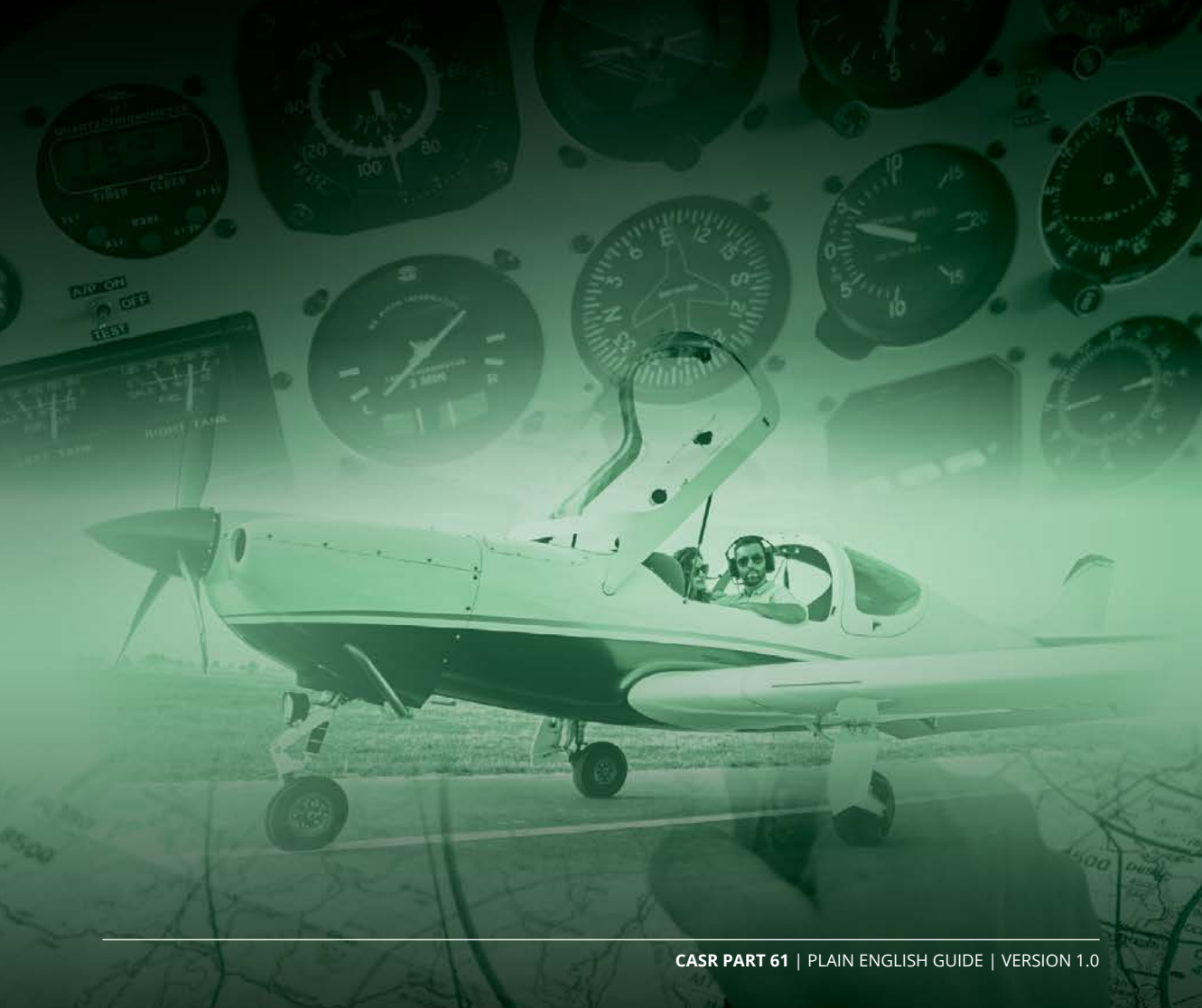


CHAPTER 5

AIRCRAFT CATEGORY, CLASS AND TYPE RATINGS

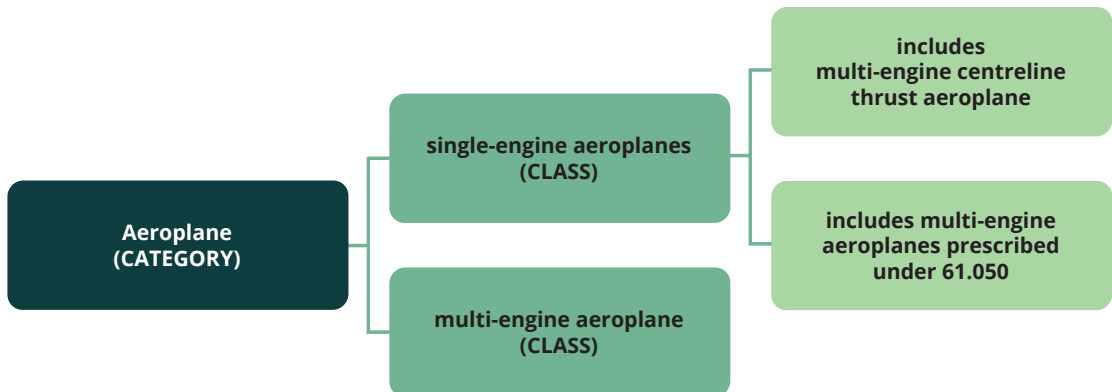


5.1 Overview

To be issued a licence, as detailed in this guide, you must also be issued an aircraft category rating. In the case of this guide, this is an aeroplane category and a class rating. You will also require a type rating depending on the aeroplane(s) you wish to operate.

An aircraft rating is a flight crew qualification that allows you to operate a particular aircraft. The rating(s) you need depends on the type of pilot licence you hold and the aircraft you want to fly. See chapter 4 of this guide for the different pilot licence details.

Figure 12: Aeroplane category



5.2 Aircraft category requirements

Overview (61.015, 61.425, 61.720 and 61.725)

When obtaining a pilot licence, you must choose the category of aircraft your training and qualifications will relate to.

You must hold the correct category rating on your licence to fly as the pilot in command (PIC) or copilot of an Australian (VH) registered aircraft. Once you have your initial licence and aircraft category rating you may add other categories to your licence.

Part 61 applies to all the following aircraft categories:

- › aeroplane
- › helicopter
- › powered lift aircraft
- › gyroplane
- › airship.

A category of aircraft in this guide refers to an aeroplane.

Requirements for granting an aircraft category rating (61.730)

To be granted an aircraft category rating you need to be applying for or holding any one of the below:

- › a pilot licence whereby meeting the requirements of a pilot licence you also meet the requirements for the grant of the applicable aircraft category rating
- › a pilot licence where your application for an aircraft category rating meets the requirements for the issue of that licence and the aircraft category rating
- › a certificate of validation of an overseas flight crew licence equivalent to a pilot licence.

Privileges (61.375 and 61.725)

For you to be authorised to fly an aeroplane, you must hold an aeroplane category on your pilot licence.

You may only exercise the privileges of your licence in the specific category (e.g. aeroplane) for which the licence is issued. If you hold multiple licences, each licence will have an applicable aircraft category. You can hold different licences with different associated categories.

