with CASA using the Lodgement of current photo with CASA Form 61-9PIC.

An ARN is required to complete this form. If you do not have an ARN, you can apply through the CASA portal. See section 1.19 of this guide. It is important to note that CASA will use the details based on your ARN information for any contact with you.

13.4 Student pilot licence

(202.277C and FCLM)

The recreational pilot licence (RPL) has replaced the student pilot licence (SPL) as well as the general flying progress test (GFPT).

To turn your student pilot licence plus GFPT into an RPL, you must:

- › do the flight review for your aircraft rating
- › go through the Part 61 transition process.

You can undertake the transition process (see section 13.3 of this guide) at any time. However, it is recommended you undertake the transition after your flight review is successfully completed.

Changes under the RPL from a student pilot licence include:

- › making decisions about your own flights – for example, flight planning, go and no-go decisions, and fuel planning
- › ensuring your aircraft is airworthy prior to flight
- › reporting airworthiness and safety issues and occurrences.

If you already hold a flight radiotelephone operator licence, you will be granted the flight radio endorsement under your new RPL licence.

If you held a student pilot licence before 1 September 2014 and had not passed the GFPT before that date, you are taken to have been assessed as meeting the general English proficiency standard.

13.5 Radio operator certificate

(202.301, 202.302, 202.303, 202.304 and 202.305)

This section applies if you are the holder of an old authorisation (radio operator certificate) that:

- › was in force prior to 1 September 2014
- › continued to be in force after that date.

You meet the requirements for the issue of an aeronautical radio operator licence if:

- › your old authorisation was not surrendered or cancelled prior to 1 September 2018
- › you have applied to CASA for the granting of an aeronautical radio operator licence after 1 September 2018.

Your old authorisation continues to remain in force as an aeronautical radio operator certificate until its original cessation time.

If your old authorisation was suspended prior to 1 September 2014, and the suspension time ends before the expiry of the authorisation, the old authorisation comes back into force as if it were an aeronautical radio operator certificate.

If your old authorisation was subject to any conditions that remain in force, your aeronautical radio operator certificate will be granted subject to those same conditions.

Any action commenced prior to 1 September 2014, to vary, suspend or cancel your old authorisation, is still the same action applicable to your new authorisation.

Should you have made an application for an old authorisation (prior to 1 September 2014) and the application had not been finalised, the application is considered an application for the grant of an equivalent new authorisation.



13.6 Approval to taxi an aircraft

(202.308, 202.309, 202.310, 202.304 and 202.305)

This section applies if you are the holder of an old authorisation to taxi an aircraft that:

- › was in force prior to 1 September 2014
- › continued to be in force after that date.

Your continued authorisation, in the form of a certificate of competency, will remain in force until the cessation time of your old authorisation.

If your old authorisation was suspended prior to 1 September 2014, and the suspension time ends before the expiry of the authorisation, the old authorisation comes back into force as if it were a certificate of competency.

Any action commenced prior to 1 September 2014, to vary, suspend or cancel your old authorisation is still the same action applicable to your certificate of competency.

13.7 Aircraft class and type ratings

(FCLM 4.1)

Qualifications issued under CAR Part 5 were on the basis of specific aircraft endorsements, for example, B737 300–900, Beechcraft Baron or a group of aircraft under the one class endorsement, such as ‘single engine aircraft under 5700kg’.

Under Part 61 qualifications are now issued on the basis of class and type ratings for each aircraft category. Table 51 shows a comparison between the two sets of regulations regarding aircraft qualifications.

Table 51: Examples of aircraft type and class ratings

Example aircraft	CAR Part 5	CASR Part 61
Cessna 172 / Piper PA28	both aircraft were included in the ‘single engine aircraft not exceeding 5,700 kg maximum take-off weight’ endorsement	both aircraft are now included in the ‘single engine aeroplane class rating’
Beechcraft duchess (BE76) / piper Seminole (PA44)	separate BE76 endorsement / separate PA44 endorsement	both aircraft included in the ‘multi-engine aeroplane class rating’
Boeing 737 300–900	Boeing 737 300–900 endorsement	Boeing 737 300–900 type rating

CASR Part 61 includes Part 61 Flight Crew Licensing (Prescribed Aircraft and Type Ratings) which specifies aircraft covered by type ratings. This also includes other aircraft which are covered by an aeroplane class rating but because of their complexity or handling characteristics are subject to training and flight review conditions.

