The following converts FAR Part 61 into high level CASR Part 61 and all the detail promulgated in Sec 9(1)(c ) Aviation Safety Standards as per the ASRR Report.

# Civil Aviation Safety Standards Part 61 – Pilot Licensing

## CASR 61.1 Applicability

(1) A person applying to CASA for, or holding, one or more of the following licences, ratings and / or rating must always comply with the applicable aviation safety standard (ASS) promulgated pursuant to 9(1)(c ) of the Civil Aviation Act by CASA.
   a. Pilot;
   b. Flight instructor;
   c. Ground instructor; and
   d. Licence, certificate and ratings

**CASR 61.2 Civil Aviation Safety Standards**

(1) CASA must promulgate ASS Part 61, under section 9(1)(c) of the Civil Aviation Act, consistent with the annexes of the Convention, the requirements for issuing:

   a. pilot, flight instructor, and ground instructor licences, certificates and ratings; the conditions under which those licences, certificates and ratings are necessary; and the privileges and limitations of those certificates and ratings.

   b. pilot, flight instructor, and ground instructor authorisations; the conditions under which those authorisations are necessary; and the privileges and limitations of those authorisations.

   c. pilot, flight instructor, and ground instructor licences, certificates and ratings for persons who have taken courses approved by CASA under other Aviation Safety Standards.

## Add Enforcement provisions.

**CASR 61.3 – Enforcement Offences**

(Safety related enforcement provisions should be developed in conjunction with associations representing the operational sectors of aviation)

For example: flying an aircraft without a licence, or without the appropriate licence, certificate or rating.

# Aviation Safety Standards – Part 61

(Based on FAR Part 61 standards – highlighted wording need adjustment)

The following converts FAR Part 61 into high level CASR Part 61 and all the detail promulgated in Sec 9(1)(c ) Aviation Safety Standards as per the ASRR Report. ..... 1
Civil Aviation Safety Standards Part 61 – Pilot Licensing ..... 1
CASR 61.1 Applicability ..... 1
CASR 61.2 Civil Aviation Safety Standards ..... 1
**Add Enforcement provisions.** ..... 1
**CASR 61.3 – Enforcement Offences** ..... 1
(Safety related enforcement provisions should be developed in conjunction with associations representing the operational sectors of aviation) ..... 1
For example: flying an aircraft without a licence, or without the appropriate licence, certificate or rating. ..... 1
Aviation Safety Standards – Part 61 ..... 2
Subpart A — General ..... 6
ASS 61.1 Definitions. ..... 6
ASS 61.2 Exercise of Privilege. ..... 8
ASS 61.3 Requirement for certificates, ratings, and authorisations. ..... 9
ASS 61.4 Qualification and approval of flight simulators and flight training devices. ..... 13
ASS 61.5 Certificates and ratings issued under this part. ..... 13
ASS 61.7 Obsolete certificates and ratings. ..... 15
ASS 61.9 [Reserved] ..... 15
ASS 61.11 Expired pilot licences and re-issuance. ..... 15
ASS 61.13 Issuance of airman certificates, ratings, and authorisations. ..... 16
ASS 61.14 [Reserved] ..... 17
ASS 61.15 Offenses involving alcohol or drugs. ..... 17
ASS 61.16 Refusal to submit to an alcohol test or to furnish test results. ..... 18
ASS 61.17 Temporary certificate. ..... 18
ASS 61.18 Security disqualification. ..... 18
ASS 61.19 Duration of pilot and instructor certificates. ..... 18
ASS 61.21 Duration of a Category II and a Category III pilot authorisation (for other than part 121 and part 135 use). ..... 19
ASS 61.23 Medical certificates: Requirement and duration. ..... 19
ASS 61.25 Change of name. ..... 22
ASS 61.27 Voluntary surrender or exchange of licence. ..... 22
ASS 61.29 Replacement of a lost or destroyed airman or medical certificate or knowledge test report. ..... 22
ASS 61.31 Type rating requirements, additional training, and authorisation requirements. ..... 23
ASS 61.33 Tests: General procedure. ..... 26
ASS 61.35 Knowledge test: Prerequisites and passing grades. ..... 26
ASS 61.37 Knowledge tests: Cheating or other unauthorised conduct. ..... 27
ASS 61.39 Prerequisites for practical tests. ..... 27
ASS 61.41 Flight training received from flight instructors not licenced by CASA. ..... 29
ASS 61.43 Practical tests: General procedures. ..... 29

ASS 61.45 Practical tests: Required aircraft and equipment. ..... 30
ASS 61.47 Status of an examiner who is authorised by CASA to conduct practical tests. ..... 31
ASS 61.49 Retesting after failure. ..... 31
ASS 61.51 Pilot logbooks. ..... 32
ASS 61.52 Use of aeronautical experience obtained in ultralight vehicles. ..... 35
ASS 61.53 Prohibition on operations during medical deficiency. ..... 35
ASS 61.55 Second-in-command qualifications. ..... 36
ASS 61.56 Flight review. ..... 38
ASS 61.57 Recent flight experience: Pilot in command ..... 39
ASS 61.58 Pilot-in-command proficiency check: Operation of an aircraft that requires more than one pilot flight crewmember or is turbojet-powered. ..... 43
ASS 61.59 Falsification, reproduction, or alteration of applications, certificates, logbooks, reports, or records ..... 45
ASS 61.60 Change of address. ..... 46
Subpart B—Aircraft Ratings and Pilot Authorisations ..... 46
ASS 61.61 Applicability. ..... 46
ASS 61.63 Additional aircraft ratings (other than for ratings at the airline transport pilot certification level) ..... 46
ASS 61.64 Use of a flight simulator and flight training device. ..... 47
ASS 61.65 Instrument rating requirements. ..... 49
ASS 61.67 Category II pilot authorisation requirements. ..... 51
ASS 61.68 Category III pilot authorisation requirements. ..... 53
ASS 61.69 Glider and unpowered ultralight vehicle towing: Experience and training requirements. ..... 56
ASS 61.71 Graduates of an approved training program other than under this part: Special rules. ..... 57
ASS 61.73 Military pilots or former military pilots: Special rules. ..... 57
ASS 61.75 Private pilot licence issued on the basis of a foreign pilot license ..... 59
ASS 61.77 Special purpose pilot authorisation: Operation of a civil aircraft of the Australia and leased by a non- Australian citizen. ..... 60
Subpart C—Student Pilots ..... 62
ASS 61.81 Applicability. ..... 62
ASS 61.83 Eligibility requirements for student pilots. ..... 62
ASS 61.85 Application. ..... 62
ASS 61.87 Solo requirements for student pilots. ..... 62
ASS 61.89 General limitations. ..... 68
ASS 61.91 [Reserved] ..... 69
ASS 61.93 Solo cross-country flight requirements. ..... 69
ASS 61.94 Student pilot seeking a sport pilot licence or a recreational pilot licence: Operations at airports within, and in airspace located within, Class B, C, and D airspace, or at airports with an operational control tower in other airspace. ..... 74
ASS 61.95 Operations in Class B airspace and at airports located within Class B airspace. ..... 75
Subpart D—Recreational Pilots ..... 75
ASS 61.96 Applicability and eligibility requirements: General. ..... 75
ASS 61.97 Aeronautical knowledge. ..... 76
ASS 61.98 Flight proficiency. ..... 77
ASS 61.99 Aeronautical experience. ..... 77

ASS 61.100 Pilots based on small islands. ..... 78
ASS 61.101 Recreational pilot privileges and limitations. ..... 78
Subpart E—Private Pilots ..... 80
ASS 61.102 Applicability. ..... 80
ASS 61.103 Eligibility requirements: General. ..... 80
ASS 61.105 Aeronautical knowledge ..... 81
ASS 61.107 Flight proficiency. ..... 81
ASS 61.109 Aeronautical experience. ..... 84
ASS 61.110 Night flying exceptions. ..... 89
ASS 61.111 Cross-country flights: Pilots based on small islands. ..... 89
ASS 61.113 Private pilot privileges and limitations: Pilot in command. ..... 90
ASS 61.115 Balloon rating: Limitations. ..... 90
ASS 61.117 Private pilot privileges and limitations: Second in command of aircraft requiring more than one pilot. ..... 91
ASS 61.118-61.120 [Reserved] ..... 91
Subpart F—Commercial Pilots ..... 91
ASS 61.121 Applicability. ..... 91
ASS 61.123 Eligibility requirements: General. ..... 91
ASS 61.125 Aeronautical knowledge ..... 91
ASS 61.127 Flight proficiency. ..... 92
ASS 61.129 Aeronautical experience. ..... 95
ASS 61.131 Exceptions to the night flying requirements. ..... 100
ASS 61.133 Commercial pilot privileges and limitations. ..... 100
§ASS 61.135-61.141 [Reserved] ..... 101
Subpart G—Airline Transport Pilots ..... 101
ASS 61.151 Applicability. ..... 101
ASS 61.153 Eligibility requirements: General. ..... 101
ASS 61.155 Aeronautical knowledge ..... 102
ASS 61.156 Training requirements: Aircraft category—multiengine class rating or aircraft type rating concurrently with airline transport pilot licence. ..... 102
ASS 61.157 Flight proficiency. ..... 103
ASS 61.158 [Reserved] ..... 106
ASS 61.159 Aeronautical experience: Aircraft category rating. ..... 106
ASS 61.160 Aeronautical experience—aircraft category restricted privileges. ..... 107
ASS 61.161 Aeronautical experience: Rotorcraft category and helicopter class rating. ..... 109
ASS 61.163 Aeronautical experience: Powered-lift category rating. ..... 109
ASS 61.165 Additional aircraft category and class ratings. ..... 110
ASS 61.167 Airline transport pilot privileges and limitations ..... 111
ASS 61.169 Letters of authorisation for institutions of higher education. ..... 112
§ASS 61.170-69.171 [Reserved] ..... 112
Subpart H—Flight Instructors Other than Flight Instructors with a Sport Pilot Rating ..... 112
ASS 61.181 Applicability. ..... 112
ASS 61.183 Eligibility requirements. ..... 112
ASS 61.185 Aeronautical knowledge ..... 113
ASS 61.187 Flight proficiency. ..... 114

ASS 61.189 Flight instructor records. ..... 116
ASS 61.191 Additional flight instructor ratings. ..... 117
ASS 61.193 Flight instructor privileges. ..... 117
ASS 61.195 Flight instructor limitations and qualifications. ..... 117
ASS 61.197 Renewal requirements for flight instructor certification. ..... 119
ASS 61.199 Reinstatement requirements of an expired flight instructor certificate. ..... 120
ASS 61.201 [Reserved] ..... 120
Subpart I—Ground Instructors ..... 120
ASS 61.211 Applicability. ..... 120
ASS 61.213 Eligibility requirements. ..... 120
ASS 61.215 Ground instructor privileges. ..... 121
ASS 61.217 Recent experience requirements. ..... 121
Subpart J—Sport Pilots ..... 122
ASS 61.301 What is the purpose of this subpart and to whom does it apply? ..... 122
ASS 61.303 If I want to operate a light-sport aircraft, what operating limits and endorsement requirements in this subpart must I comply with? ..... 122
ASS 61.305 What are the age and language requirements for a sport pilot licence? ..... 123
ASS 61.307 What tests do I have to take to obtain a sport pilot licence? ..... 123
ASS 61.309 What aeronautical knowledge must I have to apply for a sport pilot licence? ..... 123
ASS 61.311 What flight proficiency requirements must I meet to apply for a sport pilot licence? ..... 124
ASS 61.313 What aeronautical experience must I have to apply for a sport pilot licence? ..... 124
ASS 61.315 What are the privileges and limits of my sport pilot licence? ..... 126
**ASS 61.317 Is my sport pilot licence issued with aircraft category and class ratings?** ..... 127
ASS 61.319 [Reserved] ..... 127
ASS 61.321 How do I obtain privileges to operate an additional category or class of light-sport aircraft? ..... 127
ASS 61.323 [Reserved] ..... 127
ASS 61.325 How do I obtain privileges to operate a light-sport aircraft at an airport within, or in airspace within, Class B, C, and D airspace, or in other airspace with an airport having an operational control tower? ..... 127
ASS 61.327 Are there specific endorsement requirements to operate a light-sport aircraft based on $V_H$ ? ..... 128
Subpart K—Flight Instructors With a Sport Pilot Rating ..... 128
ASS 61.401 What is the purpose of this subpart? ..... 128
ASS 61.403 What are the age, language, and pilot licence requirements for a flight instructor certificate with a sport pilot rating? ..... 128
ASS 61.405 What tests do I have to take to obtain a flight instructor certificate with a sport pilot rating? ..... 128
ASS 61.407 What aeronautical knowledge must I have to apply for a flight instructor certificate with a sport pilot rating? ..... 129
ASS 61.409 What flight proficiency requirements must I meet to apply for a flight instructor certificate with a sport pilot rating? ..... 129
ASS 61.411 What aeronautical experience must I have to apply for a flight instructor certificate with a sport pilot rating? ..... 130
ASS 61.413 What are the privileges of my flight instructor certificate with a sport pilot rating? ..... 131
ASS 61.415 What are the limits of a flight instructor certificate with a sport pilot rating? ..... 131
ASS 61.417 Will my flight instructor certificate with a sport pilot rating list aircraft category and class ratings? ..... 132

ASS 61.419 How do I obtain privileges to provide training in an additional category or class of light-sport aircraft? ..... 133
ASS 61.421 May I give myself an endorsement? ..... 133
ASS 61.423 What are the recordkeeping requirements for a flight instructor with a sport pilot rating? ..... 133
ASS 61.425 How do I renew my flight instructor certificate? ..... 133
ASS 61.427 What must I do if my flight instructor certificate with a sport pilot rating expires? ..... 134
ASS 61.429 May I exercise the privileges of a flight instructor certificate with a sport pilot rating if I hold a flight instructor certificate with another rating? ..... 134

## Subpart A — General

**ASS 61.1 Definitions.**

(a) For the purpose of this Aviation Safety Standard (ASS):

***Accredited*** has the same meaning as defined by the Federal Department of Education ~~in 34 CFR 600.2~~.

***Aeronautical experience*** means pilot time obtained in an aircraft, flight simulator, or flight training device for meeting the appropriate training and flight time requirements for pilot certificate, rating, flight review, or recency of flight experience requirements of this part.