For example, you may hold a PPL in the aeroplane category and a CPL in the helicopter category. Each licence is linked to the category for which it is granted.

Note: Your pilot licence authorises you to only fly a registered aircraft.

5.3 Aircraft class rating requirements

Overview (61.020 and 61.735)

In this guide, a class of aircraft refers to single-engine or multi-engine aeroplanes.

Note: Either a single-engine or multi-engine class rating is an appropriate class rating for you to exercise the privileges of a single-engine class rating.

Note: A multi-engine centreline thrust aeroplane or a multi-engine aeroplane that holds a legislative instrument under regulation 61.060 is considered a single-engine aircraft.

If you hold a class rating, you are authorised to operate any aircraft in the class provided the aircraft is not certified for multi-crew operations or designated as a type of aircraft that requires a single-pilot type rating.

Requirements for granting an aircraft class rating (61.750)

To be granted an aircraft class rating, your flight instructor must be satisfied you meet the competency standards mentioned in Schedule 2 of the MOS and you must:

- › hold a pilot licence and an aircraft category rating that is the same as the aircraft class you are requesting
- › hold a PPL, CPL, MPL or ATPL to hold a multi-engine class rating
- › complete the flight training for the rating
- › pass the flight test detailed in Schedule 2 of the MOS in an aircraft of the class covered by the rating.

If you hold an aircraft class rating under either of the following circumstances, you have also met the requirements of the applicable aircraft type rating:

- › the aircraft class rating was granted under CASR 202.272 (Grant of equivalent new authorisations for certain holders of old authorisations) and you held an aircraft endorsement that was in force for the type of aircraft before September 2014
- › the aircraft type was prescribed in an instrument under regulation 61.062 (Prescription of types of aircraft for additional limitations on class ratings) and you conducted one or more operations in aircraft of that type as pilot in command.

