



CHAPTER 2

GENERAL REQUIREMENTS FOR GAINING A PILOT LICENCE, RATING OR ENDORSEMENT



2.1 Overview

To obtain a flight crew licence, rating or endorsement, you must be trained and examined to the applicable Part 61 and MOS requirements and meet the applicable experience requirements.

This chapter details the legislative requirements for obtaining a pilot licence (aeroplane) and associated ratings or endorsements and includes information on the following:

- › eligibility for a flight crew licence
- › flight training operators
- › English proficiency requirements
- › training activities without a licence, rating or endorsement
- › training in an approved flight simulator
- › medical certificate requirements
- › carriage of documents by licence holders
- › an overview of requirements for:
 - » aeronautical knowledge examinations
 - » flight training competency standards
 - » flight test requirements
 - » application requirements for a licence, rating or endorsement
 - » granting of a licence, rating or endorsement
 - » flight time and aeronautical experience
 - » flight reviews and proficiency checks
- › cancellation of a licence, rating or endorsement by CASA
- › other approved courses or professional development
- › pilot certificates issued by a sport aircraft body
- › recognition of hours for an aeroplane category flight crew licence.

2.2 Who is eligible to be granted an Australian flight crew licence

(FCLM 3.2.3)

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

- › Australian residents and overseas applicants with no licence (see chapter 4 of this guide)
- › Australian defence force qualified pilot applicants who graduated from a recognised Australian defence force course (see chapter 18 of this guide)
- › overseas qualified pilot applicants wishing to fly Australian-registered aircraft in Australia or overseas (see chapter 16 and 17 of this guide).

As an applicant for an Australian flight crew licence you must:

- › be competent in aviation English language to at least level 4 (see section 2.4 of this guide)
- › be qualified to hold the licence by having:
 - » passed all the theory and practical training requirements
 - » the required aeronautical experience
 - » passed a flight test for the licence and associated aircraft category rating
- › hold a current medical applicable to the level of licence sought (see section 2.7 of this guide)
- › be a fit and proper person
- › pass an aviation security status check (see section 1.18 of this guide)
- › submit all the required documentation including any required evidence documents
- › pay the application fee for the licence.

In order to make an application for a flight crew licence you must:

- › complete and submit the required documentation
- › submit the relevant application form(s) available from the CASA website
- › ensure the flight examiner completes and submits a flight test report indicating a pass along with the examination result advice, knowledge deficiency report (KDR) and any previous fail flight test reports to CASA.

Applications must be made on the relevant form to ensure all the required information is provided and to assist CASA to process the application. For RPL, PPL, CPL and ATPL licences, the flight test report is entered on the respective application form.

Applications for an RPL, PPL and CPL can be made through myCASA.

2.3 Flight training providers

Overview

Flight training is a critical component of the flight crew licensing system. The providers of flight training play a key role in achieving high training standards. Training providers are authorised by Part 141 and Part 142 of CASR. There are two exceptions which can be conducted by the holder of a flight instructor rating:

- › flight training for flight activity endorsements
- › flight training for design feature endorsements.

Operators conducting Part 141 or Part 142 flight activities are generally called a flight training operator (FTO). Providers often hold more than one authorisation, depending on the kind of training they are conducting.

There are two types of courses to obtain your licence:

- › integrated courses (only conducted by a Part 142 training organisation)
- › non-integrated courses.

A flight training operator can hold both a Part 141 and a Part 142 authorisation.

You may have previous flight training that can (in most circumstances) be recognised by the FTO as satisfying components of your training course. Your FTO will assess your training, current knowledge and skills to determine any further training required before you are recommended for a flight test. For example, aeronautical experience in a helicopter will contribute towards your aeroplane category licence provided you undertake training in a non-integrated course. It will not count towards aeronautical experience if you undertake an integrated course of training. See chapter 14 of this guide.



When seeking training you must ensure the training organisation is authorised to conduct the training you require.

Part 142 training

A Part 142 training organisation is approved to conduct flight training activities in an aircraft or an approved flight simulation training device. These activities include:

- › multi-crew cooperation training
- › contracted recurrent training
- › contracted checking
- › integrated training for a private pilot licence (PPL) or commercial pilot licence (CPL)
- › air transport pilot licence (ATPL) and multi-pilot crew licences (MPL) training
- › training for aircraft type ratings and differences training (other than for types that are listed as Part 141 training)
- › training in an approved flight simulation training device (FSTD).

An integrated training course is an intensive program that combines theory and practical flight training. The training is designed to be completed within a condensed time period.

Your theory training is undertaken in parallel to your practical training in a planned and logical sequence. This enables the theory to be applied to the practical components of your training.

The benefit of integrated training is that progress in the course can be achieved earlier and therefore the flying required, especially the practice time, can be reduced compared to non-integrated training. For example, the minimum hours of experience for getting your CPL from an integrated course of training is 150 hours. A non-integrated training course requires a minimum of 200 hours.



Some, but not all, Part 142 operators also function as Registered Training Organisations (RTOs) and may provide tertiary qualifications like degrees, diplomas, or certificates. It may also be possible to apply for a student loan for the CPL training component with some RTOs.



Part 141 training

Part 141 training activities include all Part 61 licences, ratings and endorsements other than the flight examiner rating and flight activity and design feature endorsement training. A Part 141 training organisation offers non-integrated courses relating to recreational, private and commercial flight training. A Part 141 organisation cannot provide integrated and multi-crew training.

The advantage of choosing a Part 141 provider is that you can accumulate relevant experience gradually, at your own pace. You can also combine your training activities in a more flexible way.



If you complete an integrated training course to obtain your PPL, you must have a minimum of 35 hours of aeronautical experience as a pilot whereas for a PPL conducted with a Part 141 operator you will need complete a minimum of 40 hours aeronautical experience. You may, however, include other aircraft category hours in the 40 hour total.

Single-person instructors

Single-person instructors can seek approval from CASA to provide non-complex flight training. The instructor can only provide training in line with their instructor privileges. This training is usually limited to design feature and flight activity endorsements (such as spinning, aerobatics and formation).

With approval, a single-person instructor can also provide flight reviews in certain circumstances. Some single-person instructors also hold a Part 141 authorisation.

2.4 English language proficiency requirements

(FCLM 3.6)

To hold an Australian licence, or endorsement, you must meet the MOS English language proficiency standards. Your ability to satisfy this requirement is usually assessed during your training.

English language proficiency (ELP) is critical for safety. ELP is required if you are:

- › taking a flight test for a flight crew licence
- › applying for a pilot licence
- › applying for a recreational pilot licence flight radio endorsement, controlled aerodrome endorsement or airspace endorsement
- › exercising the privileges of a flight crew licence
- › a student pilot flying solo and operating an aircraft radio.

Note: This requirement does not apply if you are the holder of a pilot licence that was granted on or before 4 March 2008 and the flight is within Australian territory.

There are two kinds of ELP – Aviation English Language Proficiency (AELP) and General English Language Proficiency (GELP).

This section details the requirements for AELP and GELP assessments and assessors.

Note: When applying for the grant of an aeronautical radio operator certificate you must provide evidence of your AELP or GELP (as is applicable).



There is a current exemption that simplifies the English language proficiency assessment process. The exemption permits you to undertake an AELP assessment with an approved person, whereas the current Part 61 legislation only permits, in the first instance, this assessment to be undertaken by CASA or an examiner. See section 2.4 of this guide.

Aviation English language proficiency (61.255 and 61.260 and MOS Schedule 2)

An AELP assessment scores your verbal proficiency in English and aviation terminology. The details of the assessment are described in unit AEL in Schedule 2 of the MOS.



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You must apply in writing to CASA or an examiner for an AELP assessment.

You must hold a current AELP for the issue of:

- › a recreational pilot licence (RPL) with a flight radio endorsement
- › a private pilot licence (PPL)
- › a commercial pilot licence (CPL)
- › an air transport pilot licence (ATPL).

The assessment includes pronunciation, structure, vocabulary, fluency, comprehension and interactions. The assessment system is based on the ICAO English Language proficiency standards.

You receive a score between 1 and 6 for each item. Your overall rating will be the lowest item score you receive.

