



Australian Government
Civil Aviation Safety Authority



CASR Part 61

Pilot Licensing

An overview of the structure, terminology and requirements of the new licensing scheme.



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www.casa.gov.au/licensingregs

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Introduction

The Civil Aviation Safety Authority (CASA) is undertaking a regulatory reform program to modernise existing legislation and harmonise it with standards and recommended practices published by the International Civil Aviation Organization (ICAO).

The new legislation for flight crew licensing is formally known as Civil Aviation Safety Regulation – Part 61. It became legally effective on **1 September 2014**, when a four-year transition period began.

New legislation for training organisations also became effective on 1 September 2014 with the introduction of Parts 141 and 142. All training for the grant of a Part 61 licence, rating or endorsement must be conducted by the holder of a Part 141 or Part 142 certificate. Refer to CASA's website for more information about training operators.

For the first time, all licensing regulations are located in one set of rules instead of being spread across regulations and the Civil Aviation Orders.

All flight crew retain their flying privileges throughout and following the 1 September 2014 transition. For most people, the only noticeable change is that they will be issued a licence in a slightly different format.

To support the harmonisation of the regulations with international practices, competency-based training (CBT) standards have been introduced for all CASA flight crew qualifications. Detailed competencies for the granting of a licence, rating or endorsement have been published by CASA in a Manual of Standards (MOS). These competency standards are consistent with Australian government policy, which requires vocational education and training to be:

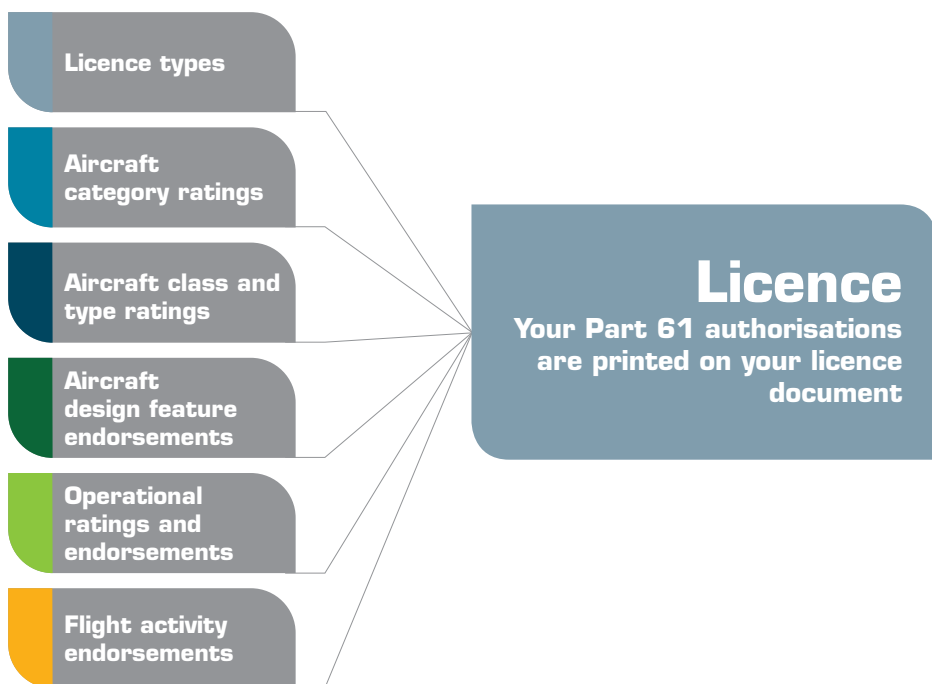
- structured and competency based
- delivered by qualified and competent instructors
- assessed against clearly defined competency standards.

Benefits at a glance

- › Reflects best international practices.
- › Safety standards improved.
- › Important lessons learnt from past accidents are addressed.
- › Training requirements are more clearly defined.
- › All flight crew licensing requirements are contained in one Part of the regulations.
- › Consistent competency-based training and assessment standards for all licences, ratings and endorsements.

The licence structure

A CASA-issued Part 61 document lists each licence (for example private pilot licence [PPL]) and the associated category ratings (for example, aeroplane [A] and helicopter [H]). It also lists all of the aircraft type ratings, aircraft class ratings, design feature endorsements, operational ratings, endorsements, and flight activity endorsements the pilot holds.