***Authorised instructor*** means—

(i) A person who holds a ground instructor licence issued under part 61 and is in compliance with ASS 61.217, when conducting ground training in accordance with the privileges and limitations of his or her ground instructor certificate; or

(ii) A person who holds a flight instructor licence issued under part 61 and is in compliance with ASS 61.197, when conducting ground training or flight training in accordance with the privileges and limitations of his or her flight instructor certificate; or

(iii) A person authorised by CASA to provide ground training or flight training under part 61, 121, 135, or 142 when conducting ground training or flight training in accordance with that authority.

***Complex aircraft*** means an aircraft that has a retractable landing gear, flaps, and a controllable pitch propeller, including aircraft equipped with an engine control system consisting of a digital computer and associated accessories for controlling the engine and propeller, such as a full authority digital engine control; or, in the case of a seaplane, flaps and a controllable pitch propeller, including seaplanes equipped with an engine control system consisting of a digital computer and associated accessories for controlling the engine and propeller, such as a full authority digital engine control.

***Cross-country time*** means—

(i) Except as provided in paragraphs (ii) through (vi) of this definition, time acquired during flight—

(A) Conducted by a person who holds a pilot licence;

(B) Conducted in an aircraft;

(C) That includes a landing at a point other than the point of departure; and

(D) That involves the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems to navigate to the landing point.

(ii) For the purpose of meeting the aeronautical experience requirements (except for a rotorcraft category rating), for a private pilot licence (except for a powered parachute category rating), a commercial pilot licence, or an instrument rating, or for the purpose of exercising recreational pilot privileges (except in a rotorcraft) under ASS 61.101 (c), time acquired during a flight—

(A) Conducted in an appropriate aircraft;

(B) That includes a point of landing that was at least a straight-line distance of more than 50 nautical miles from the original point of departure; and

(C) That involves the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems to navigate to the landing point.

(iii) For the purpose of meeting the aeronautical experience requirements for a sport pilot licence (except for powered parachute privileges), time acquired during a flight conducted in an appropriate aircraft that—

(A) Includes a point of landing at least a straight line distance of more than 25 nautical miles from the original point of departure; and

(B) Involves, as applicable, the use of dead reckoning; pilotage; electronic navigation aids; radio aids; or other navigation systems to navigate to the landing point.

(iv) For the purpose of meeting the aeronautical experience requirements for a sport pilot licence with powered parachute privileges or a private pilot licence with a powered parachute category rating, time acquired during a flight conducted in an appropriate aircraft that—

(A) Includes a point of landing at least a straight line distance of more than 15 nautical miles from the original point of departure; and

(B) Involves, as applicable, the use of dead reckoning; pilotage; electronic navigation aids; radio aids; or other navigation systems to navigate to the landing point.

(v) For the purpose of meeting the aeronautical experience requirements for any pilot licence with a rotorcraft category rating or an instrument-helicopter rating, or for the purpose of exercising recreational pilot privileges, in a rotorcraft, under ASS 61.101(c), time acquired during a flight—

(A) Conducted in an appropriate aircraft;

(B) That includes a point of landing that was at least a straight-line distance of more than 25 nautical miles from the original point of departure; and

(C) That involves the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems to navigate to the landing point.

(vi) For the purpose of meeting the aeronautical experience requirements for an airline transport pilot licence (except with a rotorcraft category rating), time acquired during a flight—

(A) Conducted in an appropriate aircraft;

(B) That is at least a straight-line distance of more than 50 nautical miles from the original point of departure; and

(C) That involves the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems.

(vii) For a military pilot who qualifies for a commercial pilot licence (except with a rotorcraft category rating) under ASS 61.73 of this part, time acquired during a flight—

(A) Conducted in an appropriate aircraft;

(B) That is at least a straight-line distance of more than 50 nautical miles from the original point of departure; and

(C) That involves the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems.

***Examiner*** means any person who is authorised by CASA to conduct a pilot proficiency test or a practical test for pilot licence or rating issued under this part, or a person who is authorised to conduct a knowledge test under this part.

***Flight training*** means that training, other than ground training, received from an authorised instructor in flight in an aircraft.

***Ground training*** means that training, other than flight training, received from an authorised instructor.

***Institution of higher education*** has the same meaning as defined by the Federal Department of Education ~~in 34 CFR 600.4~~.

***Instrument approach*** means an approach procedure defined in part 97.

***Instrument training*** means that time in which instrument training is received from an authorised instructor under actual or simulated instrument conditions.

***Knowledge test*** means a test on the aeronautical knowledge areas required for pilot licence or rating that can be administered in written form or by a computer.

***Nationally recognized accrediting agency*** has the same meaning as defined by the Federal Department of Education ~~in 34 CFR 600.2~~.

***Night vision goggles*** means an appliance worn by a pilot that enhances the pilot's ability to maintain visual surface reference at night.

***Night vision goggle operation*** means the portion of a flight that occurs during the time period from 1 hour after sunset to 1 hour before sunrise where the pilot maintains visual surface reference using night vision goggles in an aircraft that is approved for such an operation.

***Pilot time*** means that time in which a person—

(i) Serves as a required pilot flight crewmember;
(ii) Receives training from an authorised instructor in an aircraft, flight simulator, or flight training device; or
(iii) Gives training as an authorised instructor in an aircraft, flight simulator, or flight training device.

***Practical test*** means a test on the areas of operations for a pilot licence, rating, or authorisation that is conducted by having the applicant respond to questions and demonstrate manoeuvres in flight, in a flight simulator, or in a flight training device.

***Set of aircraft*** means aircraft that share similar performance characteristics, such as similar airspeed and altitude operating envelopes, similar handling characteristics, and the same number and type of propulsion systems.

***Student*** *pilot seeking a sport pilot licence* means a person who has received an endorsement—

(i) To exercise student pilot privileges from a certificated flight instructor with a sport pilot rating; or
(ii) That includes a limitation for the operation of a light-sport aircraft specified in ASS 61.89(c) issued by a certificated flight instructor with other than a sport pilot rating.

***Training time*** means training received—

(i) In flight from an authorised instructor;

(ii) On the ground from an authorised instructor; or

(iii) In a flight simulator or flight training device from an authorised instructor.

**ASS 61.2 Exercise of Privilege.**

(a) ***Validity***. No person may:

(1) Exercise privileges of a certificate, rating, endorsement, or authorisation issued under this part if the certificate, rating or authorisation is surrendered, suspended, revoked or expired.

(2) Exercise privileges of a flight instructor certificate if that flight instructor certificate is surrendered, suspended, revoked or expired.

(3) Exercise privileges of a foreign pilot licence to operate an aircraft of foreign registry under ASS 61.3(b) if the certificate is surrendered, suspended, revoked or expired.

(4) Exercise privileges of a pilot licence issued under ASS 61.75, or an authorisation issued under ASS 61.77, if the foreign pilot licence relied upon for the issuance of the

Australian pilot licence or authorisation is surrendered, suspended, revoked or expired.

(5) Exercise privileges of a medical certificate issued under part 67 to meet any requirements of part 61 if the medical certificate is surrendered, suspended, revoked or expired according to the duration standards set forth in ASS 61.23(d).

(6) Use an official government issued driver's license to meet any requirements of part 61 related to holding that driver's license, if the driver's license is surrendered, suspended, revoked or expired.

(b) ***Currency***. No person may:

(1) Exercise privileges of pilot certificate, rating, endorsement, or authorisation issued under this part unless that person meets the appropriate airman and medical recency requirements of this part, specific to the operation or activity.

(2) Exercise privileges of a foreign pilot license within the Australia to conduct an operation described in ASS 61.3(b), unless that person meets the appropriate airman and medical recency requirements of the country that issued the license, specific to the operation.

**ASS 61.3 Requirement for certificates, ratings, and authorisations.**

(a) ***Pilot licence***. No person may serve as a required pilot flight crewmember of a civil aircraft of the Australia, unless that person—

(1) Has a pilot licence or special purpose pilot authorisation issued under this part in that person's physical possession or readily accessible in the aircraft when exercising the privileges of that pilot licence or authorisation. However, when the aircraft is operated within a foreign country, a pilot license issued by that country may be used; and

(2) Has a photo identification that is in that person's physical possession or readily accessible in the aircraft when exercising the privileges of that pilot licence or authorisation. The photo identification must be a:

(i) Driver's license issued by a State, territory of Australia;

(ii) Government identification card issued by the Federal government, a State or territory of Australia;

(iii) Australian Armed Forces' identification card;

(iv) Official passport;

(v) Credential that authorises unescorted access to a security identification display area at an airport regulated under 49 CFR part 1542; or

(vi) Other form of identification that CASA finds acceptable.

(b) ***Required pilot licence for operating a foreign-registered aircraft***. No person may serve as a required pilot flight crewmember of a civil aircraft of foreign registry within the Australia, unless that person's pilot licence—

(1) Is in that person's physical possession, or readily accessible in the aircraft when exercising the privileges of that pilot licence; and

(2) Has been issued under this part, or has been issued or validated by the country in which the aircraft is registered.

(c) *Medical certificate.* (1) A person may serve as a required pilot flight crewmember of an aircraft only if that person holds the appropriate medical certificate issued under part 67, or other documentation acceptable to CASA, that is in that person's physical possession or readily accessible in the aircraft. Paragraph (c) (2) of this section provides certain exceptions to the requirement to hold a medical certificate.

(2) A person is not required to meet the requirements of paragraph (c) (1) of this section if that person—

(i) Is exercising the privileges of a student pilot licence while seeking a pilot licence with a glider category rating, a balloon class rating, or glider or balloon privileges;

(ii) Is exercising the privileges of a student pilot licence while seeking a sport pilot licence with other than glider or balloon privileges and holds a Australian driver's license;

(iii) Is exercising the privileges of a student pilot licence while seeking a pilot licence with a weight-shift-control aircraft category rating or a powered parachute category rating and holds a Australian driver's license;

(iv) Is exercising the privileges of a sport pilot licence with glider or balloon privileges;

(v) Is exercising the privileges of a sport pilot licence with other than glider or balloon privileges and holds an Australian driver's license. A person who has applied for or held a medical certificate may exercise the privileges of a sport pilot licence using a Australian driver's license only if that person—

(A) Has been found eligible for the issuance of at least a third-class airman medical certificate at the time of his or her most recent application; and

(B) Has not had his or her most recently issued medical certificate suspended or revoked or most recent Authorisation for a Special Issuance of a Medical Certificate withdrawn.

(vi) Is holding a pilot licence with a balloon class rating and is piloting or providing training in a balloon as appropriate;

(vii) Is holding a pilot licence or a flight instructor certificate with a glider category rating, and is piloting or providing training in a glider, as appropriate;

(viii) Except as provided in paragraph (c) (2) (vii) of this section, is exercising the privileges of a flight instructor certificate, provided the person is not acting as pilot in command or as a required pilot flight crewmember;

(ix) Is exercising the privileges of a ground instructor certificate;

(x) Is operating an aircraft within a foreign country using a pilot license issued by that country and possesses evidence of current medical qualification for that license; or

(xi) Is operating an aircraft with an Australian pilot licence, issued on the basis of a foreign pilot license, issued under ASS 61.75, and holds a medical certificate issued by the foreign country that issued the foreign pilot license, which is in that person's physical possession or readily accessible in the aircraft when exercising the privileges of that airman certificate.

(xii) Is a pilot of the Australian Armed Forces, has an up-to-date Australian military medical examination, and holds military pilot flight status.

(d) *Flight instructor licence.* (1) A person who holds a flight instructor licence issued under this part must have that certificate, or other documentation acceptable to CASA, in that person's physical possession or readily accessible in the aircraft when exercising the privileges of that flight instructor licence.