If CASA or your examiner determines you do not meet the ICAO level 6 English language requirements you will be referred to an aviation English language proficiency assessor.

If this assessor determines you meet the ICAO Level 4, 5, or 6 aviation English proficiency standard you have passed the assessment. If you do not meet this standard you will need to undertake any training recommended before reattempting the assessment.

Your AELP assessment will be current as follows:

- › ICAO level 6: indefinitely
- › ICAO level 5: 6 years from the date of the assessment
- › ICAO level 4: 3 years from the date of the assessment.

You must undertake a new assessment before the end of the period specified to continue to exercise the privileges of your licence.

You can find detailed information on the AELP and assessment procedures on the CASA website at Aviation English Language Proficiency.

General English language proficiency (61.255 and 61.265 and MOS Schedule 2)

The GELP assesses everyday use of English and does not test knowledge of aviation-specific terminology. The GELP can only be used to apply for specific licences and certificates.

The GELP applies to you if you are either just starting your flight training or want to be able to use aviation air-band radios. The required standards are described in unit GEL in Schedule 2 of the MOS.

You may use your GELP for the issue of the following:

- › recreational pilot licence holders (RPL) who do not have a flight radio endorsement
- › an aeronautical radio operator certificate (AROC).

For an RPL, the English proficiency requirements are slightly different to other licences. If you are applying for an RPL, you must:

- › have been assessed by CASA or an examiner as meeting the general English language proficiency requirements in the MOS Schedule 2
- › have satisfied your applicable Part 141 or Part 142 Head of Operations (HOO) or an instructor authorised by the HOO that you have successfully completed one of the general English language proficiency tests in the MOS.

You can find information on the GELP and assessment procedures on the CASA website at General English Language Proficiency.

See section 2.4 of this section of the guide – Alternative GELP assessments.

Who may be an English language proficiency assessor (61.270)

You may apply to CASA for approval to be an English language proficiency assessor provided you have successfully completed an approved course in aviation English language proficiency training and assessment.

Once CASA is satisfied you have completed an approved course, CASA must, subject to regulation 11.055, issue you an approval.

Alternative AELP and GELP means of assessment (Instrument CASA EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024)

CASA may, in writing, approve a person to conduct assessments of the AELP or GELP of individuals as required by instrument EX32/24.

Alternate AELP assessment

You may apply to CASA, in writing, to have an aviation English language proficiency (AELP) assessor conduct your AELP assessment. Once you have completed your assessment with the assessor (approved person) to the required standard, you are the holder of an alternate AELP. Your alternate AELP meets the requirements of a current AELP.



This exemption permits you to undertake an AELP assessment with an approved person, whereas the current Part 61 legislation only permits, in the first instance, this assessment to be undertaken by CASA or an examiner.

Alternate GELP assessment

You may apply, in writing, to an approved person for a general English language proficiency (GELP) assessment.

Once you have completed your assessment with the assessor (approved person) to the required standard, you are a GELP holder.

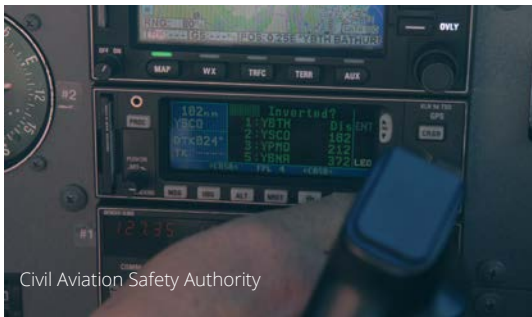


This exemption permits you to undertake a GELP assessment with an approved person, whereas the current Part 61 legislation only permits this assessment to be undertaken by CASA, an examiner or head of operations of a Part 141 or Part 142 operation.

2.5 Training activities without a licence, rating or endorsement

During your flight training, to gain your licence, rating or endorsement, you will be authorised to conduct certain activities under the supervision of your instructor or examiner. These are as follows:

- › operating an aircraft radio without a licence
- › flights without a rating or endorsement
- › flights without a proficiency check or flight review.



Operating an aircraft radio without a licence (61.120)

During your flight training, you will be required to make radio transmissions.

Regulation 91.625 of CASR states you must not transmit on an aviation safety radio frequency unless authorised or qualified to do so.

However, during flight training (to gain your licence, rating or endorsement), you are authorised and may transmit on an aviation safety radio frequency without the applicable flight crew licence or flight radio endorsement if the transmissions are:

- › made while you are receiving training for a flight crew licence or flight radio endorsement
- › approved by your instructor for either:
 - » safely conducting a flight your flight instructor approves
 - » receiving aircraft radio training.



As the holder of a flight crew licence or the holder of a recreational pilot licence and a flight radio endorsement you may operate an aircraft radio.

Flight activities without a rating or endorsement (61.125)

You may undertake activities for which you do not hold the relevant rating or endorsement provided:

- › you are a licensed pilot
- › you meet the applicable aeronautical experience requirements
- › the activity is approved and conducted under the supervision of your flight instructor
- › you are receiving flight training or taking a flight test to gain the rating or endorsement.



A flight activity includes aerobatics, formation flying and spinning.

Flight activities without a proficiency check or flight review (61.126)

If you have not successfully completed the required proficiency check or flight review for a particular activity, you may only undertake that activity when undertaking the applicable:

- › proficiency check
- › flight review
- › related training.



This would apply, for example, after the expiry of your previous proficiency check or flight review for the activity.



A flight activity includes aerobatics, formation flying and spinning.

2.6 Training in an approved simulator

Training in an approved simulator – when required (61.205)

In large and complex aircraft, training for some ratings and endorsements can involve high-risk activities and sequences.

As a result you must use an approved simulator and not an aircraft in the following circumstances:

- › training involving an aircraft class rating or type rating in an aircraft certified to carry more than 9 passengers when an approved flight simulator is available within Australia
- › training involving an aircraft class rating or type rating in an aircraft certified to carry more than 19 passengers and when an approved simulator is available outside Australia
- › training involving an aircraft class rating or type rating in an aircraft with a maximum certified take-off weight of more than 8,618 kg and when an approved simulator is available outside Australia.



Available for training means able to be used for the training.

FSTD standards for multi-crew cooperation training (Legislative instrument F2015L01428)

Prescribed qualification standards for FSTD (MCC training – aeroplane) instrument 2105 (edition 1)

If you are conducting training in a flight simulation training device (FSTD) for multi-crew cooperation (MCC), you must refer to the legislative instrument F2015L01428. The instrument sets out the qualification standards required of an FSTD for use in MCC training.

2.7 Medical certificate requirements

General (61.405, 61.410 and 61.415)

To undertake a flight test and to exercise the privileges of your licence you must hold a valid medical certificate, exemption or self-declaration and:

- › comply with any limitations or conditions stated on the certificate or exemption
- › not exercise the privileges of your licence during any period of temporary medical unfitness that could render you unable to exercise those privileges safely.



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Table 3: Medical certificate requirements

Licence type	Medical requirements	Certificate currency
Recreational pilot licence (RPL) holder	<p>hold one of the following:</p> <ul style="list-style-type: none"> › a current Class 1 or 2 medical › a current recreational aviation medical practitioner's certificate that meets the modified Austroads medical standard detailed in regulation 67.262 (see below in this section) and you: <ul style="list-style-type: none"> » have provided a copy to CASA » have received written acknowledgement from CASA of the receipt of the copy » carry both above documents in the aircraft › a medical exemption › a Class 5 medical self-declaration 	<p>for a medical certificate, the shortest of the following periods, commencing on the day it was signed by the medical practitioner and ending:</p> <ul style="list-style-type: none"> › 24 months after that day if you are less than 65 years › 12 months after that day if you are 65 years or older › at the stated time on the certificate <p>for a Class 5 medical self-declaration see section 2.7 of this guide for the currency specific to age range</p>
Private pilot licence (PPL) holder	<p>hold one of the following:</p> <ul style="list-style-type: none"> › a current Class 1 or 2 medical › a medical exemption › a Class 5 medical self-declaration <p>If flying a recreational aircraft under the VFR (only), you may hold the following and not as detailed above:</p> <ul style="list-style-type: none"> › a current recreational aviation medical practitioner's certificate that meets the modified Austroads medical standard detailed in regulation 67.262 (see below in this section) and you: <ul style="list-style-type: none"> » have provided a copy to CASA » have received written acknowledgement from CASA of the receipt of the copy » carry both above documents in the aircraft 	<p>for a medical certificate, the shortest of the following periods, commencing on the day it was signed by the medical practitioner and ending:</p> <ul style="list-style-type: none"> › 24 months after that day if you are less than 65 years › 12 months after that day if you are 65 years or older › at the stated time on the certificate. <p>for a Class 5 medical self-declaration see section 2.7 of this guide for the currency specific to age range</p>
Relevant private pilot licence holder (see details below this table)	<p>hold an aviation medical certificate (basic Class 2). (CASA Instrument EX69/21 – Medical Certification (Private Pilot Licence Holders with Basic Class 2 Medical Certificate) Exemption 2021 applies)</p>	as stated on the certificate