Aircraft category ratings

A pilot licence must include at least one of the following category ratings:

- › aeroplane (A)
- › helicopter (H)
- › powered-lift aircraft (P)
- › gyroplane (G)
- › airship (AS).

Gyroplane and airship category ratings are not available for the ATPL.

A private pilot licence with a helicopter category rating is represented as PPL(H).

Aircraft class ratings

Part 61 provides for five aircraft class ratings, as follows:

- › single-engine aeroplane
- › multi-engine aeroplane
- › single-engine helicopter
- › single-engine gyroplane
- › airship.

Aircraft are included in a class rating unless they are designated as a type-rated aircraft. If you hold a class rating, you are authorised to operate any aircraft in the class, as long as you have a current flight review for that class rating.

Some more complex class-rated aircraft require initial flight training and a flight review in that type before you can fly them for the first time as pilot-in-command, even if you hold the class rating. Once you have done the training and the review, you can continue to fly that type of aircraft under the class rating.

For more information see CASA's Licensing information sheets at

www.casa.gov.au/licensingregs

Aircraft type ratings

All multi-crew certificated aircraft and some single-pilot certificated aircraft are designated with type ratings. Single-pilot aircraft are designated with type ratings due to the complexity of the aircraft systems or the aircraft's performance and handling characteristics, which require additional training.

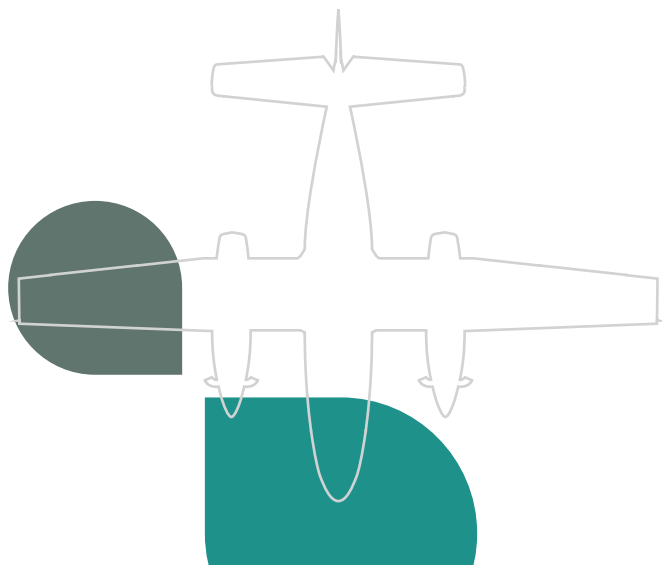
Some types of aircraft have various models and where appropriate, CASA specifies that differences training must be completed before flying a different model that is included in a type rating.

CASA designates these aircraft in *CASA 186/14 - Prescribed aircraft, ratings and variants for CASR Part 61*, which can be found on CASA's website.

For more information see CASA's Licensing information sheets at www.casa.gov.au/licensingregs

Aircraft design feature endorsements

TWU	Tailwheel undercarriage
RU	Retractable undercarriage
SKIL	Ski landing gear
MPPC	Manual propeller pitch control
GTE	Gas turbine engine
MEAC	Multi-engine centreline thrust
PXS	Pressurisation system
FLP	Floatplane
FLH	Floating hull
FLAG	Float alighting gear



Operational ratings

Part 61 contains the following operational ratings. To conduct an operation you need to hold the correct operational rating and the appropriate endorsements. For example, to conduct mustering in a helicopter, you need to hold a low-level rating and an aerial mustering helicopter (AMH) endorsement.

The following operational ratings are in Part 61:

- **instrument rating (IR):** any flight operation under IFR
- **private instrument rating (PIR):** a single-pilot operation under IFR in a private operation
- **night VFR rating (NVFR):** a flight operation at night under VFR (other than NVIS or aerial application operations)
- **night vision image system rating (NVIS):** a flight operation at night under VFR using NVIS
- **low-level rating (LL):** a low-level flight operation (below 500 feet AGL including low-level aerobatics)
- **aerial application rating (AA):** an aerial application flight operation below 500 feet AGL
- **flight instructor rating (FIR):** flight training for pilot licences, ratings and endorsements and grant endorsements
- **flight examiner rating (FER):** to conduct flight tests and proficiency checks, and grant ratings and endorsements
- **simulator instructor rating (SIR):** to conduct flight training in a flight simulation training device and—where appropriate—grant endorsements.