Exemption

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

If you have been assessed by a person authorised by the national aviation authority (NAA) of a recognised foreign state you may exercise the privileges of your aircraft class rating provided:

- › you completed equivalent flight training in the aircraft class
- › you have provided CASA with documentation that shows you have:
 - » completed the equivalent flight training
 - » been assessed by a person authorised by the NAA of the recognised foreign state as competent to fly the aircraft.

If you meet these conditions, you do not need to undertake training for the issue of your class rating or a flight review as required by Australian legislation for the grant of the class rating.

Flight review requirements

(61.745 and 61.747)

You must hold a valid flight review to exercise the privilege of your aircraft class rating. Your flight review must be conducted in either:

- › an aircraft of the class covered by your rating
- › a flight simulator approved for the review.
- › You have successfully completed a flight review for the rating if you have completed any of the following:
 - › a flight test for the rating
 - › a flight test for an operational rating in an aircraft of the class covered by the aircraft rating
 - › completed flight training for a design feature endorsement in an aircraft of the class covered by the aircraft class rating
 - › a flight review for a pilot type rating in an aircraft of a type prescribed in regulation 61.061 (Prescription of type-rated aircraft – flight review requirements for class ratings) for the class rating
 - › completed a proficiency check that covers operations in the class
 - › completed a proficiency check in an aircraft of the class or an approved flight simulation device, that is either:
 - » an instrument proficiency check
 - » an aerial application proficiency check
 - » an instructor proficiency check
 - » an examiner proficiency check.
 - › a flight review or equivalent for a relevant pilot type rating (for a single-engine class, this can be conducted in a single engine aeroplane or multi-engined aeroplane).

Note: If you hold an RPL granted because of holding a pilot certificate issued by a sports aviation body, you do not need to undertake this flight test if the aircraft class rating is permitted by your current pilot certificate.

The training must be conducted by one of the following:

- › a flight instructor for a Part 141 MOS (recreational, private or commercial pilot flight training, other than specific integrated training courses)
- › a Part 142 MOS (integrated and multi-crew pilot flight training, contracted training and contracted checking) operator who is authorised to conduct the training for the aircraft type
- › the holder of an approval to conduct the training under Part 141.035 MOS (Approvals by CASA for Part 141) or Part 142.040 MOS (Definitions for Part 142).

Your flight review is also valid if you are successfully participating in an operator's regulation 61.040 approved training and checking system for an operation in an aircraft covered by that class.

Note: You are successfully participating in an operator's training and checking system for an operation if:

- › you are employed by the operator
- › the operator's training and checking system covers the operation
- › you have met the requirements under the system for entry into the system
- › you are permitted under the system to be assigned by the operator for duty for the operation.

If, at any time, you attempt but fail an instrument proficiency check, you no longer hold a valid instrument proficiency check for the aircraft category or multi-engine aircraft (as applicable) until you successfully complete the instrument proficiency check.

Your flight review is valid until the end of the 24th month after the month in which you complete the flight review. For example, 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. In this case, your next expiry will be at the end of the 24th month, when your previous flight review expired. For example, if your existing flight review expires on the 31st July 2026, you may undertake a flight review in May, June or July of 2026 and your new validity will be the 31st July 2028.

5.4 Aircraft type rating requirements (pilot ratings)

Overview (61.375, 61.720 and 61.770)

More complex aircraft require you to also complete additional training and obtain a type rating. These ratings are also referred to as a pilot type rating.

CASA specifies aircraft type ratings for aircraft that:

- › are certified to be operated by more than one pilot (multi-crew)
- › are certified in the transport category
- › are multi-engine turbojet powered
- › are fitted with more complex systems
- › have unique handling or performance characteristics.

Note: the above reference to transport category refers to a homogeneous grouping of aircraft types and models of similar characteristics. These are based on the proposed or intended use of the aircraft and their operating limitations and not to air transport operations.



You are not required to hold a pilot type rating for the aircraft if you are acting as a cruise relief copilot and you hold a cruise relief copilot type rating for the aircraft type.