Licence type	Medical requirements	Certificate currency
Commercial pilot licence (CPL) holder	<p>hold one of the following:</p> <ul style="list-style-type: none"> › a current Class 1 medical › a medical exemption <p>Note: As the holder of a CPL, you may exercise the privileges of a:</p> <ul style="list-style-type: none"> › PPL if you hold a current Class 2 medical certificate › RPL if you hold a current recreational aviation medical practitioners' certificate and you: <ul style="list-style-type: none"> » have provided a copy to CASA » have received written acknowledgement from CASA of the receipt of the copy » carry both above documents in the aircraft 	<p>the shortest of the following periods, commencing on the day it was signed by the medical practitioner and ending:</p> <ul style="list-style-type: none"> › 24 months after that day if you are less than 65 years › 12 months after that day if you are 65 years or older › at the stated time on the certificate
Multi-crew pilot licence (MPL) holder	<p>hold one of the following:</p> <ul style="list-style-type: none"> › a current Class 1 medical › a medical exemption 	<p>the shortest of the following periods, commencing on the day it was signed by the medical practitioner and ending:</p> <ul style="list-style-type: none"> › 24 months after that day if you are less than 65 years › 12 months after that day if you are 65 years or older › at the stated time on the certificate
Air transport pilot licence (ATPL) holder	<p>hold one of the following:</p> <ul style="list-style-type: none"> › a current Class 1 medical › a medical exemption <p>Note: As the holder of an ATPL, you may exercise the privileges of a:</p> <ul style="list-style-type: none"> › PPL if you hold a current Class 2 medical certificate › RPL if you hold a current recreational aviation medical practitioners' certificate and you: <ul style="list-style-type: none"> › have provided a copy to CASA › have received written acknowledgement from CASA of the receipt of the copy › carry both above documents in the aircraft 	<p>the shortest of the following periods, commencing on the day it was signed by the medical practitioner and ending:</p> <ul style="list-style-type: none"> › 24 months after that day if you are less than 65 years › 12 months after that day if you are 65 years or older › at the stated time on the certificate

Note: CASR 67.262 refers to the definition of 'meets the modified Austroads medical standards'.

Note: You are a relevant private pilot licence holder if you:

- › hold a PPL
- › having applied to CASA and been issued an aviation medical certificate (basic Class 2)
- › have been certified as meeting the basic Class 2 medical standard by a medical examiner.

Note: You may only exercise the privileges of your relevant private pilot licence (this includes exercising the privileges of any related operational rating, instrument endorsement or flight activity endorsement) if you are undertaking a single-pilot operation and:

- › the most recent fitness review date has not passed
- › the flight is a private operation, or you are undertaking a flight test, relevant check or review associated with your PPL or RPL
- › the flight is VFR by day, below 10,000 ft, within Australian territory and in a piston-engine aeroplane with a MTOW of less than 8,618 kg
- › if carrying passengers, you have informed each passenger (or their legal guardian) that you:
 - » do not hold a standard medical certificate but hold an aviation medical certificate (basic Class 2), that is assessed against the Austroads commercial vehicle driver medical standards and permits you to use your PPL (with conditions)
 - » you are carrying your aviation medical certificate (basic Class 2) and a copy of those conditions.

Class 5 medical self-declaration (Instrument number CASA EX01/24 Flight Crew Medical Status (Class 5 Medical Self-declaration) Exemption 2024)

The Class 5 medical self-declaration allows private and recreational pilots to self-assess and self-declare, without requiring a medical assessment. You must meet fitness and eligibility requirements, complete and pass an online test and operate in accordance with specified operational limitations.

You may apply for a Class 5 medical self-declaration if you are:

- › a student pilot
- › an applicant for an RPL
- › the holder of a PPL or an RPL conducting single-pilot operations only.

When you complete the medical fitness online portal self-assessment on the CASA website, you will automatically be provided with a Class 5 medical self-declaration. You must always keep a copy on you while you are exercising the privileges associated with your self-declaration and show that copy to any CASA inspector who wishes to see it.

Your Class 5 medical self-declaration must be renewed before the date specified on your self-declaration document or you cannot continue to exercise the privileges of your Class 5 medical self-declaration. Periods of validity are as shown in table 4 and will also appear on your self-declaration document.

Table 4: Period of validity for a Class 5 medical self-declaration

Your age at the time of completing the online assessment	You hold a conditional driver licence	Period of time at which another self-declaration will be required
Younger than 40 years	No	5 years
	Yes	2 years
Between 40 and 75 years	No	2 years
	Yes	2 years
Older than 75 years	Yes or No	1 year

There are certain circumstances that will stop you being eligible to hold a Class 5 medical self-declaration:

- › you will temporarily stop being an eligible person if you have a medically significant condition that lasts for more than 30 days and impairs you from undertaking:
 - » a solo flight in an aircraft, if you are a student pilot
 - » a flight test if you are applying for an RPL, or a rating
 - » single pilot operations as the holder of an RPL or PPL
- › you will stop being eligible if you:
 - » become a disqualified person
 - » have a medically significant condition that lasts for more than 60 days and impairs you from undertaking:
 - a solo flight in an aircraft if you are a student pilot
 - a flight test if you are applying for an RPL, a PPL or a rating
 - single pilot operations as the holder of an RPL or PPL.

As a student pilot, applicant for an RPL, or holder of an RPL or PPL in single-pilot operations:

- › you must notify CASA within 30 days if you know or believe you have a medically significant condition that has lasted for more than 30 days that impairs your ability to conduct a solo flight
- › you must notify CASA within 30 days and surrender your Class 5 medical self-declaration if:
 - » you become a disqualified person because you:
 - have a driver's licence refused or cancelled because you do not comply with the required medical standards or have failed to undergo a required medical examination
 - are diagnosed with a disqualifying medical condition
 - are regularly taking or using a disqualifying medication or substance
 - are experiencing problematic use of a substance

- » the date specified on your Class 5 medical self-declaration has passed
- » you know or have reasonable grounds to believe that you have a medically significant condition that has lasted for more than 60 days that impairs your ability to conduct a solo flight.

As the holder of a Class 5 medical self-declaration you must conduct all flights:

- › under the VFR by day
- › below an altitude of 10,000 ft
- › within Australian-administered airspace
- › in an aircraft with a maximum take-off weight (MTOW) less than 2,000 kg.

In addition, any flight test you undertake cannot carry passengers or be flown in formation with another aircraft.

You must not commence a solo flight, a flight test or a flight as the pilot of a single-pilot operation if:

- › your self-declaration is no longer valid
- › you believe you have a medically significant condition that will impair your ability to fly
- › you are a disqualified person
- › you stopped being an eligible person and have not again successfully completed your Class 5 medical online assessment for medical fitness

You must cease a solo flight, a flight test or a flight as the pilot of a single-pilot operation as soon as practicable (i.e., land early, divert or change altitude) if:

- › there are changes to your health (temporary or longer-term) that may impact your ability to fly solo or will have an impact on aviation safety
- › any issue arises that reduces your capacity to control the aircraft.

If you are required to wear correcting lenses you must:

- › have acceptable correcting lenses available for use during all flights
- › have within reach, while performing duties essential to the operation of the aircraft during flight a spare pair of spectacles for each pair of correcting lenses that you require.