Operational ratings endorsements

Each of the previous operational ratings aligns with corresponding endorsements, which are listed in the following table.

Instrument rating	
IAP2D	2 dimensional instrument approach operation
IAP3D	3 dimensional instrument approach operation
Private instrument rating	
NNDB	Navigation NDB
NVORL	Navigation VOR/LLZ
NGNSS	Navigation GNSS
DEPS	Non SID IFR departure Single-engine aircraft
DEPMA	Non SID IFR departure Multi-engine aeroplane
DEPMH	Non SID IFR departure Multi-engine helicopter
DEPPL	Non SID IFR departure powered lift
DEPAS	Non SID IFR departure airship
PSID	Standard instrument departure
PSTAR	Standard arrival procedure
NDB	Approach NDB
VORL	Approach VOR/LLZ
DGA	Approach DME / GNSS arrival
RNP2D	Approach RNP 2 dimensional
RNP3D	Approach RNP 3 dimensional
ILS	Approach ILS
ALMEA	Approach and landing Multi-engine aeroplane
ALMEH	Approach and landing Multi-engine helicopter
NGT	Night

Night vision imaging system rating

G2 Grade 2

G1 Grade 1

Low-level rating

AMA Aerial mustering aeroplane

AMH Aerial mustering helicopter

AMG Aerial mustering gyroplane

SLING Sling operations

WINCH Winching and rappelling operations

Aerial application rating

FIRE Firefighting

NGT Night

Flight instructor

G1 Grade 1 training

G2 Grade 2 training

G3 Grade 3 training

MCP Multi-crew pilot training

TR Type rating training

CLR Class rating training

DF Design feature training

IR Instrument rating training

NVFR Night VFR training

NVIS Night vision imaging

System training

LL Low-level rating training

AAD Aerial application rating training – day training

AAN Aerial application rating training – night training

FIR Flight instructor rating training

MEAI Multi-engine aeroplane

Class rating instructor training

SLING Sling operations training

WINCH Winching and rappelling training

SPIN Spinning training

AERO Aerobatics training

FF Formation flying training

FAERO Formation aerobatics training

Flight examiner rating

PPL	Private pilot flight test
CPL	Commercial pilot flight test
ATPL	Air transport pilot flight test
MEA	Multi-engine class flight test
TR	Type rating flight test
IR	Instrument rating flight test
NVFR	Night VFR flight test
NVIS	Night vision imaging System flight test
LL	Low-level rating flight test
AA	Aerial application flight test
FIR	Flight instructor rating flight test
ELP	English language assessment

Flight activity endorsements

AERO	Aerobatic manoeuvres above 3000ft AGL
A150	Aerobatic manoeuvres above 1500ft AGL
A100	Aerobatic manoeuvres above 1000ft AGL
A050	Aerobatic manoeuvres above 500ft AGL
AULT	Aerobatic manoeuvres at any height
FFA	Formation flying aerobatics
FF	Formation flying
FFH	Formation flying (helicopter)
SPIN	Upright spinning manoeuvres above 3000ft AGL

Recreational pilot licence endorsements

RPCT	Controlled aerodrome
RPCA	Controlled airspace
RPFR	Flight radio
RPNA	Recreational navigation