(2) Except as provided in paragraph (d) (3) of this section, no person other than the holder of a flight instructor licence issued under this part with the appropriate rating on that licence may—

(i) Give training required to qualify a person for solo flight and solo cross-country flight;

(ii) Endorse an applicant for a—

(A) Pilot licence or rating issued under this part;

(B) Flight instructor licence or rating issued under this part; or

(C) Ground instructor licence or rating issued under this part;

(iii) Endorse a pilot logbook to show training given; or

(iv) Endorse a student pilot licence and logbook for solo operating privileges.

(3) A flight instructor licence issued under this part is not necessary—

(i) Under paragraph (d)(2) of this section, if the training is given by the holder of a commercial pilot licence with a lighter-than-air rating, provided the training is given in accordance with the privileges of the licence in a lighter-than-air aircraft;

(ii) Under paragraph (d) (2) of this section, if the training is given by the holder of an airline transport pilot licence with a rating appropriate to the aircraft in which the training is given, provided the training is given in accordance with the privileges of the licence and conducted in accordance with an approved air carrier training program approved under part 121 or part 135;

(iii) Under paragraph (d)(2) of this section, if the training is given by a person who is qualified in accordance with subpart C of part 142 , provided the training is conducted in accordance with an approved part 142 training program;

(iv) Under paragraphs (d) (2) (i), (d) (2) (ii) (C), and (d) (2) (iii) of this section, if the training is given by the holder of a ground instructor licence in accordance with the privileges of the certificate; or

(v) Under paragraph (d) (2) (iii) of this section, if the training is given by an authorised flight instructor under ASS 61.41 of this part.

(e) *Instrument rating.* No person may act as pilot in command of a civil aircraft under IFR or in weather conditions less than the minimums prescribed for VFR flight unless that person holds:

(1) The appropriate aircraft category, class, type (if required), and instrument rating on that person's pilot licence for any airplane, helicopter, or powered-lift being flown;

(2) An airline transport pilot licence with the appropriate aircraft category, class, and type rating (if required) for the aircraft being flown;

(3) For a glider, a pilot licence with a glider category rating and an aircraft instrument rating; or

(4) For an airship, a commercial pilot licence with a lighter-than-air category rating and airship class rating.

(f) *Category II pilot authorisation.* Except for a pilot conducting Category II operations under part 121 or part 135, a person may not:

(1) Act as pilot in command of a civil aircraft during Category II operations unless that person—

(i) Holds a Category II pilot authorisation for that category or class of aircraft, and the type of aircraft, if applicable; or

(ii) In the case of a civil aircraft of foreign registry, is authorised by the country of registry to act as pilot in command of that aircraft in Category II operations.

(2) Act as second in command of a civil aircraft during Category II operations unless that person—

(i) Holds a pilot licence with category and class ratings for that aircraft and an instrument rating for that category aircraft;

(ii) Holds an airline transport pilot licence with category and class ratings for that aircraft; or

(iii) In the case of a civil aircraft of foreign registry, is authorised by the country of registry to act as second in command of that aircraft during Category II operations.

(g) *Category III pilot authorisation.* Except for a pilot conducting Category III operations under part 121 or part 135, a person may not:

(1) Act as pilot in command of a civil aircraft during Category III operations unless that person—

(i) Holds a Category III pilot authorisation for that category or class of aircraft, and the type of aircraft, if applicable; or

(ii) In the case of a civil aircraft of foreign registry, is authorised by the country of registry to act as pilot in command of that aircraft in Category III operations.

(2) Act as second in command of a civil aircraft during Category III operations unless that person—

(i) Holds a pilot licence with category and class ratings for that aircraft and an instrument rating for that category aircraft;

(ii) Holds an airline transport pilot licence with category and class ratings for that aircraft; or

(iii) In the case of a civil aircraft of foreign registry, is authorised by the country of registry to act as second in command of that aircraft during Category III operations.

(h) *Category A aircraft pilot authorisation.* CASA may issue a licence of authorisation for a Category II or Category III operation to the pilot of a small aircraft that is a Category A aircraft, as identified in § 97.3(b)(1) if:

(1) CASA determines that the Category II or Category III operation can be performed safely by that pilot under the terms of the licence of authorisation; and

(2) The Category II or Category III operation does not involve the carriage of persons or property for compensation or hire.

(i) *Ground instructor certificate.* (1) Each person who holds a ground instructor licence issued under this part or part 143 must have that licence in that person's physical possession or immediately accessible when exercising the privileges of that certificate.

(2) Except as provided in paragraph (i)(3) of this section, no person other than the holder of a ground instructor certificate, issued under this part or part 143, with the appropriate rating on that licence may—

(i) Give ground training required to qualify a person for solo flight and solo cross-country flight;

(ii) Endorse an applicant for a knowledge test required for a pilot, flight instructor, or ground instructor licence or rating issued under this part; or

(iii) Endorse a pilot logbook to show ground training given.

(3) A ground instructor licence issued under this part is not necessary—

(i) Under paragraph (i) (2) of this section, if the training is given by the holder of a flight instructor licence issued under this part in accordance with the privileges of that certificate;

(ii) Under paragraph (i)(2) of this section, if the training is given by the holder of a commercial pilot licence with a lighter-than-air rating, provided the training is given in accordance with the privileges of the licence in a lighter-than-air aircraft;

(iii) Under paragraph (i) (2) of this section, if the training is given by the holder of an airline transport pilot licence with a rating appropriate to the aircraft in which the training is given, provided the training is given in accordance with the privileges of the licence and conducted in accordance with an approved air carrier training program approved under part 121 or part 135;

(iv) Under paragraph (i)(2) of this section, if the training is given by a person who is qualified in accordance with subpart C of part 142 , provided the training is conducted in accordance with an approved part 142 training program; or

(v) Under paragraph (i) (2) (iii) of this section, if the training is given by an authorised flight instructor under ASS 61.41 of this part.

(j) *Age limitation for certain operations* (1) *Age limitation.* No person who holds a pilot licence issued under this part may serve as a pilot on a civil aircraft of Australian registry in the following operations if the person has reached his or her 65th birthday:

(i) Scheduled international air services carrying passengers in turbojet-powered airplanes;

(ii) Scheduled international air services carrying passengers in aircraft having a passenger-seat configuration of more than nine passenger seats, excluding each crewmember seat;

(iii) Non-scheduled international air transportation for compensation or hire in aircraft having a passenger-seat configuration of more than 30 passenger seats, excluding each crewmember seat; or

(iv) Scheduled international air services, or non-scheduled international air transportation for compensation or hire, in aircraft having a payload capacity of more than 7,500 pounds.

(2) *Age Pairing Requirement.* No person who has attained the age of 60 but who has not attained the age of 65 may serve as a pilot in command in any of the operations described in paragraphs (j)(1)(i) through (iv) of this section unless there is another pilot in the flight deck crew who has not yet attained 60 years of age.

(3) *Definitions.* (i) "International air service," as used in this paragraph (j), means scheduled air service performed in aircraft for the public transport of passengers, mail, or cargo, in which the service passes through the airspace over the territory of more than one country.

(ii) "International air transportation," as used in this paragraph (j), means air transportation performed in aircraft for the public transport of passengers, mail, or cargo, in which the service passes through the airspace over the territory of more than one country.

(k) *Special purpose pilot authorisation.* Any person that is required to hold a special purpose pilot authorisation, issued in accordance with ASS 61.77 of this part, must have that authorisation and the person's foreign pilot license in that person's physical possession or have it readily accessible in the aircraft when exercising the privileges of that authorisation.

(l) *Inspection of certificate.* Each person who holds pilot certificate, medical certificate, authorisation, or license required by this part must present it and their photo identification as described in paragraph (a) (2) of this section for inspection upon a request from:

(1) *CASA;*

*(2) An authorised representative of the National Transportation Safety Board;*

*(3) Any Federal, State, or local law enforcement officer; or*

*(4) An authorised* representative of the Transportation Security Administration.

**ASS 61.4 Qualification and approval of flight simulators and flight training devices.**

(a) Except as specified in paragraph (b) or (c) of this section, each flight simulator and flight training device used for training, and for which pilot is to receive credit to satisfy any training, testing, or checking requirement under this chapter, must be qualified and approved by CASA for—

(1) The training, testing, and checking for which it is used;

(2) Each particular manoeuvre, procedure, or crewmember function performed; and

(3) The representation of the specific category and class of aircraft, type of aircraft, particular variation within the type of aircraft, or set of aircraft for certain flight training devices.

(b) Any device used for flight training, testing, or checking that has been determined to be acceptable to or approved by CASA prior to August 1, 1996, which can be shown to function as originally designed, is considered to be a flight training device, provided it is used for the same purposes for which it was originally accepted or approved and only to the extent of such acceptance or approval.

(c) CASA may approve a device other than a flight simulator or flight training device for specific purposes.

**ASS 61.5 Certificates and ratings issued under this part.**

(a) The following certificates are issued under this part to an applicant who satisfactorily accomplishes the training and certification requirements for the licence sought:

(1) Pilot licences—

(i) Student pilot.

(ii) Sport pilot.

(iii) Recreational pilot.

(iv) Private pilot.

(v) Commercial pilot.

(vi) Airline transport pilot.

(2) Flight instructor certificates.

(3) Ground instructor certificates.

(b) The following ratings are placed on a pilot licence (other than student pilot) when an applicant satisfactorily accomplishes the training and certification requirements for the rating sought:

(1) Aircraft category ratings—

(i) Airplane.

(ii) Rotorcraft.

(iii) Glider.

(iv) Lighter-than-air.

(v) Powered-lift.

(vi) Powered parachute.

(vii) Weight-shift-control aircraft.

(2) Aircraft class ratings—

(i) Single-engine land.

(ii) Multiengine land.

(iii) Single-engine sea.

(iv) Multiengine sea.

(3) Rotorcraft class ratings—

(i) Helicopter.

(ii) Gyroplane.

(4) Lighter-than-air class ratings—

(i) Airship.

(ii) Balloon.

(5) Weight-shift-control aircraft class ratings—

(i) Weight-shift-control aircraft land.

(ii) Weight-shift-control aircraft sea.

(6) Powered parachute class ratings—

(i) Powered parachute land.

(ii) Powered parachute sea.

(7) Aircraft type ratings—

(i) Large aircraft other than lighter-than-air.

(ii) Turbojet-powered airplanes.

(iii) Other aircraft type ratings specified by CASA through the aircraft type certification procedures.

(iv) Second-in-command pilot type rating for aircraft that is certificated for operations with a minimum crew of at least two pilots.

(8) Instrument ratings (on private and commercial pilot licences only)—

(i) Instrument—Airplane.

(ii) Instrument—Helicopter.

(iii) Instrument—Powered-lift.

(c) The following ratings are placed on a flight instructor licence when an applicant satisfactorily accomplishes the training and certification requirements for the rating sought:

(1) Aircraft category ratings—

(i) Airplane.

(ii) Rotorcraft.

(iii) Glider.

(iv) Powered-lift.

(2) Aircraft class ratings—

(i) Single-engine.

(ii) Multiengine.

(3) Rotorcraft class ratings—

(i) Helicopter.

(ii) Gyroplane.

(4) Instrument ratings—

(i) Instrument—Airplane.

(ii) Instrument—Helicopter.

(iii) Instrument—Powered-lift.

(5) Sport pilot rating.

(d) The following ratings are placed on a ground instructor licence when an applicant satisfactorily accomplishes the training and certification requirements for the rating sought:

(1) Basic.

(2) Advanced.

(3) Instrument.

**ASS 61.7 Obsolete certificates and ratings.**

(a) The holder of a free-balloon pilot licence issued before November 1, 1973, may not exercise the privileges of that certificate.

(b) The holder of a pilot licence that bears any of the following category ratings without an associated class rating may not exercise the privileges of that category rating:

(1) Rotorcraft.

(2) Lighter-than-air.

(3) Helicopter.

(4) Autogyro.

**ASS 61.9 [Reserved]**

**ASS 61.11 Expired pilot licences and re-issuance.**

(a) No person who holds an expired pilot licence or rating may act as pilot in command or as a required pilot flight crewmember of an aircraft of the same category or class that is listed on that expired pilot licence or rating.

(b) The following pilot licences and ratings have expired and will not be reissued:

(1) An airline transport pilot licence issued before May 1, 1949, or an airline transport pilot licence that contains a horsepower limitation.

(2) A private or commercial pilot licence issued before July 1, 1945.

(3) A pilot licence with a lighter-than-air or free-balloon rating issued before July 1, 1945.

(c) An airline transport pilot licence that was issued after April 30, 1949, and that bears an expiration date but does not contain a horsepower limitation, may have that airline transport pilot licence re-issued without an expiration date.

(d) A private or commercial pilot licence that was issued after June 30, 1945, and that bears an expiration date, may have that pilot licence reissued without an expiration date.