13.8 Flight activity endorsements

If you hold one of the following flight activity endorsements, you will need to supply additional documentation to support the transition to a Part 61 licence:

- › aerobatics
- › aerobatics (500 ft AGL lower limit)
- › aerobatics (1,000 ft AGL lower limit)
- › aerobatics (1,500 ft AGL lower limit)
- › aerobatics (unlimited)
- › formation (aeroplane)
- › formation (helicopter)
- › spinning.

The following documents are required as appropriate:

- › certified copies of your logbook pages showing entries made for the purpose of recording the training completed for the relevant flight activity
- › certified copies of your logbook pages with entries made for the purpose of recording the conduct of the relevant flight activity as pilot in command
- › certified copies of your logbook page showing the stamp/entry for a flight activity made under CAR Part 5 which is the equivalent of the flight activity endorsement applied for under CASR Part 61
- › certified copies of any instrument issued to you by CASA authorising the conduct of the flight activity (current or expired).

For more information on flight activity endorsements, See chapter 9 of this guide.



13.9 Design feature endorsements

If you hold one of the following design feature endorsements, you will need to supply additional documentation to support the transition to a Part 61 licence:

- › tailwheel undercarriage
- › pressurisation system
- › retractable undercarriage
- › floatplane
- › manual propeller pitch control
- › floating hull
- › gas turbine engine
- › ski landing gear
- › multi-engine centreline thrust
- › float alighting gear.

The following documents are required as appropriate:

- › certified copies of your logbook pages showing entries for an aircraft flown that has the design features applied for
- › certified copies of training records for an aircraft with design features applied for.

For more information on design feature endorsements see chapter 6 of this guide.

13.10 Operational ratings

(FCLM 10.2)

The following operational ratings will be transferred automatically onto your Part 61 licence with the appropriate endorsements:

- › instrument rating
- › private instrument rating
- › night VFR rating
- › flight examiner rating
- › simulator instructor rating
- › aerial application rating.

Some endorsements for your flight instructor rating will also transfer automatically, however additional action will be required for specific training endorsements.

The CASR Part 61 aerial application rating (replacing the CAR Part 5 aerial agricultural rating) now includes firefighting as an endorsement on the rating. You will need to submit form 61-2FF Transition of pilots authorised to conduct firefighting operations.

Table 52 identifies the ratings that exist under Part 5 of CAR and their equivalent CASR Part 61 rating or new Part 61 rating.

Table 52: Operational ratings

CAR Part 5 qualification	CASR Part 61 rating	Comments
command instrument rating	instrument rating	
private instrument flight rating	private instrument rating	
night VFR rating	night VFR rating	
flight instructor rating	flight instructor rating	
	simulator instructor rating	new qualification
approved testing office	flight examiner rating	new qualification
grade of agricultural rating	aerial application rating	new qualification
low-level approvals	low-level rating	new qualification

Low-level rating: category endorsements

Low-level ratings are a new rating introduced under CASR Part 61.

Low-level activities such as stock mustering, power-line inspection, fish spotting etc., can be conducted under the authority of an instrument issued directly to an individual or indirectly under an operator's approval. If you can provide evidence of the conduct of these activities, you may be eligible for issue of a low-level rating, with a category endorsement and/or additional endorsement(s), depending on the evidence provided.

At this time, aerial mustering (aeroplane) is the only applicable endorsement.

The following documents are required as appropriate:

- › certified copies of your logbook pages showing entries evidencing conduct of the operations relating to the endorsement you wish to apply for
- › a certified copy of any instrument issued directly to you
- › a certified copy of an operator approval and any further evidence that you have that deems you competent and authorises you, under that approval, to conduct the operation.

Flight instructor rating

If you are currently a qualified instructor under Part 5 of CAR, you will automatically transition with the same grade under CASR Part 61.

Any additional Part 61 endorsements that reflect the privileges existing under Part 5 of CAR relevant to each grade of your instructor rating will be automatically issued under CASR Part 61. For example, a grade 1 instructor will receive instrument rating training and instructor rating training endorsements as these are privileges that exist under Part 5 of CAR.

You will need to apply for any endorsements that are not transferred automatically to preserve the full range of privileges you currently hold under Part 5 of CAR.

For type rating training endorsements to be transferred to your CASR Part 61 licence, you will need to have held a CAR 5.21 approval.