Exempted activity – medical requirements

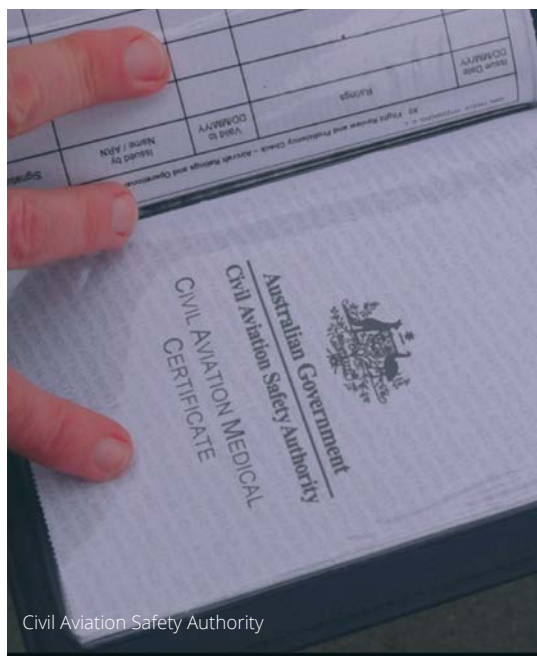
(Instrument number CASA EX28/23 Class 1 Medical Certificate (Certain Flights by Holders of a Commercial Pilot Licence or Air Transport Pilot Licence) Exemption 2023)

If you are the holder of a CPL or ATPL and wish to conduct an exempted activity, you may do so without a current Class 1 medical certificate provided you hold a current Class 2 medical certificate. An exempted activity is a flight that is:

- › not conducted (wholly or in part) in a foreign country
- › in an aircraft with a MTOW less than 8,618 kg
- › not carrying passengers.

You may conduct these operations as an experienced pilot who no longer meets the Class 1 medical standard (either by circumstance or choice). For example, you could conduct aerial photography, aerial survey or freight carriage (if the operations meet the exempted activity requirements above) holding a Class 2 medical.

Note: This exemption does not apply to you when operating a community service flight (see section 2.16 of this guide).



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Foreign cadet pilots

(Instrument number CASA EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024)

If you are a foreign cadet pilot, you are not required to hold a current Class 1 medical certificate to undertake a CPL flight test if you:

- › hold a current Class 2 medical certificate
- › hold, or have held, a Class 1 medical assessment issued by the National Aviation Authority (NAA) of your country of residence.

Note: A foreign cadet pilot is someone who:

- › is not a citizen or a permanent resident of Australia
- › is a student registered to undergo flight training with a Part 141 or Part 142 operator
- › is undertaking training for a CPL under the sponsorship of a foreign aircraft operator
- › takes a flight test for a CPL.

2.8 Carriage of personal documents by licence holders

(61.420)

You must carry the following personal documents on any flight to exercise the privileges of your licence:

- › your licence document
- › your Class 1 or 2 medical certificate (as applicable)
- › a recreational aviation medical certificate and the acknowledgement from CASA of receipt of the medical certificate (if applicable)
- › your exemption to a medical certificate (if applicable)
- › your Class 5 medical self-declaration (if applicable)
- › a current document that includes a photo of your full face, head and shoulders that was issued in the last 10 years by a Commonwealth, state or territory government authority or a government authority of a foreign country, state or province.

2.9 Aeronautical knowledge examinations

(MOS Schedule 3)

The purpose of aeronautical knowledge examinations is to assess if you have obtained and can apply the knowledge required to safely exercise the authorisation you are training for. The knowledge standards are specified in Schedule 3 of the MOS.

A Part 141 or Part 142 operator may set aeronautical knowledge examinations for the RPL and a flight crew rating (other than an instrument rating and for flight crew endorsements). The policy and detailed requirements for an operator to develop their examinations are contained in paragraph [15.6 – CASA Examination Policy – CASR 141 and 142 Operators](#) of the Flight Crew Licensing Manual on the CASA website.

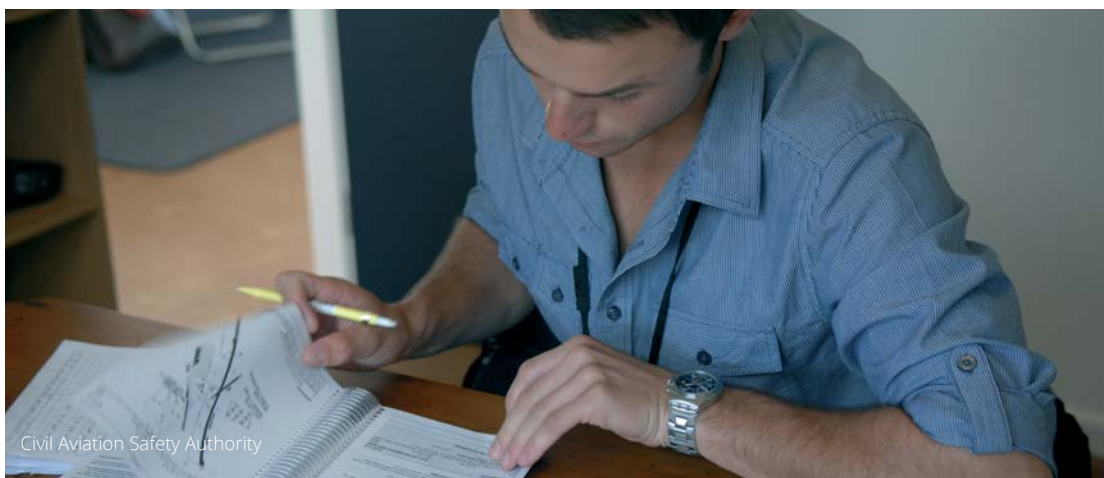
For theory examinations set by CASA or a Part 141 or Part 142 operator, the examination system generates a knowledge deficiency report (KDR). The KDR references the relevant knowledge standards where you have failed to demonstrate competency by answering a question incorrectly.

The pass grades and time limits for all theory examinations are prescribed in Schedule 4 of the MOS. For an examination with multiple parts, you must pass all parts within the required window (two years). After this time, if you have not passed all parts, you must undertake all parts of the examination again.

Where to find any specific licence, rating or endorsement aeronautical knowledge examination requirement (MOS Schedule 3)

Specific aeronautical knowledge examination requirements by licence and endorsement are found in the following sections:

- › RPL:
 - » MOS – Schedule 3, Appendix 1
 - » section 5 of the FCLM
 - » section 15 of the FCLM
- › PPL:
 - » MOS – Schedule 3, Appendix 1
 - » section 6 of the FCLM
 - » section 15 of the FCLM
- › CPL:
 - » MOS – Schedule 3, Appendix 1
 - » section 7 of the FCLM
 - » section 15 of the FCLM
- › ATPL:
 - » MOS – Schedule 3, Appendix 1
 - » section 8 of the FCLM
 - » section 15 of the FCLM.



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Specific aeronautical knowledge examination requirements by rating are found in the following sections:

- › Schedule 1 section L of the MOS covers ratings and endorsements
- › section 4 of the FCLM.

Aeronautical knowledge examination requirements (61.215)

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 MOS.

A Part 141 or Part 142 operator, with a regulation 61.040 approval and in accordance with the MOS, may set aeronautical knowledge exams for:

- › recreational pilot licences
- › flight crew ratings other than instrument ratings
- › flight crew endorsements.

Third-party providers may be approved by CASA to facilitate exams. These exams are conducted at times and places decided by the relevant provider.

Note: For aeronautical knowledge examinations specific to the issue of your ATPL see section 4.14 of this guide.

Identification requirements for sitting a flight crew licence exam

Before sitting a flight crew licence exam, you must show a current photographic identification document (ID).

You need to show your ID to the exam supervisor, also known as the invigilator, before each exam. The invigilator will not accept photocopies of documents or identity documents that have expired. Acceptable forms of ID are:

- › Australian aviation security identity card (ASIC)
- › a driver's licence from any Australian state road transport licensing authority
- › a digital driver's licence (DDL) from an Australian road transport licensing authority
- › an Australian government (state or federal) public service or statutory body ID (you must be a current serving member and the ID must have the official Australian Commonwealth or Australian State emblem)
- › an Australian (state or federal) police or Australian military ID (if you are a current member)
- › a current international passport
- › a current Australian passport
- › 'Proof of Age' or 'Proof of Identity' ID issued by the Australian federal or state police or an Australian state government shop-front.