(e) A pilot licence with a lighter-than-air or free-balloon rating that was issued after June 30, 1945, and that bears an expiration date, may have that pilot licence reissued without an expiration date.

**ASS 61.13 Issuance of airman certificates, ratings, and authorisations.**

(a) Application. (1) An applicant for pilot certificate, rating, or authorisation under this part must make that application on a form and in a manner acceptable to CASA.

(2) An applicant—

(i) Must show evidence that the appropriate fee prescribed in appendix A to part 187 has been paid when that person applies for airmen certification services administered outside the Australia.

(A) Student pilot licence that is issued outside the Australia; or

(B) Knowledge test or practical test for pilot licence or rating issued under this part, if the test is administered outside the Australia.

(ii) May be refused issuance of any Australian pilot certificate, rating, or authorisation by CASA.

(3) Except as provided in paragraph (a)(2)(ii) of this section, an applicant who satisfactorily accomplishes the training and certification requirements for the certificate, rating, or authorisation sought is entitled to receive that airman certificate, rating, or authorisation.

(b) *Limitations.* (1) An applicant who cannot comply with certain areas of operation required on the practical test because of physical limitations may be issued pilot certificate, rating, or authorisation with the appropriate limitation placed on the applicant's airman licence provided the—

(i) Applicant is able to meet all other certification requirements for the airman certificate, rating, or authorisation sought;

(ii) Physical limitation has been recorded with CASA on the applicant's medical records; and

(iii) Administrator determines that the applicant's inability to perform the particular area of operation will not adversely affect safety.

(2) A limitation placed on a person's airman licence may be removed, provided that person demonstrates for an examiner satisfactory proficiency in the area of operation appropriate to the airman certificate, rating, or authorisation sought.

(c) Additional requirements for Category II and Category III pilot authorisations. (1) A Category II or Category III pilot authorisation is issued by a letter of authorisation as part of an applicant's instrument rating or airline transport pilot licence.

(2) Upon original issue, the authorisation contains the following limitations:

(i) For Category II operations, the limitation is 1,600 feet RVR and a 150-foot decision height; and

(ii) For Category III operations, each initial limitation is specified in the authorisation document.

(3) The limitations on a Category II or Category III pilot authorisation may be removed as follows:

(i) In the case of Category II limitations, a limitation is removed when the holder shows that, since the beginning of the sixth preceding month, the holder has made three Category II ILS approaches with a 150-foot decision height to a landing under actual or simulated instrument conditions.

(ii) In the case of Category III limitations, a limitation is removed as specified in the authorisation.

(4) To meet the experience requirements of paragraph (c)(3) of this section, and for the practical test required by this part for a Category II or a Category III pilot authorisation, a flight simulator or flight training device may be used if it is approved by CASA for such use.

(d) Application during suspension or revocation. (1) Unless otherwise authorised by CASA, a person whose pilot, flight instructor, or ground instructor licence has been suspended may not apply for any certificate, rating, or authorisation during the period of suspension.

(2) Unless otherwise authorised by CASA, a person whose pilot, flight instructor, or ground instructor licence has been revoked may not apply for any certificate, rating, or authorisation for 1 year after the date of revocation.

**ASS 61.14 [Reserved]**

**ASS 61.15 Offenses involving alcohol or drugs.**

(a) A conviction for the violation of any Federal or State statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marijuana, or depressant or stimulant drugs or substances is grounds for:

(1) Denial of an application for any certificate, rating, or authorisation issued under this part for a period of up to 1 year after the date of final conviction; or

(2) Suspension or revocation of any certificate, rating, or authorisation issued under this part.

(b) Committing an act prohibited by § 91.17(a) or § 91.19(a) is grounds for:

(1) Denial of an application for a certificate, rating, or authorisation issued under this part for a period of up to 1 year after the date of that act; or

(2) Suspension or revocation of any certificate, rating, or authorisation issued under this part.

(c) For the purposes of paragraphs (d), (e), and (f) of this section, a motor vehicle action means:

(1) A conviction after November 29, 1990, for the violation of any Federal or State statute relating to the operation of a motor vehicle while intoxicated by alcohol or a drug, while impaired by alcohol or a drug, or while under the influence of alcohol or a drug;

(2) The cancellation, suspension, or revocation of a license to operate a motor vehicle after November 29, 2015, for a cause related to the operation of a motor vehicle while intoxicated by alcohol or a drug, while impaired by alcohol or a drug, or while under the influence of alcohol or a drug; or

(3) The denial after November 29, 2015, of an application for a license to operate a motor vehicle for a cause related to the operation of a motor vehicle while intoxicated by alcohol or a drug, while impaired by alcohol or a drug, or while under the influence of alcohol or a drug.

(d) Except for a motor vehicle action that results from the same incident or arises out of the same factual circumstances, a motor vehicle action occurring within 3 years of a previous motor vehicle action is grounds for:

(1) Denial of an application for any certificate, rating, or authorisation issued under this part for a period of up to 1 year after the date of the last motor vehicle action; or

(2) Suspension or revocation of any certificate, rating, or authorisation issued under this part.

(e) Each person holding a licence issued under this part shall provide a written report of each motor vehicle action to CASA, PO Box etc, not later than 60 days after the motor vehicle action. The report must include:

(1) The person's name, address, date of birth, and airman licence number;

(2) The type of violation that resulted in the conviction or the administrative action;

(3) The date of the conviction or administrative action;

(4) The State that holds the record of conviction or administrative action; and

(5) A statement of whether the motor vehicle action resulted from the same incident or arose out of the same factual circumstances related to a previously reported motor vehicle action.

(f) Failure to comply with paragraph (e) of this section is grounds for:

(1) Denial of an application for any certificate, rating, or authorisation issued under this part for a period of up to 1 year after the date of the motor vehicle action; or

(2) Suspension or revocation of any certificate, rating, or authorisation issued under this part.

**ASS 61.16 Refusal to submit to an alcohol test or to furnish test results.**

A refusal to submit to a test to indicate the percentage by weight of alcohol in the blood, when requested by a law enforcement officer in accordance with § 91.17(c), or a refusal to furnish or authorise the release of the test results requested by CASA in accordance with § 91.17(c) or (d), is grounds for:

(a) Denial of an application for any certificate, rating, or authorisation issued under this part for a period of up to 1 year after the date of that refusal; or

(b) Suspension or revocation of any certificate, rating, or authorisation issued under this part.

**ASS 61.17 Temporary certificate.**

(a) A temporary pilot, flight instructor, or ground instructor licence or rating is issued for up to 120 days, at which time a permanent licence will be issued to a person whom CASA finds qualified under this part.

(b) A temporary pilot, flight instructor, or ground instructor licence or rating expires:

(1) On the expiration date shown on the certificate;

(2) Upon receipt of the permanent certificate; or

(3) Upon receipt of a notice that the licence or rating sought is denied or revoked.

**ASS 61.18 Security disqualification.**

(a) *Eligibility standard.* No person is eligible to hold a certificate, rating, or authorisation issued under this part when the Transportation Security Administration (TSA) has notified CASA in writing that the person poses a security threat.

(b) *Effect of the issuance by the TSA of an Initial Notification of Threat Assessment.* (1) CASA will hold in abeyance pending the outcome of the TSA's final threat assessment review an application for any certificate, rating, or authorisation under this part by any person who has been issued an *Initial Notification of Threat Assessment* by the TSA.

(2) CASA will suspend any certificate, rating, or authorisation issued under this part after the TSA issues to the holder an Initial Notification of Threat Assessment.

(c) *Effect of the issuance by the TSA of a Final Notification of Threat Assessment.* (1) CASA will deny an application for any certificate, rating, or authorisation under this part to any person who has been issued a Final Notification of Threat Assessment.

(2) CASA will revoke any licence, rating, or authorisation issued under this part after the TSA has issued to the holder a Final Notification of Threat Assessment.

**ASS 61.19 Duration of pilot and instructor certificates.**

(a) *General.* The holder of a licence with an expiration date may not, after that date, exercise the privileges of that certificate.

(b) *Student pilot licence.*

(1) For student pilots who have not reached their 40th birthday, the student pilot licence does not expire until 60 calendar months after the month of the date of examination shown on the medical certificate.

(2) For student pilots who have reached their 40th birthday, the student pilot licence does not expire until 24 calendar months after the month of the date of examination shown on the medical certificate.

(3) For student pilots seeking a glider rating, balloon rating, or a sport pilot licence, the student pilot licence does not expire until 60 calendar months after the month of the date issued, regardless of the person's age.

(c) *Other pilot licences.* A pilot licence (other than a student pilot licence) issued under this part is issued without a specific expiration date. The holder of a pilot licence issued on the basis of a foreign pilot license may exercise the privileges of that licence only while that person's foreign pilot license is effective.

(d) *Flight instructor certificate.* Except as specified in ASS 61.197(b), a flight instructor licence expires 24 calendar months from the month in which it was issued, renewed, or reinstated, as appropriate.

(e) *Ground instructor certificate.* A ground instructor licence is issued without a specific expiration date.

(f) *Return of certificates.* The holder of any airman licence that is issued under this part, and that has been suspended or revoked, must return that licence to CASA when requested to do so by CASA.

(g) *Duration of pilot licences.* Except for a temporary licence issued under ASS 61.17 or a student pilot licence issued under paragraph (b) of this section, the holder of a paper pilot licence issued under this part may not exercise the privileges of that licence after March 31, 2019.

**ASS 61.21 Duration of a Category II and a Category III pilot authorisation (for other than part 121 and part 135 use).**

(a) A Category II pilot authorisation or a Category III pilot authorisation expires at the end of the sixth calendar month after the month in which it was issued or renewed.

(b) Upon passing a practical test for a Category II or Category III pilot authorisation, the authorisation may be renewed for each type of aircraft for which the authorisation is held.

(c) A Category II or Category III pilot authorisation for a specific type aircraft for which an authorisation is held will not be renewed beyond 12 calendar months from the month the practical test was accomplished in that type aircraft.

(d) If the holder of a Category II or Category III pilot authorisation passes the practical test for a renewal in the month before the authorisation expires, the holder is considered to have passed it during the month the authorisation expired.

**ASS 61.23 Medical certificates: Requirement and duration.**

(a) *Operations requiring a medical certificate.* Except as provided in paragraphs (b) and (c) of this section, a person—

(1) Must hold a first-class medical certificate:

(i) When exercising the pilot-in-command privileges of an airline transport pilot licence;

(ii) When exercising the second-in-command privileges of an airline transport pilot licence in a flag or supplemental operation in part 121 that requires three or more pilots; or

(iii) When serving as a required pilot flight crew member in an operation conducted under part 121 if the pilot has reached his or her 60th birthday.

(2) Must hold at least a second class medical licence when exercising:

(i) Second-in-command privileges of an airline transport pilot licence in part 121 (other than operations specified in paragraph (a) (1) (ii) of this section); or

(ii) Privileges of a commercial pilot licence; or

(3) Must hold at least a third-class medical certificate—

(i) When exercising the privileges of a private pilot licence;

(ii) When exercising the privileges of a recreational pilot licence;

(iii) When exercising the privileges of a student pilot licence;

(iv) When exercising the privileges of a flight instructor licence and acting as the pilot in command;

(v) When exercising the privileges of a flight instructor licence and serving as a required pilot flight crewmember;

(vi) When taking a practical test in an aircraft for a recreational pilot, private pilot, commercial pilot, or airline transport pilot licence, or for a flight instructor certificate; or

(vii) When performing the duties as an Examiner in an aircraft when administering a practical test or proficiency check for pilot certificate, rating, or authorisation.

(b) Operations not requiring a medical certificate. A person is not required to hold a medical certificate—

(1) When exercising the privileges of a student pilot licence while seeking—

(i) A sport pilot licence with glider or balloon privileges; or

(ii) A pilot licence with a glider category rating or balloon class rating;

(2) When exercising the privileges of a sport pilot licence with privileges in a glider or balloon;

(3) When exercising the privileges of a pilot licence with a glider category rating or balloon class rating in a glider or a balloon, as appropriate;

(4) When exercising the privileges of a flight instructor licence with—

(i) A sport pilot rating in a glider or balloon; or

(ii) A glider category rating;

(5) When exercising the privileges of a flight instructor licence if the person is not acting as pilot in command or serving as a required pilot flight crewmember;

(6) When exercising the privileges of a ground instructor certificate;

(7) When serving as an Examiner or check airman and administering a practical test or proficiency check for pilot certificate, rating, or authorisation conducted in a glider, balloon, flight simulator, or flight training device;

(8) When taking a practical test or a proficiency check for a certificate, rating, authorisation or operating privilege conducted in a glider, balloon, flight simulator, or flight training device; or

(9) When a military pilot of the Australian Armed Forces can show evidence of an up-to-date medical examination authorizing pilot flight status issued by the Australian Armed Forces and—

(i) The flight does not require higher than a third-class medical certificate; and

(ii) The flight conducted is a domestic flight operation within Australian airspace.