Requirements for the granting of an aircraft type rating (61.810, 61.815 and 61.822)

To be granted an aircraft type rating, your flight instructor must be satisfied you meet the competency standards mentioned in Schedule 2 of the MOS and you must:

- › hold a pilot licence and an aircraft category rating of the same type covered by the rating (or a certificate of validation of an equivalent overseas flight crew licence)
- › complete the applicable theory and technical training
- › pass an exam conducted by the training provider testing your aeronautical knowledge of the rating standards detailed in Schedule 4 of the MOS
- › complete the flight training in accordance with the approved course, consisting of either:
 - › dual flight in an aircraft of the same type covered by the rating
 - › dual simulated flight in an approved flight simulator for the training
- › passed the flight test as detailed in Schedule 5 of the MOS in an aircraft of the class covered by the rating.

Note: The above does not apply if you meet the requirements of a multi-crew pilot licence or a new type rating mentioned in section 4.15 of this guide.

The training must be conducted by one of the following:

- › a flight instructor for a Part 141 operator
- › a Part 142 MOS operator who is authorised to conduct the training for the aircraft type
- › the holder of an approval to conduct the training under Part 141.035 MOS (Approvals by CASA for Part 141) or Part 142.040 MOS (Definitions for Part 142).



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If your type rating was granted on the basis of regulation CASR 202.272 (Grant of equivalent new authorisations for certain holders of old authorisations) or 202.274 (Non-finalised applications for old authorisations), and is subject to the condition that you must not act as PIC, CASA must remove the condition if:

- › you apply to CASA to remove the condition
- › you meet the requirements for the granting of a type rating
- › You meet the requirements of a second variant for the type rating if:
 - » you have passed the flight test for a type rating in an aircraft model covered by the type rating or an approved flight simulator for the first variant
 - » for the second variant, differences training was required and you have completed the differences training.

See Appendix C of this guide for details of aircraft type rating requirements.

Note: Instrument number CASA EX42/22 Flight training and test (low-fidelity simulators) exemption 2022 affects the type rating of the following aircraft:

- › Swearingen SA226/227
- › Embraer EMB120.

If you are an applicant for an affect type rating, you are exempt from the requirements of paragraph 61.195(2)(d) and regulation 61.205. Before undertaking the type rating you must make yourself aware of the content of this legislative instrument.

Privileges (61.775, 61.780, 61.785, 61.790, 61.815 and 61.820)

To exercise the privileges of your licence in either a multi-crew aeroplane or an aeroplane certified for single pilot operations (for which a single pilot type rating is required under regulation 61.060), you must hold the appropriate type rating for the aeroplane type.

If a **single-pilot type** rating was not previously required and is now required for that type of aircraft, you meet the requirements for that single-pilot type rating if:

- › you hold a class rating for that type
- › you have flown an aircraft of that type
- › the person who granted you the new rating is satisfied you are competent to fly an aircraft of that type.

If, on or after 1 September 2015, you are the holder of a single-pilot type rating you may conduct multi-crew operations if you either:

- › also hold a multi-crew type rating
- › have completed an approved course of training in multi-crew cooperation.

Note: An exemption currently applies ((CASA EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024) if you are the holder of a single-pilot type rating and wish to exercise your privileges in a multi-crew operation. You are exempt from the requirement from having to complete an approved MCC training course provided you meet the requirements and conditions in Appendix F of this guide.

If you are the holder of a multi-crew type rating you are only authorised to operate an aircraft of that type in multi-crew operations.

If you hold an old type rating, you meet the requirements of a new type rating if your old type rating:

- › covered 2 or more aircraft models that were variants of each other (under the old legislation)
- › the models are no longer variants of each other as they are included in a new type rating
- › either:
 - › you have already passed the flight test for the old type rating in the aircraft or approved flight simulator for an aircraft covered by the new type rating
 - › differences training was not required for the old type rating
 - › differences training was required and you have completed the differences training for the old type rating.

If you hold a pilot type rating you are authorised to fly under the IFR if:

- › your flight test was conducted under the IFR
- › you hold a valid instrument proficiency check in an aircraft covered by the rating.

To act as PIC on a multi-engine turbine-powered aircraft (that requires a type rating), and you have passed the flight test for the type rating in a simulator, you must have at least 25 hours of flight time as a pilot with the same rating.

Note: You are not required to have the 25 hours of flight time mentioned above if:

- › for a turbojet powered aeroplane type rating you have at least one of the following:
 - › 1,000 hours of flight time as a pilot of a turbojet powered aircraft
 - › 2,000 hours of flight time including 500 hours as pilot of a turbojet powered aeroplane
- › for a turboprop powered aeroplane type rating you have at least one of the following:
 - › 1,000 hours of flight time as a pilot of a turboprop powered aeroplane
 - › 2,000 hours of flight time, including at least 500 hours of flight time as a pilot of a turboprop powered aeroplane.