Note: New AVIDs are simple letters with no photograph. This type of AVID will not be accepted.

Pass standards for aeronautical knowledge exams (61.225 and 61 MOS Schedule 4, Section 1)

When you complete an aeronautical knowledge exam, you will be issued a pass if you meet the applicable requirements from the MOS (see table 5).

An exam may have separate parts, and you must pass all of those parts within 2 years to be taken to have a pass in that examination.

Table 5: Pass Standards Required (MOS 11 and MOS Schedule 4 Section 1 Appendices 1.0 1.4)

Examination code	Examination subject	Pass standard %
Recreational Pilot Licence (RPL)		
RPLA	RPL – Aeroplane	70
Private Pilot Licence (PPL)		
PPLA	PPL – Aeroplane	70
Commercial Pilot Licence (CPL) and Multi-Crew Pilot Licence (MPL)		
CNAV*	CPL – Navigation	70
CMET*	CPL – Meteorology	70
CHUF*	CPL – Human Factors	70
CLWA	CPL – Flight Rules and Air Law	80
CADA	CPL – Aerodynamics	70
CSYA	CPL – Aircraft General Knowledge	70
CFPA	CPL – Operation, Performance and Planning	70
Air Transport Pilot Licence (ATPL) and Multi-Crew Pilot Licence (MPL)		
AALW*	ATPL – Air Law	80
AHUF*	ATPL – Human Factors	70
AMET*	ATPL – Meteorology	70
ANAV*	ATPL – Navigation	70
AFPA	ATPL – Flight Planning	70
APLA	ATPL – Performance and Loading	70
AASA	ATPL – Aerodynamics and Aircraft Systems	70
IREX	Instrument Rating	70

*Examinations are common to other aircraft category ratings e.g. helicopter.

Knowledge deficiency reports for aeronautical knowledge exams (61.230)

If your exam mark is less than 100% but greater than 51%, you will receive a knowledge deficiency report (KDR) from the examination provider. The report will detail the competency standards in which you are deficient.

If your training provider did not conduct the exam, a copy will also be given to your training provider.

Process should you fail an aeronautical knowledge exam (61.225)

If you fail an exam, or part of an exam, the following will apply:

- › first, second or third fail of a specific subject examination there is no minimum re-training period required and you may reattempt when ready
- › if you have had 3 failed attempts at an examination or part of an examination, you are not permitted to attempt the examination or part again for 3 months from the third failed attempt
- › if you have had 4 failed attempts at an examination or part of an examination, you cannot attempt the examination or part again until CASA is satisfied you have completed appropriate remedial training. You must provide CASA with proof of the theory retraining from the provider or the HOO of the organisation where the retraining was undertaken, including a detailed report of the retraining completed.

There are no specific requirements for retraining. Theory providers, flight schools and instructors should conduct retraining by going through each of the KDR items and the key elements in that particular subject, especially those that are safety related. It may not be necessary to repeat the whole course.

Extension of time due to COVID (Instrument number CASA EX138/21 Aeronautical Knowledge Examinations (Extension of Time Due to COVID-19) Exemption 2021)

You are exempt from the requirement of completing all parts of either your commercial licence or air transport pilot licence within a two year time period if you have:

- › passed at least 1 part of the aeronautical knowledge exam for a commercial licence or air transport licence between the 16 March 2018 and 15 September 2021
- › requested in writing from CASA an extension of the timeframe to complete the remaining part(s) of the aeronautical knowledge exam
- › passed all parts of the exam within 3 years.

If requested by CASA, you must demonstrate to CASA that an Australian or foreign law (in response to the COVID-19 pandemic) made it impossible, impractical or unreasonable for you to pass all parts of the examination within a two-year time period. For example, your exam sitting was cancelled due to state government-imposed restrictions.

2.10 Where to find specific licence, rating or endorsement flight training competency requirements

(61.195 and 61.235)

Specific flight training competencies by licence and endorsement can be found in the following sections:

- › RPL:
 - › MOS – Schedule 1, section G
 - › section 4 and 5 of the FCLM
- › PPL:
 - › MOS – Schedule 1, section H
 - › section 4 and 6 of the FCLM
- › CPL:
 - › MOS – Schedule 1, section I
 - › section 4 and 7 of the FCLM
- › ATPL:
 - › MOS – Schedule 1, section K
 - › section 4 and 8 of the FCLM.

Specific flight training competencies by rating can be found in the following sections:

- › Schedule 1 Section L of the MOS covers ratings and endorsements
- › section 4 of the FCLM.

2.11 Flight test requirements

(61.235, 61.240, 61.245, 61.250 and MOS Schedule 5)

A flight test is an evaluation used to assess multiple units and elements to confirm your skills, knowledge and behaviours in an operational context.

The flight test evaluates your competency as assessed by the training provider. It emphasises the skills needed to exercise authorisation privileges safely. It should mirror real-world flying situations, requiring problem-solving to demonstrate your ability to apply learned skills, knowledge, and behaviours in operational scenarios.

The flight test standards to be applied are detailed in Schedule 5 of the MOS.

Licence flight test eligibility requirements (61.235)

You are eligible to take any flight test other than those associated with overseas flight authorisations if you:

- › meet the minimum age requirements for the applicable licence:
 - » 16 years of age for an RPL
 - » 17 years of age for a PPL
 - » 18 years of age for a CPL
 - » 21 years of age for an ATPL
 - » 18 years of age for an MPL
- › have passed the applicable aeronautical knowledge examinations
- › meet the applicable flight training requirements
- › meet the applicable aeronautical experience requirements
- › have a current aviation English language proficiency assessment (or, for an RPL, meet the English language proficiency requirements in section 4.12 of this guide)
 - › (for other than an ATPL) have received written certification from an approved person (see below) you meet these age, knowledge, flight training, experience and English language requirements
 - › (for other than an ATPL) your applicable flight examiner:
 - » has received, from your training provider, your knowledge deficiency reports if your score was less than 100%
 - » is satisfied, regarding any identified deficiencies and associated competency standards, you have sufficient knowledge to safely exercise your licence privileges
 - › for any flight tests in an aircraft, you must have one of the following (see section 2.7 of this guide):
 - » a current medical certificate of the class required for the licence (i.e., Class 1 or 2 or a Class 5 medical self-declaration [for an RPL only])
 - » a medical exemption
 - » a recreational aviation medical practitioner's certificate for an RPL flight test (only).

Note: An approved person, as described above, refers to:

- › the head of operations (HOO) or a person nominated in the operations manual as responsible for flight training of a Part 141 operator, if this is your training provider
- › the HOO or a person nominated in the operations manual as responsible for flight training of a Part 142 operator, if this is your training provider
- › the person who holds the approval if your training provider is the holder of an approval under regulation 141.035 or Part 142.040.

Flight crew rating flight test eligibility requirements (61.235)

You are eligible to take a flight test for a rating (other than those associated with overseas ratings) if you have received written certification from an approved person, you meet the knowledge, flight training and experience requirements for the issue of the rating and you:

- › for an operational rating, pass the applicable aeronautical knowledge examinations
- › meet the applicable flight training requirements
- › meet the applicable aeronautical experience requirements
- › have (for a flight test in an aircraft) one of the following (see section 2.7 of this guide):
 - » a current Class 1 or 2 medical certificate
 - » a Class 5 medical self-declaration (for RPL only)
 - » a medical exemption
 - » a recreational aviation medical practitioner's certificate.

Note: An approved person as described above refers to:

- › the HOO or a person nominated in the operations manual as responsible for flight training of a Part 141 operator, if this is your training provider
- › the HOO or a person nominated in the operations manual as responsible for flight training of a Part 142 operator, if this is your training provider
- › the person who holds the approval if your training provider is the holder of an approval under regulation 141.035 or Part 142.040.