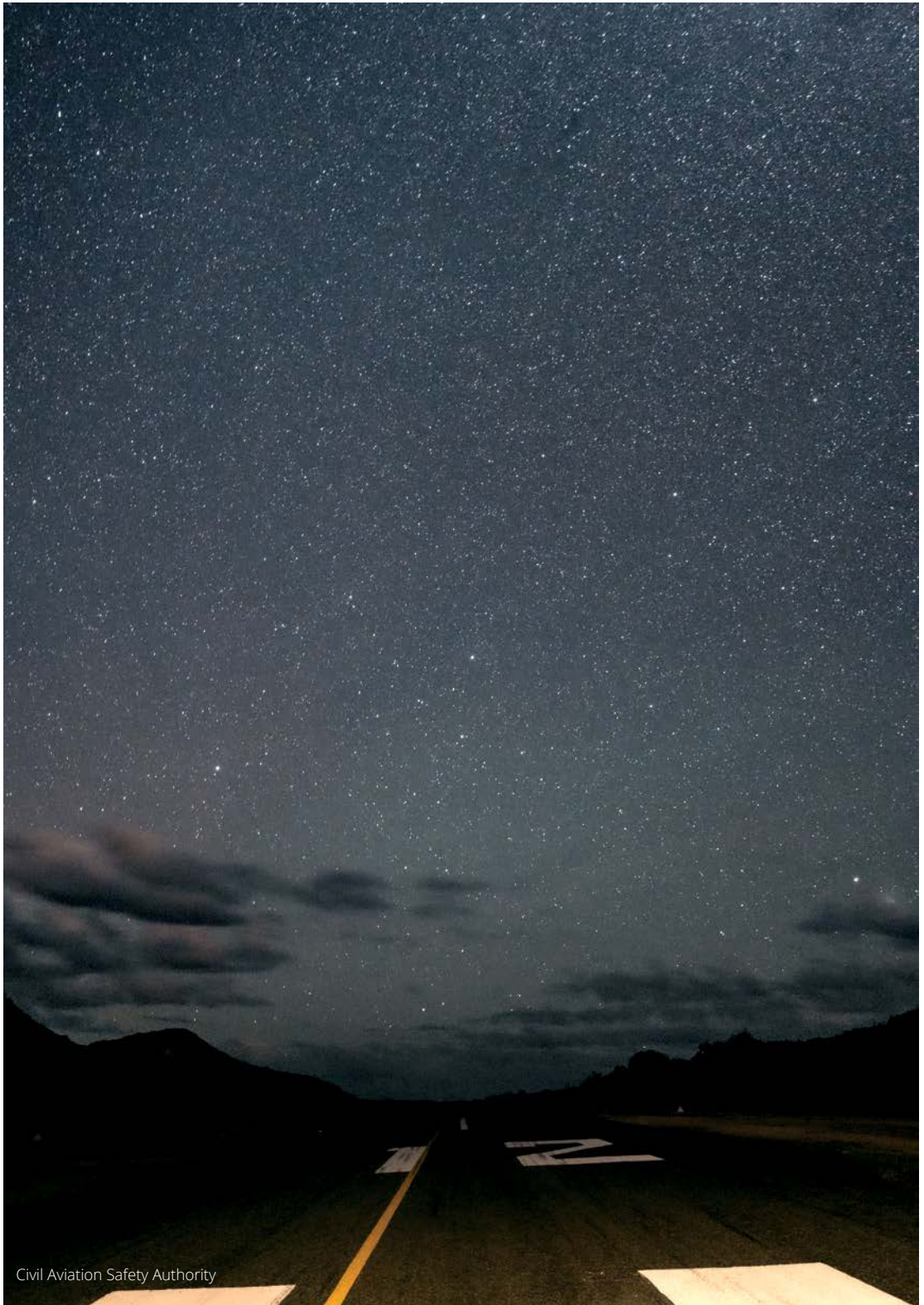
The following documents are required as appropriate:

- › certified copies of your logbook page showing the stamp/entry made by an approved person giving the privilege to conduct training for that endorsement e.g. aerobatics
- › certified copies of your logbook pages showing entries evidencing conduct of the operations relating to the training endorsement applied for
- › any other documentary evidence supporting your application for the training endorsement.

For more information on flight instructor ratings, see chapter 11 of this guide.



Civil Aviation Safety Authority



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