Exemption – logging of permissible copilot time

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

If you have been a permitted copilot time you are not required to have at least 25 hours of flight time as PIC as detailed above provided:

- › you hold a pilot type rating for a type-rated aircraft that is a multi-engined turbine-powered aircraft
- › you comply with the requirements of logging the permissible copilot time as copilot flight time.

Note: Permissible copilot time, in relation to you being a permitted copilot, means time during where you performed copilot duties in a multi-pilot capable aircraft in accordance with multi-crew procedures specified in the operations manual or exposition (whichever is applicable) of the AOC holder operating the aircraft.

If you hold a multi-crew type rating, you can only exercise the privileges of the rating in a multi-crew operation and you must:

- › hold a multi-crew pilot licence
- › have passed the flight test for the multi-crew pilot licence in a multi-crew aircraft or an approved flight simulator.

Flight review and instrument proficiency check requirements (61.795, 61.800 and 61.805)

To exercise the privileges of your type rating you must hold a valid flight review. A flight review for the rating is valid if you comply with any one of the following:

- › you have passed a flight test for the rating
- › in an aircraft of the same type covered by the rating, you have either:
 - » passed a flight test for an operational rating
 - » completed flight training for a design feature endorsement of the class covered by the rating
- › successfully completed an operator proficiency check that covers operations in the type
- › passed a proficiency check in an aircraft of the type or an approved flight simulation device that is one of the following:
 - » an instrument proficiency check
 - » aerial application proficiency check
 - » an instructor proficiency check
 - » an examiner proficiency check
- › a flight review or equivalent for a relevant class rating (for a single-engine class this can be conducted in a single engine aeroplane or multi-engined aeroplane).

You also have a valid flight review if you are successfully participating in an operator's Part 61.040 approved training and check system for an operation in an aircraft of the type covered by the rating.

Note: You are successfully participating in an operator's training and checking system for an operation if:

- › you are employed by the operator
- › the operator's training and checking system covers the operation
- › you have met the requirements under the system for entry into the system
- › you are permitted under the system to be assigned by the operator for duty for the operation.

For example, 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. In this case, your next expiry will be at the end of the 24th month, when your previous flight review expired. 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 the 31 July 2028.

To be authorised to fly an aircraft covered by the model of your type rating you must either:

- › within the previous 24 months have:
 - » flown the aircraft model
 - » completed the flight test or flight review for that aircraft model
 - » completed differences training
- › be successfully participating in an operator's regulation 61.040 approved check and training system that operates the same model.



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Table 25: Valid instrument proficiency check – other than single-pilot turbojet aeroplane

Requirement	Conditions (if applicable)	Validity period
<p>for your Instrument proficiency check to be valid, you must have passed a flight test for one of the following (in an aircraft type covered by the rating):</p> <ul style="list-style-type: none"> › an instrument rating › private IFR rating › multi-crew pilot licence or ATPL › the pilot type rating in an aircraft under the IFR › an instrument endorsement and the flight test is conducted more than 6 months after you pass the flight test for the rating 	nil	<p>your instrument proficiency check is valid until the end of the 24th month after the month in which you complete the flight review e.g., if you pass an instrument proficiency check on 17 June 2024 then your instrument proficiency check is valid from 17 June 2024 until 31 July 2026</p>
you successfully complete an operator proficiency check that covers IFR operations in an aircraft of that type	must be conducted by a flight examiner who holds an instrument rating flight test endorsement	
you are successfully participating in an operator's regulation 61.040 approved training and check system for an IFR operation in an aircraft of that type	the check is only valid for that operator	for the period you are successfully participating in the operators approved Part 61 training and checking system

Requirement	Conditions (if applicable)	Validity period
<p>you successfully complete an instrument proficiency check for the aircraft type</p>	<p>the IPC must be undertaken in the relevant aeroplane or an approved flight simulation training device.</p> <p>if conducted by CASA or a flight examiner they must:</p> <ul style="list-style-type: none"> › assess you as meeting the IFR Part 61 competency standards for an IPC › endorse your licence with the date and the completion of the IFR proficiency check and <ul style="list-style-type: none"> » for single-engine aircraft: a single-engine or multi-engine endorsement is acceptable » for multi-engine aircraft: a multi-engine endorsement <p>if a person approved under regulation 61.040 conducts the check they must:</p> <ul style="list-style-type: none"> › assess you as meeting the IFR Part 61 competency standards for an IPC › endorse your licence with the date and the completion of the IFR proficiency check and <ul style="list-style-type: none"> » for single-engine aircraft: a single-engine or multi-engine endorsement is acceptable » for multi-engine aircraft: a multi-engine endorsement › conduct an oral assessment of your IFR knowledge of Part 61 operations procedures 	<p>if you hold an instrument proficiency check that is still valid (the existing check) you may complete an instrument proficiency check within 3 months before the validity of the existing check expires e.g., in this case, the validity will be the end of the 24th month your existing check expired.</p> <p>If your existing instrument proficiency check expires on the 31 July 2024, you may undertake an IPC in May, June or July of 2026 then your new validity will be the 31 July 2028</p>