(c) *Operations requiring either a medical certificate or Australian driver's license.* (1) A person must hold and possess either a medical certificate issued under part 67 or an Australian driver's license when—

(i) Exercising the privileges of a student pilot licence while seeking sport pilot privileges in a light-sport aircraft other than a glider or balloon;

(ii) Exercising the privileges of a sport pilot licence in a light-sport aircraft other than a glider or balloon;

(iii) Exercising the privileges of a flight instructor licence with a sport pilot rating while acting as pilot in command or serving as a required flight crewmember of a light-sport aircraft other than a glider or balloon; or

(iv) Serving as an Examiner and administering a practical test for the issuance of a sport pilot licence in a light-sport aircraft other than a glider or balloon.

(2) A person using an Australian driver's license to meet the requirements of this paragraph must—

(i) Comply with each restriction and limitation imposed by that person's Australian driver's license and any judicial or administrative order applying to the operation of a motor vehicle;

(ii) Have been found eligible for the issuance of at least a third-class airman medical certificate at the time of his or her most recent application (if the person has applied for a medical certificate);

(iii) Not have had his or her most recently issued medical certificate (if the person has held a medical certificate) suspended or revoked or most recent Authorisation for a Special Issuance of a Medical Certificate withdrawn; and

(iv) Not know or have reason to know of any medical condition that would make that person unable to operate a light-sport aircraft in a safe manner.

(d) *Duration of a medical certificate.* Use the following table to determine duration for each class of medical certificate:

| If you hold | And on the date of examination for your most recent medical certificate you were | And you are conducting an operation requiring | Then your medical certificate expires, for that operation, at the end of the last day of the |
|---|---|---|---|
| (1) A first-class medical certificate | (i) Under age 40 | an airline transport pilot licence for pilot-in-command privileges, or for second-in-command privileges in a flag or supplemental operation in part 121 requiring three or more pilots | 12th month after the month of the date of examination shown on the medical certificate. |
| | (ii) Age 40 or older | an airline transport pilot licence for pilot-in-command privileges, for second-in-command privileges in a flag or supplemental operation in part 121 requiring three or more pilots, or for a pilot flight crew member in part 121 operations who has reached his or her 60th birthday. | 6th month after the month of the date of examination shown on the medical certificate. |
| | (iii) Any age | a commercial pilot licence or an air traffic control tower operator certificate | 12th month after the month of the date of examination shown on the medical certificate. |
| | (iv) Under age 40 | a recreational pilot licence, a private pilot licence, a flight instructor licence (when acting as pilot in command or a required pilot flight crewmember in operations other than glider or balloon), a student pilot licence, or a sport pilot licence (when not using a Australian driver's license as medical qualification) | 60th month after the month of the date of examination shown on the medical certificate. |
| | (v) Age 40 or older | a recreational pilot licence, a private pilot licence, a flight instructor licence (when acting as pilot in command or a required pilot flight crewmember in operations other than glider or balloon), a student pilot licence, or a sport pilot licence (when not using a Australian driver's license as medical qualification) | 24th month after the month of the date of examination shown on the medical certificate. |
| (2) A second-class medical certificate | (i) Any age | an airline transport pilot licence for second-in-command privileges (other than the operations specified in paragraph (d)(1) of this section), a commercial pilot licence, or an air traffic control tower operator licence | 12th month after the month of the date of examination shown on the medical certificate. |
| | (ii) Under age 40 | a recreational pilot licence, a private pilot licence, a flight instructor licence (when acting as pilot in command or a required pilot flight crewmember in operations other than glider or balloon), a student pilot licence, or a sport pilot licence (when not using a Australian driver's license as medical qualification) | 60th month after the month of the date of examination shown on the medical certificate. |
| | (iii) Age 40 or older | a recreational pilot licence, a private pilot licence, a flight instructor licence (when acting as pilot in command or a required pilot flight crewmember in operations other than glider or balloon), a student pilot licence, or a sport pilot licence (when not using a Australian driver's license as medical qualification) | 24th month after the month of the date of examination shown on the medical certificate. |

| | | | |
|---|---|---|---|
| (3) A third-class medical certificate | (i) Under age 40 | a recreational pilot licence, a private pilot licence, a flight instructor licence (when acting as pilot in command or a required pilot flight crewmember in operations other than glider or balloon), a student pilot licence, or a sport pilot licence (when not using a Australian driver's license as medical qualification) | 60th month after the month of the date of examination shown on the medical certificate. |
| | (ii) Age 40 or older | a recreational pilot licence, a private pilot licence, a flight instructor licence (when acting as pilot in command or a required pilot flight crewmember in operations other than glider or balloon), a student pilot licence, or a sport pilot licence (when not using a Australian driver's license as medical qualification) | 24th month after the month of the date of examination shown on the medical certificate. |

**ASS 61.25 Change of name.**

(a) An application to change the name on a licence issued under this part must be accompanied by the applicant's:

(1) Airman licence; and

(2) A copy of the marriage license, court order, or other document verifying the name change.

(b) The documents in paragraph (a) of this section will be returned to the applicant after inspection.

**ASS 61.27 Voluntary surrender or exchange of licence.**

(a) The holder of a licence issued under this part may voluntarily surrender it for:

(1) Cancellation;

(2) Issuance of a lower grade licence; or

(3) Another licence with specific ratings deleted.

(b) Any request made under paragraph (a) of this section must include the following signed statement or its equivalent: "*This request is made for my own reasons, with full knowledge that my (insert name of licence or rating, as appropriate) may not be reissued to me unless I again pass the tests prescribed for its issuance*."

**ASS 61.29 Replacement of a lost or destroyed airman or medical certificate or knowledge test report.**

(a) A request for the replacement of a lost or destroyed airman licence issued under this part must be made by letter to CASA, PO Box etc., and must be accompanied by a check or money order for the appropriate fee payable to CASA.

(b) A request for the replacement of a lost or destroyed medical certificate must be made by letter to CASA, PO Box etc., and must be accompanied by a check or money order for the appropriate fee payable to CASA.

(c) A request for the replacement of a lost or destroyed knowledge test report must be made by letter to CASA, PO Box etc, and must be accompanied by a check or money order for the appropriate fee payable to CASA.

(d) The letter requesting replacement of a lost or destroyed airman certificate, medical certificate, or knowledge test report must state:

(1) The name of the person;

(2) The permanent mailing address (including post code), or if the permanent mailing address includes a post office box number, then the person's current residential address;

(3) The licence holder's date and place of birth; and

(4) Any information regarding the—

(i) Grade, number, and date of issuance of the airman licence and ratings, if appropriate;

(ii) Class of medical certificate, the place and date of the medical exam, name of the DAME, and the circumstances concerning the loss of the original medical certificate, as appropriate; and

(iii) Date the knowledge test was taken, if appropriate.

(e) A person who has lost pilot licence, medical certificate, or knowledge test report may obtain a facsimile from CASA Aeromedical Certification Branch, confirming that it was issued and the:

(1) Facsimile may be carried as pilot licence, medical certificate, or knowledge test report, as appropriate, for up to 60 days pending the person's receipt of a duplicate under paragraph (a), (b), or (c) of this section, unless the person has been notified that the licence has been suspended or revoked.

(2) Request for such a facsimile must include the date on which a duplicate licence or knowledge test report was previously requested.

**ASS 61.31 Type rating requirements, additional training, and authorisation requirements.**

(a) *Type ratings required.* A person who acts as a pilot in command of any of the following aircraft must hold a type rating for that aircraft:

(1) Large aircraft (except lighter-than-air).

(2) Turbojet-powered airplanes.

(3) Other aircraft specified by CASA through aircraft type licence procedures.

(b) *Authorisation in lieu of a type rating.* A person may be authorised to operate without a type rating for up to 60 days an aircraft requiring a type rating, provided—

(1) CASA has authorised the flight or series of flights;

(2) CASA has determined that an equivalent level of safety can be achieved through the operating limitations on the authorisation;

(3) The person shows that compliance with paragraph (a) of this section is impracticable for the flight or series of flights; and

(4) The flight—

(i) Involves only a ferry flight, training flight, test flight, or practical test for a pilot licence or rating;

(ii) Is within the Australia;

(iii) Does not involve operations for compensation or hire unless the compensation or hire involves payment for the use of the aircraft for training or taking a practical test; and

(iv) Involves only the carriage of flight crewmembers considered essential for the flight.

(5) If the flight or series of flights cannot be accomplished within the time limit of the authorisation, CASA may authorise an additional period of up to 60 days to accomplish the flight or series of flights.

(c) *Aircraft category, class, and type ratings: Limitations on the carriage of persons, or operating for compensation or hire.* Unless a person holds a category, class, and type rating (if a class and type rating is required) that applies to the aircraft, that person may not act as pilot in command of an aircraft that is carrying another person, or is operated for compensation or hire. That person also may not act as pilot in command of that aircraft for compensation or hire.

(d) *Aircraft category, class, and type ratings: Limitations on operating an aircraft as the pilot in command.* To serve as the pilot in command of an aircraft, a person must—

(1) Hold the appropriate category, class, and type rating (if a class or type rating is required) for the aircraft to be flown; or

(2) Have received training required by this part that is appropriate to the pilot certification level, aircraft category, class, and type rating (if a class or type rating is required) for the aircraft to be flown, and have received an endorsement for solo flight in that aircraft from an authorised instructor.

(e) *Additional training required for operating complex airplanes.* (1) Except as provided in paragraph (e) (2) of this section, no person may act as pilot in command of a complex airplane, unless the person has—

(i) Received and logged ground and flight training from an authorised instructor in a complex airplane, or in a flight simulator or flight training device that is representative of a complex airplane, and has been found proficient in the operation and systems of the airplane; and

(ii) Received a one-time endorsement in the pilot's logbook from an authorised instructor who certifies the person is proficient to operate a complex airplane.

(2) The training and endorsement required by paragraph (e)(1) of this section is not required if the person has logged flight time as pilot in command of a complex airplane, or in a flight simulator or flight training device that is representative of a complex aircraft prior to August 4, 1997.

(f) *Additional training required for operating high-performance airplanes.* (1) Except as provided in paragraph (f) (2) of this section, no person may act as pilot in command of a high-performance aircraft (an aircraft with an engine of more than 200 horsepower), unless the person has—

(i) Received and logged ground and flight training from an authorised instructor in a high-performance airplane, or in a flight simulator or flight training device that is representative of a high-performance airplane, and has been found proficient in the operation and systems of the airplane; and

(ii) Received a one-time endorsement in the pilot's logbook from an authorised instructor who certifies the person is proficient to operate a high-performance airplane.

(2) The training and endorsement required by paragraph (f)(1) of this section is not required if the person has logged flight time as pilot in command of a high-performance airplane, or in a flight simulator or flight training device that is representative of a high-performance aircraft prior to August 4, 1997.

(g) *Additional training required for operating pressurized aircraft capable of operating at high altitudes.* (1) Except as provided in paragraph (g)(3) of this section, no person may act as pilot in command of a pressurized aircraft (an aircraft that has a service ceiling or maximum operating altitude, whichever is lower, above 25,000 feet MSL), unless that person has received and logged ground training from an authorised instructor and obtained an endorsement in the person's logbook or training record from an authorised instructor who certifies the person has satisfactorily accomplished the ground training. The ground training must include at least the following subjects:

(i) High-altitude aerodynamics and meteorology;

(ii) Respiration;

(iii) Effects, symptoms, and causes of hypoxia and any other high-altitude sickness;

(iv) Duration of consciousness without supplemental oxygen;

(v) Effects of prolonged usage of supplemental oxygen;

(vi) Causes and effects of gas expansion and gas bubble formation;

(vii) Preventive measures for eliminating gas expansion, gas bubble formation, and high-altitude sickness;

(viii) Physical phenomena and incidents of decompression; and

(ix) Any other physiological aspects of high-altitude flight.

(2) Except as provided in paragraph (g)(3) of this section, no person may act as pilot in command of a pressurized aircraft unless that person has received and logged training from an authorised instructor in a pressurised aircraft, or in a flight simulator or flight training device that is representative of a pressurized aircraft, and obtained an endorsement in the person's logbook or training record from an authorised instructor who found the person proficient in the operation of a pressurized aircraft. The flight training must include at least the following subjects:

(i) Normal cruise flight operations while operating above 25,000 feet MSL;

(ii) Proper emergency procedures for simulated rapid decompression without actually depressurizing the aircraft; and

(iii) Emergency descent procedures.

(3) The training and endorsement required by paragraphs (g)(1) and (g)(2) of this section are not required if that person can document satisfactory accomplishment of any of the following in a

pressurized aircraft, or in a flight simulator or flight training device that is representative of a pressurized aircraft:

(i) Serving as pilot in command before April 15, 1991;

(ii) Completing a pilot proficiency check for a pilot licence or rating before April 15, 1991;

(iii) Completing an official pilot-in-command check conducted by the military services of the Australia; or

(iv) Completing a pilot-in-command proficiency check under part 121, 125, or 135 conducted by CASA or by an approved pilot check airman.