Consequences of taking a flight test when ineligible (61.240)

If you complete a flight test without meeting all of the eligibility requirements, you will be considered not to have passed the test.

Where to find flight test requirements for licences, ratings or endorsements

Specific flight test requirements by licence and endorsement are found in the following sections of the MOS:

- › RPL:
 - » Schedule 1, section 12
 - » Appendix of Schedule 5, G.1
- › PPL:
 - » Schedule 1, section 12
 - » Appendix of Schedule 5, H.1
- › CPL:
 - » Schedule 1, section 12
 - » Appendix of Schedule 5, I.1
 - » ATPL Schedule 1, section 12.

Specific flight test requirements by rating are found in the following sections:

- › Schedule 1 section L of the MOS
- › Appendix 5, Schedule L and Q.

Pass standards for flight tests (61.250)

During your flight test your flight examiner will assess your performance against the MOS flight test competency standards. If you meet these standards, you will be given a pass in the flight test for the licence, rating or endorsement.

Aircraft or simulator flight test requirements (61.245)

Your flight test for a flight crew licence, rating or endorsement must be conducted in either:

- › a relevant aircraft or an approved flight simulator
- › an aircraft or approved flight simulator applicable to that category, class or type for a flight test for a rating or endorsement that is limited to a particular aircraft category, class or type.

Flight test requirements for aircraft with more than 9 seats (61.245)

If you are being tested for an aircraft class rating or type with a maximum certificated passenger seating capacity of more than 9, and there is an approved flight simulator available in Australia, your flight test must be conducted in the applicable simulator, not the aircraft.

Also refer to section 2.6 of this guide.

Flight test requirements for aircraft with more than 19 seats or 8,618 kg maximum take-off weight (61.245)

If you are being tested for an aircraft class rating or type with a maximum certificated passenger seating capacity of more than 19 or a maximum certificated take-off weight of more than 8,618 kg, and there is an approved flight simulator available outside Australia, your flight test must be conducted in the applicable simulator, not the aircraft.

Also refer to section 2.6 of this guide.

Flight examiner or 61.040 approval holder flight test requirements (61.245)

Your flight test must be conducted by a flight examiner or an applicable Part 61.040 approval holder (as nominated by your training provider).

CASA flight test notifications (61.245)

CASA may, before your flight test commences, and by written notice to your training provider, either:

- › nominate a different flight examiner or Part 61 approval holder to conduct your flight test
- › nominate themselves to conduct the flight test.

2.12 Application requirements for your licence, rating or endorsement

Overview

Once you have completed the Part 61 requirements, you may apply to CASA for your licence, rating or endorsement.

Who may grant your licence, rating or endorsement (61.150)

CASA may grant you a Part 61 flight crew licence, rating or endorsement.

A flight examiner may grant a rating on a pilot licence or endorsement provided the rating or endorsement is not:

- › an aircraft category rating
- › a flight examiner rating
- › a flight test endorsement.

For more information on flight examiner qualifications and privileges, see chapter 12 of this guide.

Pilot instructors may grant a pilot licence endorsement other than:

- › a flight examiner endorsement
- › a grade 1 or grade 2 training endorsement
- › an endorsement for which a Part 61 flight test is required.

For more information on pilot instructor qualifications and privileges, see chapter 11 of this guide.

Part 141.035 or Part 142.040 approval holders may grant a flight crew endorsement if authorised to conduct the flight training for the endorsement.

Part 61.040 approval holders may grant:

- › a flight crew rating other than a flight examiner rating
- › a flight crew endorsement other than a flight test endorsement.

Applying for your flight crew licence, rating or endorsement (61.155)

Once you have met the relevant Part 61 requirements for a licence, rating or endorsement, you may apply for the grant of that licence, rating or endorsement.

In many cases, the grant of a flight crew licence, rating or endorsement includes the underlying requirement to hold another licence, rating or endorsement. For example, before the issue of a low-level rating, you must hold a PPL, CPL or ATPL.

Both applications can be made at the same time. Any applicable underlying requirement is known as the 'first authorisation' while the granting of an additional licence, rating or endorsement is known as the 'second authorisation'.

You may either:

- › apply for the first and second authorisations at the same time
- › apply for the second authorisation any time after applying for the first authorisation even if you have yet to be granted the first.

Your application to CASA must be in writing and include a recent photograph showing your full face, head and shoulders. However, you do not have to include the photograph if, within the previous 10 years, you have already submitted a photo to CASA:

- › in another flight crew licence application
- › in response to a CASA identification request.

2.13 Granting of a licence, rating or endorsement

Overview

CASA may issue any licence, rating or endorsement, whereas flight examiners, instructors and approval holders are more limited and cannot, for example, issue licences.

How CASA grants licences (61.155, 61.160 and 61.175)

CASA must grant you a flight crew licence if you:

- › meet the applicable Part 61 requirements
- › have a current aviation English language proficiency assessment for a licence (other than an RPL) or meet the regulation 61.265 English language proficiency requirements for an RPL
- › meet the requirements of regulation 6.57 of the Aviation Transport Security Regulations 2005 (Flight crew licences etc – requirements in relation to issue).



Regulation 6.57 refers to providing suitable evidence of your identity which is a Category A document (for example, an Australian birth certificate or notice of Australian citizenship) and either:

- › a category B document that provides photographic proof of your identity (for example, an Australian driver's licence or passport [Australian or foreign])
- › two category C documents (for example, a Medicare card or private health membership card).

Your application must:

- › be in writing
- › include an application for an aircraft category rating if the application is for your pilot licence.

If you do not hold an existing licence, CASA will issue you a licence document indicating you are authorised to exercise the privileges of your new flight crew licence and any applicable ratings or endorsements.

If you already hold an existing licence, CASA will issue you a new licence document indicating you are authorised to exercise your existing licence privileges, your new licence privileges and any applicable ratings or endorsements.

Granting an operational rating (61.165, 61.175 and 61.180 and FCLM 10.1)

Operational ratings significantly extend the privileges of your flight crew licence.

CASR 61 specifies the following for the issue of an operational rating:

- › the minimum licence level required for the issue of an operational rating
- › the minimum hours
- › whether an aeronautical knowledge examination pass is required prior to applying for a flight test for the issue of a rating.

For the issue of an operational rating a flight test is required. An operational rating must be issued with at least one endorsement on that rating. Subsequent to the issue of an operational rating, a suitably qualified and authorised flight examiner can issue additional endorsements on your operational rating.

Maintaining a valid operational rating is your responsibility and will require either a proficiency check or flight review depending on the rating. Table 6 details operational ratings available under Part 61.

To grant you an applicable rating, a flight examiner, instructor or approval holder must:

- › indicate on your licence document you are authorised to exercise the privileges of the applicable rating
- › give CASA written notice you meet all the applicable Part 61 rating requirements.

If you do not hold an existing licence, and the applicable rating submission is part of a new licence application, CASA will issue you a new licence document along with the applicable rating.

If you already hold an existing licence, CASA will endorse your licence document to indicate you are authorised to exercise the privileges of the rating or endorsement.

Granting your endorsement (61.170, 61.175 and 61.180)

CASA, or where applicable, a flight examiner, instructor or approval holder, will grant you an endorsement if you meet the Part 61 endorsement requirements.

To grant you an endorsement a flight examiner, instructor or approval holder must:

- › indicate on your licence you are authorised to exercise the privileges of the endorsement
- › give CASA written notice you meet all the applicable Part 61 endorsement requirements.

If you do not hold an existing licence, and the applicable endorsement submission is part of a new licence application, CASA must issue you a new licence document along with the applicable endorsement.

If you already hold an existing licence, CASA must endorse your licence document to indicate you are authorised to exercise the privileges of the endorsement.