Examples

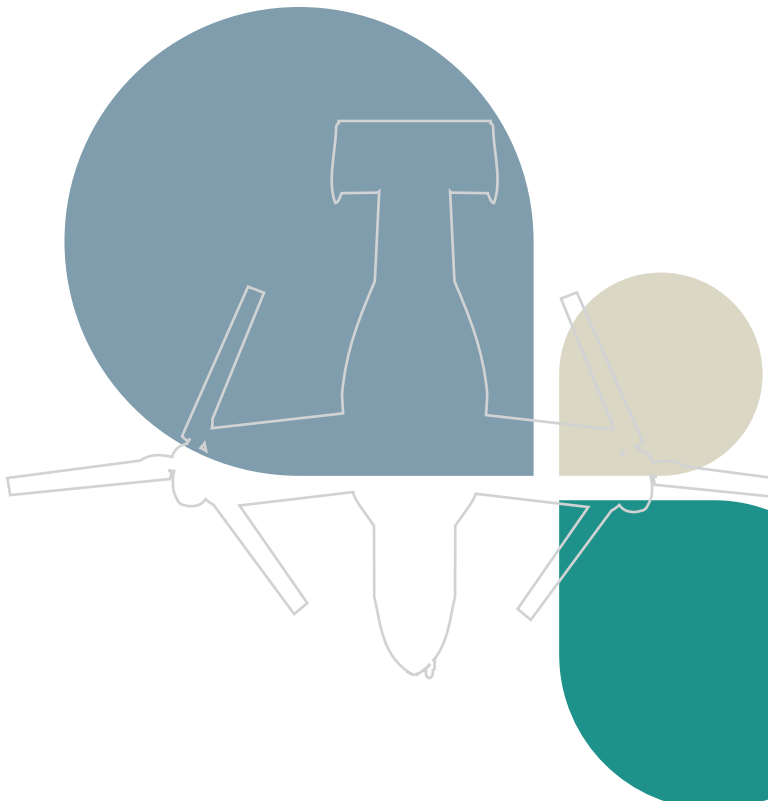
One

Jane is a private pilot previously licensed under CAR Part 5. She had the following authorisations on her CAR Part 5 licence document:

- › Private pilot (aeroplane) licence
- › Night VFR rating—Nil restrictions, NDB/VOR
- › PA34 and BE76
- › Manual propeller pitch control
- › Retractable undercarriage.

Jane's new CASR Part 61 licence will list the following Part 61 authorisations:

- › Private pilot licence (aeroplane)
- › Night VFR rating—SEA, MEA (formerly annotated, no restrictions.
Note that the nav aids do not migrate)
- › Class ratings—SEA, MEA (formerly S/E aeroplanes <5700KG MTOW, PA34 and BE76)
- › MPPC
- › RU.



Two

Joe is an air transport pilot previously licensed under CAR Part 5. He had the following authorisations on his CAR Part 5 licence document:

- › Private pilot (aeroplane) licence
- › S/E aeroplanes < 5700KG MTOW
- › PA34 and BE76
- › Commercial pilot (helicopter) licence
- › Air transport pilot (helicopter) licence
- › R22
- › Bell 47
- › Augusta 109
- › Bell 212/412
- › Manual propeller pitch control
- › Retractable undercarriage
- › Command (M/E helicopter) instrument rating—DGA ILS LLZ NDB VOR.

Joe's new CASR Part 61 licence will list the following Part 61 authorisations:

- › Private pilot licence (aeroplane)
- › Commercial pilot licence (helicopter)
- › Air transport pilot licence (helicopter)
- › Instrument rating—IAP 2D, IAP 3D, MEH
- › Class ratings—SEA, SEH, MEA (formerly S/E aeroplanes < 5700KG, MTOW, PA34, BE76, Bell 47)
- › Type ratings—R22, A109, Bell 212/412
- › GTEH
- › MPPC
- › RU.

Changes to flight crew licences

There is no **student pilot licence (SPL)** in Part 61. The minimum age to fly solo has been lowered from 16 to 15.

A new **recreational pilot licence (RPL)** is available to pilots not wanting to obtain a PPL and to pilots wanting to transfer from the recreational aviation sector to fly registered aircraft.

The RPL replaces the old SPL and general flying progress test (GFPT).

To obtain an RPL, you must be 16 years old and have:

- a current medical certificate—this may be either Class 1 or 2, or a recreational aviation medical practitioner's certificate (RAMPC) (note that there are conditions on the number of passengers you can carry if you hold a RAMPC)
- 25 hours flight time—comprising 20 hours dual and five hours solo
- passed an aeronautical exam for the associated category rating
- passed a flight test.

RPL holders are limited to:

- flying no more than 25nm from the aerodrome where the flight began, the designated training area, or a direct route between the two
- day VFR private operations in a single-engine aircraft with a maximum take-off weight (MTOW) of 1500kg.

If an individual already holds a pilot certificate issued by a recreational aviation administration organisation or a general flying progress test (GFPT), they can exercise the privileges of an RPL after a flight review.