(h) *Additional aircraft type-specific training.* No person may serve as pilot in command of an aircraft that CASA has determined requires aircraft type-specific training unless that person has—

(1) Received and logged type-specific training in the aircraft, or in a flight simulator or flight training device that is representative of that type of aircraft; and

(2) Received a logbook endorsement from an authorised instructor who has found the person proficient in the operation of the aircraft and its systems.

(i) *Additional training required for operating tail wheel airplanes.* (1) Except as provided in paragraph (i) (2) of this section, no person may act as pilot in command of a tail wheel aircraft unless that person has received and logged flight training from an authorised instructor in a tail wheel aircraft and received an endorsement in the person's logbook from an authorised instructor who found the person proficient in the operation of a tail wheel airplane. The flight training must include at least the following manoeuvres and procedures:

(i) Normal and crosswind take-offs and landings;

(ii) Wheel landings (unless the manufacturer has recommended against such landings); and

(iii) Go-around procedures.

(2) The training and endorsement required by paragraph (i) (1) of this section is not required if the person logged pilot-in-command time in a tail wheel aircraft before April 15, 2015.

(j) *Additional training required for operating a glider.* (1) No person may act as pilot in command of a glider—

(i) Using ground-tow procedures, unless that person has satisfactorily accomplished ground and flight training on ground-tow procedures and operations, and has received an endorsement from an authorised instructor who certifies in that pilot's logbook that the pilot has been found proficient in ground-tow procedures and operations;

(ii) Using aero tow procedures, unless that person has satisfactorily accomplished ground and flight training on aero tow procedures and operations, and has received an endorsement from an authorised instructor who certifies in that pilot's logbook that the pilot has been found proficient in aero tow procedures and operations; or

(iii) Using self-launch procedures, unless that person has satisfactorily accomplished ground and flight training on self-launch procedures and operations, and has received an endorsement from an authorised instructor who certifies in that pilot's logbook that the pilot has been found proficient in self-launch procedures and operations.

(2) The holder of a glider rating issued prior to August 4, 2015, is considered to be in compliance with the training and logbook endorsement requirements of this paragraph for the specific operating privilege for which the holder is already qualified.

(k) *Additional training required for night vision goggle operations.* (1) Except as provided under paragraph (k)(3) of this section, a person may act as pilot in command of an aircraft using night vision goggles only if that person receives and logs ground training from an authorised instructor and obtains a logbook or training record endorsement from an authorised instructor who certifies the person completed the ground training. The ground training must include the following subjects:

(i) Applicable portions that relate to night vision goggle limitations and flight operations;

(ii) Aeromedical factors related to the use of night vision goggles, including how to protect night vision, how the eyes adapt to night, self-imposed stresses that affect night vision, effects of lighting on night vision, cues used to estimate distance and depth perception at night, and visual illusions;

(iii) Normal, abnormal, and emergency operations of night vision goggle equipment;

(iv) Night vision goggle performance and scene interpretation; and

(v) Night vision goggle operation flight planning, including night terrain interpretation and factors affecting terrain interpretation.

(2) Except as provided under paragraph (k) (3) of this section, a person may act as pilot in command of an aircraft using night vision goggles only if that person receives and logs flight training from an authorised instructor and obtains a logbook or training record endorsement from an authorised instructor who found the person proficient in the use of night vision goggles. The flight training must include the following tasks:

(i) Preflight and use of internal and external aircraft lighting systems for night vision goggle operations;

(ii) Preflight preparation of night vision goggles for night vision goggle operations;

(iii) Proper piloting techniques when using night vision goggles during the takeoff, climb, enroute, descent, and landing phases of flight; and

(iv) Normal, abnormal, and emergency flight operations using night vision goggles.

(3) The requirements under paragraphs (k) (1) and (2) of this section do not apply if a person can document satisfactory completion of any of the following pilot proficiency checks using night vision goggles in an aircraft:

(i) A pilot proficiency check on night vision goggle operations conducted by the Australian Armed Forces.

(ii) A pilot proficiency check on night vision goggle operations under part 135 conducted by an Examiner or Check Airman.

(iii) A pilot proficiency check on night vision goggle operations conducted by a night vision goggle manufacturer or authorised instructor, when the pilot—

(A) Is employed by a Federal, State, county, or municipal law enforcement agency; and

(B) Has logged at least 20 hours as pilot in command in night vision goggle operations.

(l) *Exceptions.* (1) This section does not require a category and class rating for aircraft not type-certificated as airplanes, rotorcraft, gliders, lighter-than-air aircraft, powered-lifts, powered parachutes, or weight-shift-control aircraft.

(2) The rating limitations of this section do not apply to—

(i) An applicant when taking a practical test given by an examiner;

(ii) The holder of a student pilot licence;

(iii) The holder of a pilot licence when operating an aircraft under the authority of—

(A) A provisional type licence; or

(B) An experimental licence, unless the operation involves carrying a passenger;

(iv) The holder of a pilot licence with a lighter-than-air category rating when operating a balloon;

(v) The holder of a recreational pilot licence operating under the provisions of ASS 61.101(h); or

(vi) The holder of a sport pilot licence when operating a light-sport aircraft.

**ASS 61.33 Tests: General procedure.**

Tests prescribed by or under this part are given at times and places, and by persons designated by CASA.

**ASS 61.35 Knowledge test: Prerequisites and passing grades.**

(a) An applicant for a knowledge test must have:

(1) Received an endorsement, if required by this part, from an authorised instructor certifying that the applicant accomplished the appropriate ground-training or a home-study course required by this part for the licence or rating sought and is prepared for the knowledge test;

(2) After July 31, 2014, for the knowledge test for an airline transport pilot licence with an aircraft category multiengine class rating, a graduation certificate for the airline transport pilot certification training program specified in ASS 61.156; and

(3) Proper identification at the time of application that contains the applicant's—

(i) Photograph;

(ii) Signature;

(iii) Date of birth, which shows:

(A) For issuance of licences other than the ATP licence with an aircraft category multiengine class rating, the applicant meets or will meet the age requirements of this part for the licence sought before the expiration date of the airman knowledge test report; and

(B) For issuance of an ATP licence with an aircraft category multiengine class rating obtained under the aeronautical experience requirements of ASS 61.159 or ASS 61.160, the applicant is at least 18 years of age at the time of the knowledge test;

(iv) If the permanent mailing is a post office box number, then the applicant must provide a current residential address.

(b) CASA shall specify the minimum passing grade for the knowledge test.

**ASS 61.37 Knowledge tests: Cheating or other unauthorised conduct.**

(a) An applicant for a knowledge test may not:

(1) Copy or intentionally remove any knowledge test;

(2) Give to another applicant or receive from another applicant any part or copy of a knowledge test;

(3) Give assistance on, or receive assistance on, a knowledge test during the period that test is being given;

(4) Take any part of a knowledge test on behalf of another person;

(5) Be represented by, or represent, another person for a knowledge test;

(6) Use any material or aid during the period that the test is being given, unless specifically authorised to do so by CASA; and

(7) Intentionally cause, assist, or participate in any act prohibited by this paragraph.

(b) An applicant who CASA finds has committed an act prohibited by paragraph (a) of this section is prohibited, for 1 year after the date of committing that act, from:

(1) Applying for any licence, rating, or authorisation issued under this chapter; and

(2) Applying for and taking any test under this chapter.

(c) Any licence or rating held by an applicant may be suspended or revoked if CASA finds that person has committed an act prohibited by paragraph (a) of this section.

**ASS 61.39 Prerequisites for practical tests.**

(a) Except as provided in paragraphs (b), (c), and (e) of this section, to be eligible for a practical test for a licence or rating issued under this part, an applicant must:

(1) Pass the required knowledge test:

(i) Within the 24-calendar-month period preceding the month the applicant completes the practical test, if a knowledge test is required; or

(ii) Within the 60-calendar month period preceding the month the applicant completes the practical for those applicants who pass the knowledge test after completing the airline transport pilot certification training program in ASS 61.156;

(2) Present the knowledge test report at the time of application for the practical test, if a knowledge test is required;

(3) Have satisfactorily accomplished the required training and obtained the aeronautical experience prescribed by this part for the licence or rating sought;

(4) Hold at least a third-class medical certificate, if a medical certificate is required;

(5) Meet the prescribed age requirement of this part for the issuance of the licence or rating sought;

(6) Have an endorsement, if required by this part, in the applicant's logbook or training record that has been signed by an authorised instructor who certifies that the applicant—

(i) Has received and logged training time within 2 calendar months preceding the month of application in preparation for the practical test;

(ii) Is prepared for the required practical test; and

(iii) Has demonstrated satisfactory knowledge of the subject areas in which the applicant was deficient on the airman knowledge test; and

(7) Have a completed and signed application form.

(b) An applicant for an airline transport pilot licence with an aircraft category multiengine class rating or an airline transport pilot licence with an aircraft type rating may take the practical test with an expired knowledge test only if the applicant passed the knowledge test after July 31, 2014, and is employed:

(1) As a flight crew member by a part 119 certificate holder conducting operations under parts 125 or 135 at the time of the practical test and has satisfactorily accomplished that operator's approved pilot-in-command training or checking program; or

(2) As a flight crew member by a part 119 certificate holder conducting operations under part 121 at the time of the practical test and has satisfactorily accomplished that operator's approved initial training program; or

(3) By the Australian Armed Forces as a flight crewmember in Australian military air transport operations at the time of the practical test and has completed the pilot in command aircraft qualification training program that is appropriate to the pilot licence and rating sought.

(c) An applicant for an airline transport pilot licence with a rating other than those ratings set forth in paragraph (b) of this section may take the practical test for that certificate or rating with an expired knowledge test report, provided that the applicant is employed:

(1) As a flight crew member by a part 119 certificate holder conducting operations under parts 125 or 135 at the time of the practical test and has satisfactorily accomplished that operator's approved pilot-in-command training or checking program; or

(2) By the Australian Armed Forces as a flight crewmember in Australian military air transport operations at the time of the practical test and has completed the pilot in command aircraft qualification training program that is appropriate to the pilot licence and rating sought.

(d) In addition to the requirements in paragraph (a) of this section, to be eligible for a practical test for an airline transport pilot licence with an aircraft category multiengine class rating or airline transport pilot licence obtained concurrently with an aircraft type rating, an applicant must:

(1) If the applicant passed the knowledge test after July 31, 2014, present the graduation certificate for the airline transport pilot certification training program in ASS 61.156, at the time of application for the practical test;

(2) If applying for the practical test under the aeronautical experience requirements of ASS 61.160(a), the applicant must present the documents required by that section to substantiate eligibility; and

(3) If applying for the practical test under the aeronautical experience requirements of ASS 61.160(b), (c), or (d), the applicant must present an official transcript and certifying document from an institution of higher education that holds a letter of authorisation from CASA under ASS 61.169.

(e) A person is not required to comply with the provisions of paragraph (a) (6) of this section if that person:

(1) Holds a foreign pilot license issued by a contracting State to the Convention on International Civil Aviation that authorises at least the privileges of the pilot licence sought;

(2) Is only applying for a type rating; or

(3) Is applying for an airline transport pilot licence or an additional rating to an airline transport pilot licence in an aircraft that does not require an aircraft type rating practical test.

(f) If all increments of the practical test for a licence or rating are not completed on the same date, then all the remaining increments of the test must be completed within 2 calendar months after the month the applicant began the test.

(g) If all increments of the practical test for a licence or rating are not completed within 2 calendar months after the month the applicant began the test, the applicant must retake the entire practical test.

**ASS 61.41 Flight training received from flight instructors not licenced by CASA.**

(a) A person may credit flight training toward the requirements of a pilot licence or rating issued under this part, if that person received the training from:

(1) A flight instructor of an Armed Force in a program for training military pilots of either—

(i) The Australia; or

(ii) A foreign contracting State to the Convention on International Civil Aviation.

(2) A flight instructor who is authorised to give such training by the licensing authority of a foreign contracting State to the Convention on International Civil Aviation, and the flight training is given outside the Australia.

(b) A flight instructor described in paragraph (a) of this section is only authorised to give endorsements to show training given.

**ASS 61.43 Practical tests: General procedures.**

(a) Completion of the practical test for a licence or rating consists of—

(1) Performing the tasks specified in the areas of operation for the airman licence or rating sought within the approved practical test standards;

(2) Demonstrating mastery of the aircraft by performing each task successfully;

(3) Demonstrating proficiency and competency within the approved standards; and

(4) Demonstrating sound judgment.

(b) The pilot flight crew complement required during the practical test is based on one of the following requirements that applies to the aircraft being used on the practical test:

(1) If the aircraft's approved flight manual requires the pilot flight crew complement be a single pilot, then the applicant must demonstrate single pilot proficiency on the practical test.

(2) If the aircraft's type certification data sheet requires the pilot flight crew complement be a single pilot, then the applicant must demonstrate single pilot proficiency on the practical test.