Table 6: Operational ratings – validity and revalidation requirements

Operational rating	Validity	Revalidation required	Revalidation to be conducted by
Instrument rating	12 months	Proficiency check	Flight examiner or approved 61.040 holder
Private instrument rating	24 months	Flight review	
Night VFR rating	24 months	Flight review	
Flight instructor rating	24 months (12 months on initial issue)	Proficiency check	
Simulator instructor rating	24 months (12 months on initial issue)	Proficiency check	
Low-level rating	24 months (exemption in place)	Flight review	
Aerial application rating	12 months	Proficiency check	
Flight examiner rating	24 months	Proficiency check	CASA or approved 61.040 holder

2.14 Flight training requirements

(61.195)

When applying for a flight crew licence, rating or endorsement, you must first have completed all applicable training. This means you must have:

- › received training in all the units of competency detailed in the MOS for the licence, rating or endorsement
- › received the training from either:
 - » an instructor for a Part 141 or 142 operator that is authorised to conduct flight training for the licence, rating or endorsement
 - » the holder of an approval under regulation 141.035 or 142.040 to conduct the training
- › been assessed as competent in each unit of competency by the instructor or approval holder
- › received a course completion certificate from your training provider to confirm you have completed the units of competency of the MOS and been assessed competent.

Note: This section does not apply to a design feature endorsement or flight activity endorsement. See chapter 6 and 9 of this guide for those requirements.

2.15 Flight time and aeronautical experience

(61.070, 61.075, 61.080, 61.085, 61.090, 61.095, 61.105 and 61.110)

In this guide, the term flight means in an aeroplane unless stated otherwise. For example, flight time in any category of aircraft or flight time in an aircraft would also include:

- › a helicopter
- › an airship
- › a glider
- › a gyroplane
- › a powered-lift aircraft.

When calculating your flight time or aeronautical experience, it is important to note if it is category specific, i.e. in an aeroplane only or for all aircraft that incorporates all categories of aircraft as listed above.

Your aeronautical experience as a pilot, when required to be determined, is both:

- › your flight time as a pilot
- › your simulated flight time.

Figure 8: Flight time as a pilot



Figure 9: Instrument flight time

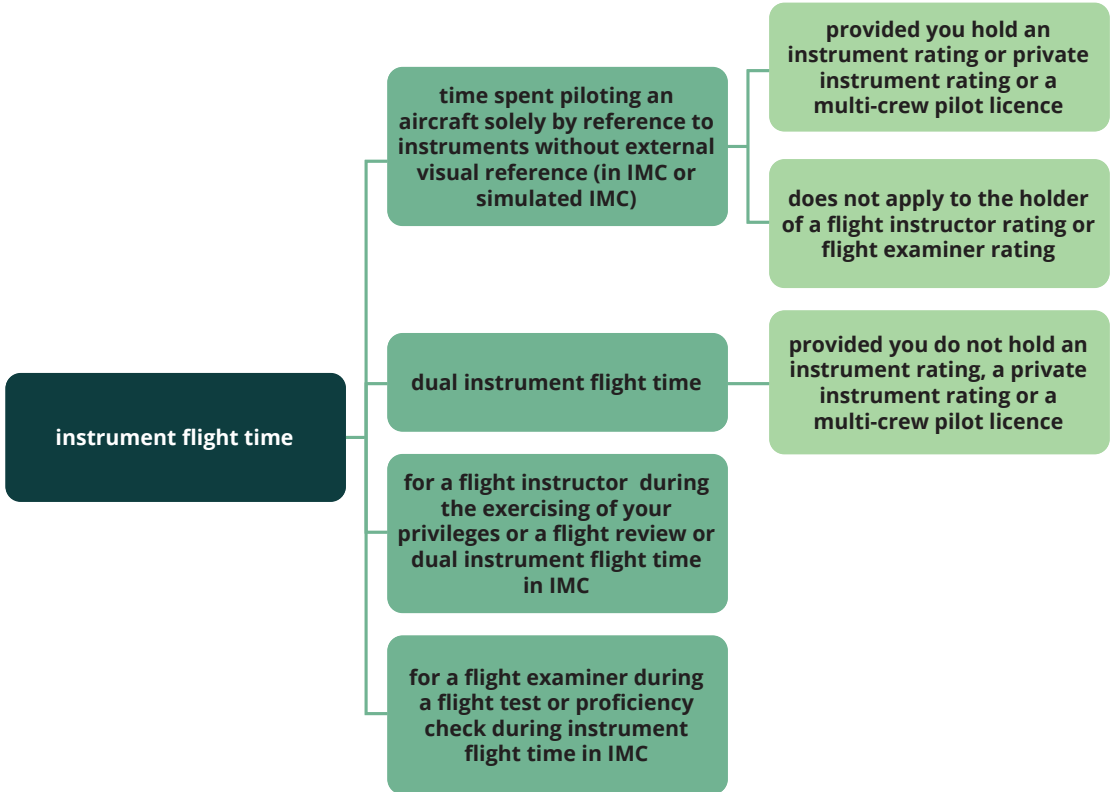
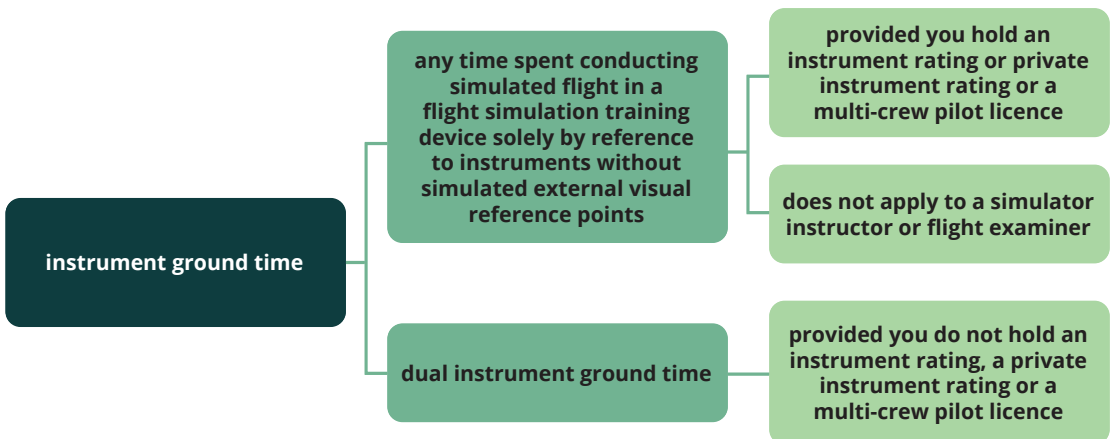


Figure 10: Instrument ground time



2.16 Flight reviews and proficiency checks

Overview

The purpose of a flight review and a proficiency check is to assess your flying skills and operational knowledge.

Like a flight review, a proficiency check assesses your competency to the standards specified by CASA. A flight examiner or a person authorised by CASA will assess you.

Completing a proficiency check for an operational rating in an aircraft can also satisfy the flight review requirement for the relevant aircraft rating.

For example, if you complete an aerial application rating proficiency check in a single-engine aeroplane, you satisfy the flight review requirement for the single-engine aeroplane class rating.

Flight reviews (61.400)

You must have completed a flight review if you hold an aircraft rating, operational rating or endorsement. For example:

- › aircraft class ratings
- › aircraft type ratings
- › low-level ratings
- › private instrument flight rules (IFR) ratings
- › night visual flight rules (VFR) ratings.

A flight review (in most cases) must be completed within the previous 2 years in order for you to exercise the privileges of your licence, rating or endorsement. A flight review allows you to receive refresher training to achieve the required competencies. A fail result is not recorded in this situation.

A flight review must have been completed within the last 2 years in:

- › an aircraft relevant to the rating
- › an approved flight simulator for the flight review.

Who does the flight review?

You must demonstrate competency according to each unit of competency mentioned in the MOS (Schedule 2) to either:

- › CASA
- › the holder of an approval under regulation 61.040
- › a pilot instructor who is authorised to conduct a flight review for the rating.

Flight review assessment

Your flight instructor will design a flight review that will allow them to assess your competency according to the Part 61 Manual of Standards (MOS).

Your flight review may include an assessment for more than one rating provided you conduct the flight review in an aircraft included under the relevant rating.

A flight review can also include training along with an assessment.

If necessary, your instructor may require you to complete additional refresher training. You can complete the flight review over multiple flights if needed. If the instructor determines you need refresher training, an authorised Part 141 or Part 142 flight instructor must then conduct the flight review.

When you pass the flight review, the flight instructor will notify CASA, who will update your pilot licence records. Your licence will show the codes for all ratings you have been issued and the details of your flight reviews.