The following endorsements can be added to an RPL:

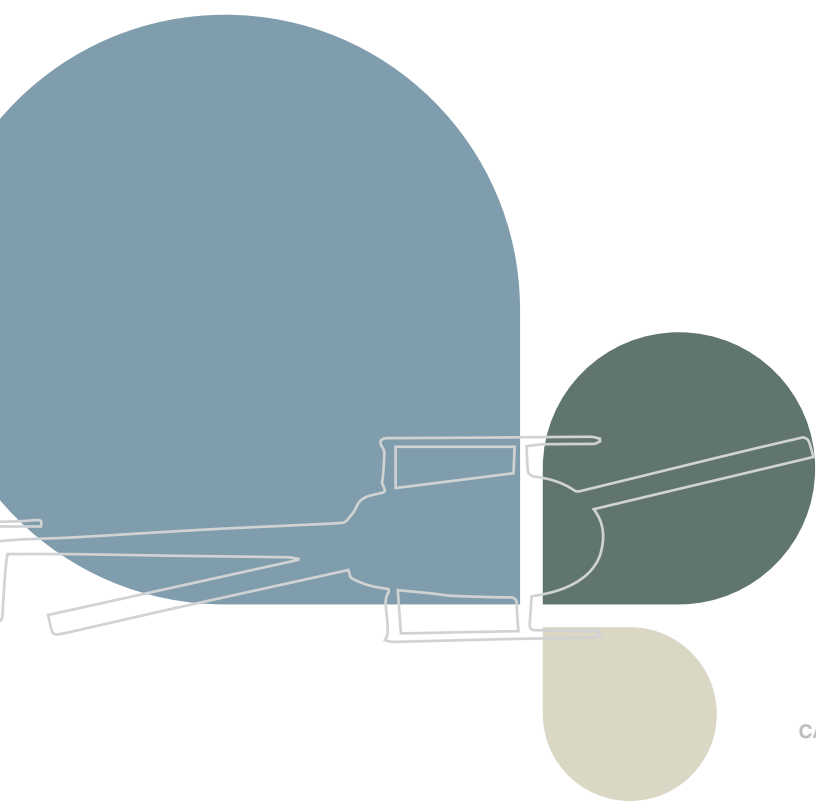
- › Controlled aerodrome endorsement (RPCT)
- › Controlled airspace endorsement (RPCA)
- › Flight radio endorsement (RPFR)—this requires an aviation English language proficiency assessment
- › Recreational navigation endorsement (RPNA)—this requires a minimum flight time of five hours solo cross-country and at least two hours dual instrument time, of which at least one hour must be flight instrument time.

For a **private pilot licence (PPL)** you must be at least 17 years old and successfully complete an integrated or non-integrated course of training.

Integrated courses require (amongst other things) 35 hours of flight time, including 10 hours solo, five hours solo cross country and two hours instrument time.

Non-integrated courses require an additional five hours flight time (40 hours in total).

An applicant can qualify for the PPL(H) by meeting the old standards in the *Civil Aviation Regulations 1988 (CAR)* until 31 August 2017. That training is not ICAO-compliant and doesn't necessarily include training in basic instrument flying.



Definition: Integrated course

'Integrated' means an intensive course of training:

- › designed to ensure that a course participant receives ground theory training integrated with practical flight training
- › for which the ground theory training and practical flight training are conducted by the same operator
- › conducted according to a syllabus that satisfies the knowledge and flight standards specified in the *Part 61 Manual of Standards* for the grant of a private or commercial pilot licence
- › designed to be completed within a condensed period of time.

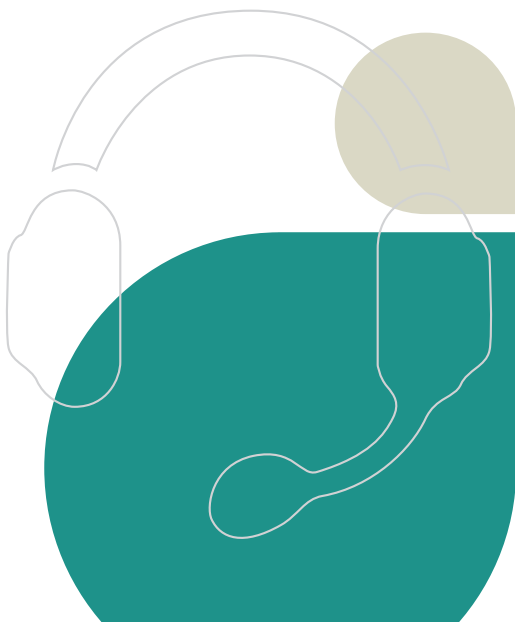
To obtain a **commercial pilot licence (CPL)** you must be at least 18 years old and successfully complete an integrated or non-integrated course of training.