Note: Instrument number CASA EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024 Parts 14 to 18 have been included in the above table.

If at any time you fail an instrument proficiency check (IPC) in any of the following, your IPC is no longer valid for the type of aircraft in which you attempted the check:

- › an aeroplane category
- › multi-engine aeroplane
- › that type of aircraft.

Table 26: Valid instrument proficiency check – single-pilot turbojet aeroplane

Requirement	Conditions (if applicable)	Validity period
for your Instrument proficiency check to be valid, you must have passed a flight test that is conducted as a single-pilot operation for one of the following (in an aircraft type covered by the rating): <ul style="list-style-type: none"> › an instrument rating › private IFR rating › an instrument endorsement and the flight test is conducted more than 6 months after you pass the flight test for the rating 	nil	your instrument proficiency check is valid until the end of the 24th month after the month in which you complete the flight review e.g. if you pass an instrument proficiency check on 17 June 2024 then your instrument proficiency check is valid from 17 June 2026 until 31 July 2028
you successfully complete an operator proficiency check that covers IFR operations in an aircraft of that type	must be conducted by a flight examiner who holds an instrument rating flight test endorsement	
you are successfully participating in an operator's regulation 61.040 approved training and check system for an IFR operation in an aircraft of that type	the check is only valid for that operator	for the period you are successfully participating in the operators approved Part 61 training and checking system
you successfully complete an instrument proficiency check for the aircraft type	<p>the IPC must be done in the relevant aircraft or the approved flight simulation training device, and:</p> <p>the IPC must be done in the relevant aeroplane or an approved flight simulation training device.</p> <p>if conducted by CASA or a flight examiner they must:</p> <ul style="list-style-type: none"> › assess you as meeting the IFR Part 61 competency standards for an IPC › endorse your licence with the date and the completion of the IFR proficiency check and <p>if a person approved under regulation 61.040 conducts the check they must:</p> <ul style="list-style-type: none"> › assess you as meeting the IFR Part 61 competency standards for an IPC › endorse your licence with the date and the completion of the IFR proficiency check and › conduct an oral assessment of your IFR knowledge of Part 61 operations procedures 	if you hold an instrument proficiency check that is still valid (the existing check) you may complete an instrument proficiency check within 3 months before the validity of the existing check expires E.g. in this case, the validity will be the end of the 24th month your existing check expired. If your existing instrument proficiency check expires on the 31 July 2024, you may undertake an IPC in May, June or July of 2026 then your new validity will be the 31 July 2028

Note: Instrument number CASA EX32/24 Flight Crew Licensing and Other Matters (Miscellaneous Exemptions) Instrument 2024Part 12 and 13 have been applied to the above table.

5.5 Differences training requirements

(61.200 and MOS 61 Schedule 2)

To operate some variants or models covered by a type rating, pilots who hold the type rating may also need to complete differences training.

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

To have completed differences training for a variant of the aircraft as the holder of a type rating you must:

- › be trained and assessed in all the applicable units of competency in the MOS to ensure that you are as competent as if you had undertaken the training for the type rating in the variant in the first instance
- › receive a course completion certificate from the applicable operator or approval holder indicating you have been trained and assessed as competent in the applicable Part 61 requirements.

Exemption

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

You may undertake differences training with a person authorised by the national aviation authority (NAA) of a recognised foreign state and exercise the privileges in an aircraft of the second variant provided you:

- › either:
 - » passed a flight test for the first variant in an aircraft or approved flight simulator
 - » completed a course of training for the first variant
- › have completed an equivalent training course for another aircraft model covered by the rating (second variant)
- › have provided CASA with documentation from an overseas training provider that shows you have:
 - » completed the equivalent flight training
 - » been assessed by a person authorised by the NAA of the recognised foreign state as competent to fly the aircraft.



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