Logging flight time

If you do not receive training during the flight review, log the flight time as pilot in command under supervision (PICUS).

If the flight review requires you to complete flight training, you should record the flight time in your logbook as dual flight time.

Validity period of a flight review

Your flight review is valid until the end of the 24th month after the month in which you complete the flight review. If you pass a flight review on 17 June 2024, then your flight review is valid from 17 June 2024 – 31 July 2026.

If you hold a flight review that is still valid (the previous flight review) you may complete a flight review for the rating within 3 months before the expiry of your previous flight review. For example, if your existing flight review expires on 31 July 2026, you may undertake a flight review in May, June or July of 2026 and your new validity will be 31 July 2028.

Note: As a holder of a low-level rating, the legislation requires your flight review to be undertaken every 12 months (regulation 61.1060). This requirement applies to all low-level rating holders. However, a legislative instrument (CASA EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024) has been issued that allows for a 24 month period between flight reviews for the holder of a low-level rating, other than a person with an aerial mustering endorsement. This brings the requirement into line with other ratings subject to a flight review. See section 7.6 of this guide for further details.

Alternatives to a flight review

Completing a proficiency check for an operational rating in an aircraft can also satisfy the flight review requirement for the relevant aircraft rating.

Additionally, various ratings permit alternative means of completing a flight review as detailed in the table below.

Table 7: Alternatives to a flight review

Applicable rating	Section within this guide
Aircraft class rating	section 5.3
Aircraft type rating	section 5.4
Low-level rating	section 7.6
Private instrument rating	section 10.3
Night VFR rating	section 10.4

Note: If you are employed by an operator, you will also need to complete operator proficiency checks (OPC) to determine your competency. Completing an OPC may satisfy the flight review.

Proficiency check

Like a flight review, a proficiency check assesses your flying skills and operational knowledge.

Unlike a flight review, a proficiency check is a pass or fail assessment and is not an opportunity to receive training to achieve competency. You may need to complete refresher training before attempting a proficiency check to avoid losing the privileges.

The following operational ratings require a proficiency check:

- › instrument rating
- › aerial application rating.

Conduct of the proficiency check

A flight examiner with the relevant flight test endorsement can do your proficiency check.

When an examiner occupies a control seat to conduct the check in an aircraft, they must be:

- › authorised to fly the type of aircraft
- › approved to conduct proficiency checks in an aircraft.

Proficiency check assessment

You must meet the proficiency check standards for your rating. These are similar to the standards specified for the flight test for the rating and are outlined in the relevant section of the MOS.

At the end of a successful check, the flight examiner will record the details in your licence and notify CASA who will update your records.

If you do not meet the proficiency check standards during the flight, the examiner will let you know. In this situation, you cannot use your rating until you have subsequently passed another proficiency check.

Before attempting the proficiency check again, you should consider refresher training from a Part 141 or Part 142 flight training operator.

Note: An operator proficiency check may sometimes substitute for another Part 61 proficiency check when conducted by a flight examiner. This guide includes this information as it applies to your authorisation.

Logging flight time

See section 2.11 of this guide.

Validity period of a proficiency check

A proficiency check is valid for 12 months from the end of the month after the month that it was completed.

Your proficiency check is valid until the end of the 12th month after the month in which you complete the flight review. If you pass a flight review on 17 June 2024, then your flight review is valid from 17 June 2024 – 31 July 2025.

If you hold a valid proficiency check (the previous proficiency check) you may complete a proficiency check for the rating within 3 months before the expiry of your previous proficiency check. For example, if your existing proficiency check expires on 31 July 2025, you may undertake a proficiency check in May, June or July of 2025 and your new validity will be 31 July 2025.

Alternatives to a proficiency check

Table 8: Alternatives to a proficiency check – guide sections

Applicable proficiency check	Section within this guide
ATPL instrument proficiency check	section 4.14
Multi-crew pilot licence	section 4.15
Aerial application rating	section 8.7
Instrument rating	section 10.2
Flight instructor rating	section 11.2
Simulator instructor rating	section 11.3
Flight examiner rating	section 12.12

Operator proficiency check

An operator proficiency check is an assessment conducted by an operator. It ensures you are competent to conduct flights the operator has assigned to you.

An operator proficiency check may sometimes substitute for another Part 61 proficiency check when conducted by a flight examiner. This guide includes this information as it applies to your authorisation.

Where your operator has received a 61.040 approval to have your operator proficiency check substitute for another Part 61 required check, you can do your operator proficiency check with:

- > a check pilot
- > the head of operations (HOO).

If the operator proficiency check includes instrument flight rules (IFR) operations, it may also satisfy:

- > instrument proficiency check requirements
- > flight review requirements for the class or type of aircraft used.



Part 121, Part 133 and Part 135 operators conducting air transport operations and Part 138 operators with complex aerial work operations require a training and checking system. This system may require the establishment of a proficiency check process. You must ensure you are compliant with the requirements of any operator with whom you conduct operations.



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2.17 CASA cancellation of a legacy licence, rating or endorsement

(61.180 and 61.185)

If CASA determines a rating or endorsement has been issued in error, CASA will cancel the rating or endorsement.

2.18 Courses of training or professional development

(61.210)

Any training you undertake must be:

- › conducted in accordance with the published standards in the MOS
- › contained in an approved course syllabus
- › be assessed by an authorised person.

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

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

Note: This regulation does not apply to an instructor conducting training outside a Part 141 or Part 142 organisation for a flight crew endorsement.

2.19 Pilot certificates (issued by a sport aircraft body)

Refer to chapter 15 of this guide – Recognition of pilot certificates granted by sport aviation bodies.

2.20 Recognition of hours in other than a registered and recognised aircraft

The aeronautical experience required for the issue of a licence, rating or endorsement, can, under certain circumstances include hours that are flown in a variety of aircraft including those registered with sport aircraft bodies e.g. Recreational Aviation Australia (RAAUS).

Aeronautical experience for the issue of a licence requires a specific amount of flight time to be accumulated prior to the licence being issued.

This is expressed as flight time as a pilot. Flight time as a pilot includes:

- › the duration of the following flights:
 - » a solo flight
 - » a flight in which you receive flight training
 - » if you are a flight instructor, a flight during which you exercise the privileges of your flight instructor rating
 - » if you are a flight examiner, a flight during which you exercise the privileges of your flight examiner rating
- › your flight time as:
 - » pilot in command
 - » pilot in command under supervision
 - » a copilot.

When the aeronautical experience required is expressed as 'flight time as a pilot' this is not aircraft category specific i.e., does not need to be accumulated in an aeroplane. Therefore, hours accumulated on other aircraft categories (for example a helicopter) and other aircraft (such as if you fly RAAUS aircraft with a pilot certificate) will count towards the total of hours required.

Aeronautical experience can also be described as flight time in the category of aircraft. In this case the hours that can be counted towards these specific totals must be in the specific category of aircraft required e.g. aeroplane.

Aeronautical experience may also require hours to be flown in a registered or recognised aircraft. This is more specific again. If the aeronautical experience required is described as hours in a recognised or registered aeroplane, then only those aircraft on the Australian register or that of a contracting state can be counted towards the required hours.

A recognised aeroplane means an aeroplane that is either:

- › on the register of aircraft kept by a contracting State
- › a State aircraft.



This would include any hours accumulated in an aeroplane that was on the aircraft register of contracting State, for example, France.

A registered aircraft is one that has been entered on the Australian aircraft register and has been issued a 'VH' registration prefix.



The requirement for hours to be in a recognised or registered aeroplane apply to the aeronautical experience for the issue of a PPL or CPL conducted within an integrated program. (See sections 4.13 and 4.14 of this guide.) This is distinct from the hours required for a PPL or a CPL where the training was conducted outside of an integrated training program (i.e., non-integrated training). In this situation no such requirement regarding a registered or recognised aeroplane is stated. In the case of aeronautical experience for your PPL or CPL gained through non-integrated training you would therefore be able to count hours in RAAUS registered aircraft, helicopters etc. (See sections 4.13 and 4.14 of this guide.)



Civil Aviation Safety Authority