Integrated courses require (amongst other things) 150 hours of flight time for the aeroplane category rating and 100 hours for the helicopter category rating.

Non-integrated courses require 200 hours for the aeroplane category rating and 150 for the helicopter category rating.

A CPL holder cannot be pilot-in-command of:

- › an aircraft engaged in multi-crew charter or regular public transport (RPT)
- › an aircraft certified for a single pilot with a MTOW of more than 5700kg in RPT
- › a turbojet aircraft with MTOW greater than 3500kg in RPT.



The theory exams must be completed within a two-year period to remain valid.

An applicant for a helicopter category CPL is now required to complete training in basic instrument flying.

An applicant can qualify for the CPL(H) by meeting the old standards in the *Civil Aviation Regulations 1988 (CAR)* until 31 August 2017. That training is not ICAO-compliant and doesn't necessarily include training in basic instrument flying.

To obtain a **multi-crew pilot licence (MPL)** you must be at least 18 years old and successfully complete an MPL-integrated course of training of at least 240 hours of aeronautical experience.

An MPL holder is authorised to be the co-pilot of an aircraft they have a type rating for in an IFR operation. However, the pilot must be working for an operator that is approved as a training-and-checking organisation.

For an **air transport pilot licence (ATPL)** you must be at least 21 years old.

The ATPL with the aeroplane category rating ATPL(A) includes the privileges of the Part 61 instrument rating.

You are also required to:

- hold a CPL or MPL with the same category rating
- have at least 1500 hours experience for the aeroplane category rating, or 1000 hours for the helicopter category rating
- have completed an approved course of training in multi-crew cooperation (MCC).

The theory exams must be completed within a two-year period to remain valid.

One of the most significant changes in the new regulations is the introduction of an ATPL flight test. The flight test will be in a multi-engine turbine aircraft or an approved flight simulator.

While the flight test for the ATPL(A) must be conducted as an IFR multi-crew operation with a co-pilot, the test for the ATP(H) must be done in a helicopter that is certificated at least for Night VFR operations with a co-pilot, or in an approved flight simulator. The helicopter test can be done as an IFR or VFR operation.

An ATPL holder is only authorised to fly IFR as a single-pilot operation if they have previously completed a flight test or instrument proficiency check as a single-pilot operation. They must also have flown under IFR in a single-pilot aircraft within the previous six months. This requirement is the same for other licence holders.

Part 61 includes a **glider pilot licence (GPL)**, which is ICAO-compliant. To obtain the licence, you must be at least 16 years old.

You are also required to have (amongst other things that apply to all licences, such as aviation English language proficiency and a background security check):

- a pilot certificate issued by a recreational aviation organisation that administers glider activities
- undertaken at least six hours of flight time, including two hours solo, as well as 20 launches and 20 landings in a glider or motorised glider.

As an ICAO-compliant licence, the GPL is expected to be recognised by foreign aviation authorities and this will assist Australian pilots wishing to participate in gliding competitions overseas.

The requirements for **balloon licence** holders will continue to be contained in CAR Part 5, until the new CASR Part 131 is published. At that time the licensing requirements for balloons will be transferred to Part 131.

For an **overseas licence** holder to obtain a flight crew licence with an aircraft category rating, CASA must be satisfied that the overseas licence is at least equivalent. In addition, you must be able to demonstrate aviation English language proficiency and hold an authorisation to operate an aeronautical radio.

If you are converting your overseas licence to an Australian CPL, multi-crew pilot licence (MPL), or ATPL, you must pass the flight test and theory exams specified in the MOS.

If you are an **Australian Defence Force** member and want a flight crew licence, rating or endorsement, you must satisfy CASA that you hold a qualification at least equivalent to the one being applied for. In addition, you may need to pass an aviation English language proficiency assessment and the required aeronautical exams. For example, you need to pass a flight test to be granted an ATPL. These conversion requirements do not include the issue of examiner or instructor ratings.

Contact us

For more information, go to **www.casa.gov.au/licensingregs**

For queries about CASR Part 61, email **clarc@casa.gov.au** or phone **131 757**.