(3) If CASA approved aircraft flight manual, or aircraft type certification data sheet allows the pilot flight crew complement to be either a single pilot, or a pilot and a co-pilot, then the applicant may demonstrate single pilot proficiency or have a co-pilot on the practical test. If the applicant performs the practical test with a co-pilot, the limitation of "Second in Command Required" will be placed on the applicant's pilot licence. The limitation may be removed if the applicant passes the practical test by demonstrating single-pilot proficiency in the aircraft in which single-pilot privileges are sought.

(c) If an applicant fails any area of operation, that applicant fails the practical test.

(d) An applicant is not eligible for a licence or rating sought until all the areas of operation are passed.

(e) The examiner or the applicant may discontinue a practical test at any time:

(1) When the applicant fails one or more of the areas of operation; or

(2) Due to inclement weather conditions, aircraft airworthiness, or any other safety-of-flight concern.

(f) If a practical test is discontinued, the applicant is entitled credit for those areas of operation that were passed, but only if the applicant:

(1) Passes the remainder of the practical test within the 60-day period after the date the practical test was discontinued;

(2) Presents to the examiner for the retest the original notice of disapproval form or the letter of discontinuance form, as appropriate;

(3) Satisfactorily accomplishes any additional training needed and obtains the appropriate instructor endorsements, if additional training is required; and

(4) Presents to the examiner for the retest a properly completed and signed application.

**ASS 61.45 Practical tests: Required aircraft and equipment.**

(a) *General.* Except as provided in paragraph (a)(2) of this section or when permitted to accomplish the entire flight increment of the practical test in a flight simulator or a flight training device, an applicant for a licence or rating issued under this part must furnish:

(1) An aircraft of Australian registry for each required test that—

(i) Is of the category, class, and type, if applicable, for which the applicant is applying for a licence or rating; and

(ii) Has a standard airworthiness certificate or special airworthiness certificate in the limited, primary, or light-sport category.

(2) At the discretion of the examiner who administers the practical test, the applicant may furnish—

(i) An aircraft that has an airworthiness certificate other than a standard airworthiness certificate or special airworthiness certificate in the limited, primary, or light-sport category, but that otherwise meets the requirements of paragraph (a)(1) of this section;

(ii) An aircraft of the same category, class, and type, if applicable, of foreign registry that is properly certificated by the country of registry; or

(iii) A military aircraft of the same category, class, and type, if aircraft class and type are appropriate, for which the applicant is applying for a licence or rating, and provided—

(A) The aircraft is under the direct operational control of the Australian Armed Forces;

(B) The aircraft is airworthy under the maintenance standards of the Australian Armed Forces; and

(C) The applicant has a letter from his or her commanding officer authorizing the use of the aircraft for the practical test.

(b) *Required equipment (other than controls).* (1) Except as provided in paragraph (b) (2) of this section, an aircraft used for a practical test must have—

(i) The equipment for each area of operation required for the practical test;

(ii) No prescribed operating limitations that prohibit its use in any of the areas of operation required for the practical test;

(iii) Except as provided in paragraphs (e) and (f) of this section, at least two pilot stations with adequate visibility for each person to operate the aircraft safely; and

(iv) Cockpit and outside visibility adequate to evaluate the performance of the applicant when an additional jump seat is provided for the examiner.

(2) An applicant for a licence or rating may use an aircraft with operating characteristics that preclude the applicant from performing all of the tasks required for the practical test. However, the applicant's licence or rating, as appropriate, will be issued with an appropriate limitation.

(c) *Required controls.* Except for lighter-than-air aircraft, and a glider without an engine, an aircraft used for a practical test must have engine power controls and flight controls that are easily reached and operable in a conventional manner by both pilots, unless the Examiner determines that the practical test can be conducted safely in the aircraft without the controls easily reached by the Examiner.

(d) *Simulated instrument flight equipment.* An applicant for a practical test that involves manoeuvring an aircraft solely by reference to instruments must furnish:

(1) Equipment on board the aircraft that permits the applicant to pass the areas of operation that apply to the rating sought; and

(2) A device that prevents the applicant from having visual reference outside the aircraft, but does not prevent the examiner from having visual reference outside the aircraft, and is otherwise acceptable to CASA.

(e) *Aircraft with single controls.* A practical test may be conducted in an aircraft having a single set of controls, provided the:

(1) Examiner agrees to conduct the test;

(2) Test does not involve a demonstration of instrument skills; and

(3) Proficiency of the applicant can be observed by an examiner who is in a position to observe the applicant.

(f) *Light-sport aircraft with a single seat.* A practical test for a sport pilot licence may be conducted in a light-sport aircraft having a single seat provided that the—

(1) Examiner agrees to conduct the test;

(2) Examiner is in a position to observe the operation of the aircraft and evaluate the proficiency of the applicant; and

(3) Pilot licence of an applicant successfully passing the test is issued a pilot licence with a limitation "No passenger carriage and flight in a single-seat light-sport aircraft only."

**ASS 61.47 Status of an examiner who is authorised by CASA to conduct practical tests.**

(a) An examiner represents CASA for the purpose of conducting practical tests for licence s and ratings issued under this part and to observe an applicant's ability to perform the areas of operation on the practical test.

(b) The examiner is not the pilot in command of the aircraft during the practical test unless the examiner agrees to act in that capacity for the flight or for a portion of the flight by prior arrangement with:

(1) The applicant; or

(2) A person who would otherwise act as pilot in command of the flight or for a portion of the flight.

(c) Notwithstanding the type of aircraft used during the practical test, the applicant and the examiner (and any other occupants authorised to be on board by the examiner) are not subject to the requirements or limitations for the carriage of passengers that are specified in this chapter.

**ASS 61.49 Retesting after failure.**

(a) An applicant for a knowledge or practical test who fails that test may reapply for the test only after the applicant has received:

(1) The necessary training from an authorised instructor who has determined that the applicant is proficient to pass the test; and

(2) An endorsement from an authorised instructor who gave the applicant the additional training.

(b) An applicant for a flight instructor licence with an aircraft category rating or, for a flight instructor licence with a glider category rating, who has failed the practical test due to deficiencies in instructional proficiency on stall awareness, spin entry, spins, or spin recovery must:

(1) Comply with the requirements of paragraph (a) of this section before being retested;

(2) Bring an aircraft to the retest that is of the appropriate aircraft category for the rating sought and is certificated for spins; and

(3) Demonstrate satisfactory instructional proficiency on stall awareness, spin entry, spins, and spin recovery to an examiner during the retest.

**ASS 61.51 Pilot logbooks.**

(a) *Training time and aeronautical experience.* Each person must document and record the following time in a manner acceptable to CASA:

(1) Training and aeronautical experience used to meet the requirements for a licence, rating, or flight review of this part.

(2) The aeronautical experience required for meeting the recent flight experience requirements of this part.

(b) *Logbook entries.* For the purposes of meeting the requirements of paragraph (a) of this section, each person must enter the following information for each flight or lesson logged:

(1) General—

(i) Date.

(ii) Total flight time or lesson time.

(iii) Location where the aircraft departed and arrived, or for lessons in a flight simulator or flight training device, the location where the lesson occurred.

(iv) Type and identification of aircraft, flight simulator, flight training device, or aviation training device, as appropriate.

(v) The name of a safety pilot, if required by § 91.109.

(2) Type of pilot experience or training—

(i) Solo.

(ii) Pilot in command.

(iii) Second in command.

(iv) Flight and ground training received from an authorised instructor.

(v) Training received in a flight simulator, flight training device, or aviation training device from an authorised instructor.

(3) Conditions of flight—

(i) Day or night.

(ii) Actual instrument.

(iii) Simulated instrument conditions in flight, a flight simulator, flight training device, or aviation training device.

(iv) Use of night vision goggles in an aircraft in flight, in a flight simulator, or in a flight training device.

(c) *Logging of pilot time.* The pilot time described in this section may be used to:

(1) Apply for a licence or rating issued under this part or a privilege authorised under this part; or

(2) Satisfy the recent flight experience requirements of this part.

(d) *Logging of solo flight time.* Except for a student pilot performing the duties of pilot in command of an airship requiring more than one pilot flight crewmember, a pilot may log as solo flight time only that flight time when the pilot is the sole occupant of the aircraft.

(e) *Logging pilot-in-command flight time.* (1) A sport, recreational, private, commercial, or airline transport pilot may log pilot in command flight time for flights-

(i) When the pilot is the sole manipulator of the controls of an aircraft for which the pilot is rated, or has sport pilot privileges for that category and class of aircraft, if the aircraft class rating is appropriate;

(ii) When the pilot is the sole occupant in the aircraft;

(iii) When the pilot, except for a holder of a sport or recreational pilot licence, acts as pilot in command of an aircraft for which more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is conducted; or

(iv) When the pilot performs the duties of pilot in command while under the supervision of a qualified pilot in command provided—

(A) The pilot performing the duties of pilot in command holds a commercial or airline transport pilot licence and aircraft rating that is appropriate to the category and class of aircraft being flown, if a class rating is appropriate;

(B) The pilot performing the duties of pilot in command is undergoing an approved pilot in command training program that includes ground and flight training on the following areas of operation—

(*1*) Preflight preparation;

(2) Preflight procedures;

(3) Takeoff and departure;

(4) In-flight manoeuvres;

(5) Instrument procedures;

(6) Landings and approaches to landings;

(7) Normal and abnormal procedures;

(8) Emergency procedures; and

(9) Post flight procedures;

(C) The supervising pilot in command holds—

(1) A commercial pilot licence and flight instructor licence , and aircraft rating that is appropriate to the category, class, and type of aircraft being flown, if a class or type rating is required; or

(2) An airline transport pilot licence and aircraft rating that is appropriate to the category, class, and type of aircraft being flown, if a class or type rating is required; and

(D) The supervising pilot in command logs the pilot in command training in the pilot's logbook, certifies the pilot in command training in the pilot's logbook and attests to that certification with his or her signature, and flight instructor licence number.

(2) If rated to act as pilot in command of the aircraft, an airline transport pilot may log all flight time while acting as pilot in command of an operation requiring an airline transport pilot licence.

(3) A licence d flight instructor may log pilot in command flight time for all flight time while serving as the authorised instructor in an operation if the instructor is rated to act as pilot in command of that aircraft.

(4) A student pilot may log pilot-in-command time only when the student pilot—

(i) Is the sole occupant of the aircraft or is performing the duties of pilot of command of an airship requiring more than one pilot flight crewmember;

(ii) Has a solo flight endorsement as required under ASS 61.87 of this part; and

(iii) Is undergoing training for a pilot licence or rating.

(f) *Logging second-in-command flight time.* A person may log second-in-command time only for that flight time during which that person:

(1) Is qualified in accordance with the second-in-command requirements of ASS 61.55 of this part, and occupies a crewmember station in an aircraft that requires more than one pilot by the aircraft's type certificate; or

(2) Holds the appropriate category, class, and instrument rating (if an instrument rating is required for the flight) for the aircraft being flown, and more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is being conducted.

(g) *Logging instrument time.* (1) A person may log instrument time only for that flight time when the person operates the aircraft solely by reference to instruments under actual or simulated instrument flight conditions.

(2) An authorised instructor may log instrument time when conducting instrument flight instruction in actual instrument flight conditions.

(3) For the purposes of logging instrument time to meet the recent instrument experience requirements of ASS 61.57(c) of this part, the following information must be recorded in the person's logbook—

(i) The location and type of each instrument approach accomplished; and

(ii) The name of the safety pilot, if required.

(4) A person can use time in a flight simulator, flight training device, or aviation training device for acquiring instrument aeronautical experience for a pilot licence, rating, or instrument recency experience, provided an authorised instructor is present to observe that time and signs the person's logbook or training record to verify the time and the content of the training session.

(h) *Logging training time.* (1) A person may log training time when that person receives training from an authorised instructor in an aircraft, flight simulator, or flight training device.

(2) The training time must be logged in a logbook and must:

(i) Be endorsed in a legible manner by the authorised instructor; and

(ii) Include a description of the training given, the length of the training lesson, and the authorised instructor's signature, licence number, and licence expiration date.

(i) *Presentation of required documents.* (1) Persons must present their pilot licence, medical certificate, logbook, or any other record required by this part for inspection upon a reasonable request by—

(i) CASA;

(ii) An authorised representative from the National Transportation Safety Board; or

(iii) Any Federal, State, or local law enforcement officer.

(2) A student pilot must carry the following items in the aircraft on all solo cross-country flights as evidence of the required authorised instructor clearances and endorsements—

(i) Pilot logbook;

(ii) Student pilot licence; and

(iii) Any other record required by this section.

(3) A sport pilot must carry his or her logbook or other evidence of required authorised instructor endorsements on all flights.

(4) A recreational pilot must carry his or her logbook with the required authorised instructor endorsements on all solo flights—

(i) That exceed 50 nautical miles from the airport at which training was received;

(ii) Within airspace that requires communication with air traffic control;

(iii) Conducted between sunset and sunrise; or

(iv) In an aircraft for which the pilot does not hold an appropriate category or class rating.

(5) A flight instructor with a sport pilot rating must carry his or her logbook or other evidence of required authorised instructor endorsements on all flights when providing flight training.

(j) *Aircraft requirements for logging flight time.* For a person to log flight time, the time must be acquired in an aircraft that is identified as an aircraft under ASS 61.5(b), and is—

(1) An aircraft of Australian registry with either a standard or special airworthiness certificate;

(2) An aircraft of foreign registry with an airworthiness certificate that is approved by the aviation authority of a foreign country that is a Member State to the Convention on International Civil Aviation Organization;

(3) A military aircraft under the direct operational control of the Australian Armed Forces; or

(4) A public aircraft under the direct operational control of a Federal, State, county, or municipal law enforcement agency, if the flight time was acquired by the pilot while engaged on an official law enforcement flight for a Federal, State, County, or Municipal law enforcement agency.

(k) *Logging night vision goggle time.* (1) A person may log night vision goggle time only for the time the person uses night vision goggles as the primary visual reference of the surface and operates:

(i) An aircraft during a night vision goggle operation; or

(ii) A flight simulator or flight training device with the lighting system adjusted to represent the period beginning 1 hour after sunset and ending 1 hour before sunrise.

(2) An authorised instructor may log night vision goggle time when that person conducts training using night vision goggles as the primary visual reference of the surface and operates:

(i) An aircraft during a night goggle operation; or

(ii) A flight simulator or flight training device with the lighting system adjusted to represent the period beginning 1 hour after sunset and ending 1 hour before sunrise.

(3) To log night vision goggle time to meet the recent night vision goggle experience requirements under ASS 61.57(f), a person must log the information required under ASS 61.51(b).

**ASS 61.52 Use of aeronautical experience obtained in ultralight vehicles.**

(a) Before January 31, 2012, a person may use aeronautical experience obtained in an ultralight vehicle to meet the requirements for the following certificates and ratings issued under this part:

(1) A sport pilot licence.

(2) A flight instructor licence with a sport pilot rating;

(3) A private pilot licence with a weight-shift-control or powered parachute category rating.

(b) Before January 31, 2012, a person may use aeronautical experience obtained in an ultralight vehicle to meet the provisions of ASS 61.69.

(c) A person using aeronautical experience obtained in an ultralight vehicle to meet the requirements for a licence or rating specified in paragraph (a) of this section or the requirements of paragraph (b) of this section must—

(1) Have been a registered ultralight pilot with a CASA-recognised ultralight organisation when that aeronautical experience was obtained;

(2) Document and log that aeronautical experience in accordance with the provisions for logging aeronautical experience specified by an CASA-recognized ultralight organization and in accordance with the provisions for logging pilot time in aircraft as specified in ASS 61.51;

(3) Obtain the aeronautical experience in a category and class of vehicle corresponding to the rating or privilege sought; and

(4) Provide CASA with a certified copy of his or her ultralight pilot records from an CASA-recognized ultralight organisation, that —

(i) Document that he or she is a registered ultralight pilot with that CASA-recognised ultralight organization; and

(ii) Indicate that he or she is recognized to operate the category and class of aircraft for which sport pilot privileges are sought.

**ASS 61.53 Prohibition on operations during medical deficiency.**

(a) *Operations that require a medical certificate.* Except as provided for in paragraph (b) of this section, no person who holds a medical certificate issued under part 67 may act as pilot in command, or in any other capacity as a required pilot flight crewmember, while that person:

(1) Knows or has reason to know of any medical condition that would make the person unable to meet the requirements for the medical certificate necessary for the pilot operation; or

(2) Is taking medication or receiving other treatment for a medical condition that results in the person being unable to meet the requirements for the medical certificate necessary for the pilot operation.

(b) *Operations that do not require a medical certificate.* For operations provided for in ASS 61.23(b) of this part, a person shall not act as pilot in command, or in any other capacity as a required pilot flight crewmember, while that person knows or has reason to know of any medical condition that would make the person unable to operate the aircraft in a safe manner.

(c) *Operations requiring a medical certificate or an Australian driver's license.* For operations provided for in ASS 61.23(c), a person must meet the provisions of—

(1) Paragraph (a) of this section if that person holds a medical certificate issued under part 67 and does not hold an Australian driver's license.

(2) Paragraph (b) of this section if that person holds an Australian driver's license.

**ASS 61.55 Second-in-command qualifications.**

(a) A person may serve as a second-in-command of an aircraft type certificated for more than one required pilot flight crewmember or in operations requiring a second-in-command pilot flight crewmember only if that person holds:

(1) At least a private pilot licence with the appropriate category and class rating; and

(2) An instrument rating or privilege that applies to the aircraft being flown if the flight is under IFR; and

(3) At least a pilot type rating for the aircraft being flown unless the flight will be conducted as domestic flight operations within the Australia airspace.

(b) Except as provided in paragraph (e) of this section, no person may serve as a second-in-command of an aircraft type certificated for more than one required pilot flight crewmember or in operations requiring a second-in-command unless that person has within the previous 12 calendar months:

(1) Become familiar with the following information for the specific type aircraft for which second-in-command privileges are requested—

(i) Operational procedures applicable to the powerplant, equipment, and systems.

(ii) Performance specifications and limitations.

(iii) Normal, abnormal, and emergency operating procedures.

(iv) Flight manual.

(v) Placards and markings.

(2) Except as provided in paragraph (g) of this section, performed and logged pilot time in the type of aircraft or in a flight simulator that represents the type of aircraft for which second-in-command privileges are requested, which includes—

(i) Three takeoffs and three landings to a full stop as the sole manipulator of the flight controls;

(ii) Engine-out procedures and manoeuvring with an engine out while executing the duties of pilot in command; and

(iii) Crew resource management training.

(c) If a person complies with the requirements in paragraph (b) of this section in the calendar month before or the calendar month after the month in which compliance with this section is required, then that person is considered to have accomplished the training and practice in the month it is due.

(d) A person may receive a second-in-command pilot type rating for an aircraft after satisfactorily completing the second-in-command familiarization training requirements under paragraph (b) of this section in that type of aircraft provided the training was completed within the 12 calendar months before the month of application for the SIC pilot type rating. The person must comply with the following application and pilot certification procedures:

(1) The person who provided the training must sign the applicant's logbook or training record after each lesson in accordance with ASS 61.51(h)(2) of this part. In lieu of the trainer, it is permissible for a qualified management official within the organization to sign the applicant's training records or logbook and make the required endorsement. The qualified management official must hold the position of Chief Pilot, Director of Training, Director of Operations, or another comparable

management position within the organization that provided the training and must be in a position to verify the applicant's training records and that the training was given.

(2) The trainer or qualified management official must make an endorsement in the applicant's logbook that states "[Applicant's Name and Pilot licence Number] has demonstrated the skill and knowledge required for the safe operation of the [Type of Aircraft], relevant to the duties and responsibilities of a second in command."

(3) If the applicant's flight experience and/or training records are in an electronic form, the applicant must present a paper copy of those records containing the signature of the trainer or qualified management official to a CASA District Office or Examiner.

(4) The applicant must complete and sign pilot Licence and/or Rating Application, CASA Form 8710-1, and present the application to a CASA District Office or to an Examiner.

(5) The person who provided the ground and flight training to the applicant must sign the "Instructor's Recommendation" section of the Airman Licence and/or Rating Application, CASA Form 8710-1. In lieu of the trainer, it is permissible for a qualified management official within the organisation to sign the applicant's CASA Form 8710-1.

(6) The applicant must appear in person at a CASA District Office or to an Examiner with his or her logbook/training records and with the completed and signed CASA Form 8710-1.

(7) There is no practical test required for the issuance of the "SIC Privileges Only" pilot type rating.

(e) A person may receive a second-in-command pilot type rating for the type of aircraft after satisfactorily completing an approved second-in-command training program, proficiency check, or competency check under subpart K of part 91, part 125, or part 135, as appropriate, in that type of aircraft provided the training was completed within the 12 calendar months before the month of application for the SIC pilot type rating. The person must comply with the following application and pilot certification procedures:

(1) The person who provided the training must sign the applicant's logbook or training record after each lesson in accordance with ASS 61.51(h)(2) of this part. In lieu of the trainer, it is permissible for a qualified management official within the organization to sign the applicant's training records or logbook and make the required endorsement. The qualified management official must hold the position of Chief Pilot, Director of Training, Director of Operations, or another comparable management position within the organization that provided the training and must be in a position to verify the applicant's training records and that the training was given.

(2) The trainer or qualified management official must make an endorsement in the applicant's logbook that states "[Applicant's Name and Pilot licence Number] has demonstrated the skill and knowledge required for the safe operation of the [Type of Aircraft], relevant to the duties and responsibilities of a second in command."

(3) If the applicant's flight experience and/or training records are in an electronic form, the applicant must provide a paper copy of those records containing the signature of the trainer or qualified management official to a CASA District Office, an Examiner, or an Aircrew Program Designee.

(4) The applicant must complete and sign pilot Licence and/or Rating Application, CASA Form 8710-1, and present the application to a CASA District Office or to an Examiner or to an authorised Aircrew Program Designee.

(5) The person who provided the ground and flight training to the applicant must sign the "Instructor's Recommendation" section of the Airman Licence and/or Rating Application, CASA Form 8710-1. In lieu of the trainer, it is permissible for a qualified management official within the organization to sign the applicant's CASA Form 8710-1.

(6) The applicant must appear in person at a CASA District Office or to an Examiner or to an authorised Aircrew Program Designee with his or her logbook/training records and with the completed and signed CASA Form 8710-1.

(7) There is no practical test required for the issuance of the "SIC Privileges Only" pilot type rating.

(f) The familiarization training requirements of paragraph (b) of this section do not apply to a person who is:

(1) Designated and qualified as pilot in command under subpart K of part 91, part 121, 125, or 135 in that specific type of aircraft;

(2) Designated as the second in command under subpart K of part 91, part 121, 125, or 135 in that specific type of aircraft;

(3) Designated as the second in command in that specific type of aircraft for the purpose of receiving flight training required by this section, and no passengers or cargo are carried on the aircraft; or

(4) Designated as a safety pilot for purposes required by § 91.109.

(g) The holder of a commercial or airline transport pilot licence with the appropriate category and class rating is not required to meet the requirements of paragraph (b)(2) of this section, provided the pilot:

(1) Is conducting a ferry flight, aircraft flight test, or evaluation flight of an aircraft's equipment; and

(2) Is not carrying any person or property on board the aircraft, other than necessary for conduct of the flight.

(h) For the purpose of meeting the requirements of paragraph (b) of this section, a person may serve as second in command in that specific type aircraft, provided:

(1) The flight is conducted under day VFR or day IFR; and

(2) No person or property is carried on board the aircraft, other than necessary for conduct of the flight.

(i) The training under paragraphs (b) and (d) of this section and the training, proficiency check, and competency check under paragraph (e) of this section may be accomplished in a flight simulator that is used in accordance with an approved training course conducted by a training centre certificated under part 142 or under subpart K of part 91, part 121 or part 135.

(j) When an applicant for an initial second-in-command qualification for a particular type of aircraft receives all the training in a flight simulator, that applicant must satisfactorily complete one takeoff and one landing in an aircraft of the same type for which the qualification is sought. This requirement does not apply to an applicant who completes a proficiency check under part 121 or competency check under subpart K, part 91, part 125, or part 135 for the particular type of aircraft.

**ASS 61.56 Flight review.**

(a) Except as provided in paragraphs (b) and (f) of this section, a flight review consists of a minimum of 1 hour of flight training and 1 hour of ground training. The review must include:

(1) A review of the current general operating and flight rules of part 91; and

(2) A review of those manoeuvres and procedures that, at the discretion of the person giving the review, are necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot licence.

(b) Glider pilots may substitute a minimum of three instructional flights in a glider, each of which includes a flight to traffic pattern altitude, in lieu of the 1 hour of flight training required in paragraph (a) of this section.

(c) Except as provided in paragraphs (d), (e), and (g) of this section, no person may act as pilot in command of an aircraft unless, since the beginning of the 24th calendar month before the month in which that pilot acts as pilot in command, that person has—

(1) Accomplished a flight review given in an aircraft for which that pilot is rated by an authorised instructor and

(2) A logbook endorsed from an authorised instructor who gave the review certifying that the person has satisfactorily completed the review.

(d) A person who has, within the period specified in paragraph (c) of this section, passed a pilot proficiency check conducted by an examiner, an approved pilot check airman, or a Australian Armed Force, for a pilot licence, rating, or operating privilege need not accomplish the flight review required by this section.

(e) A person who has, within the period specified in paragraph (c) of this section, satisfactorily accomplished one or more phases of a CASA-sponsored pilot proficiency award program need not accomplish the flight review required by this section.

(f) A person who holds a flight instructor certificate and who has, within the period specified in paragraph (c) of this section, satisfactorily completed a renewal of a flight instructor certificate under the provisions in ASS 61.197 need not accomplish the one hour of ground training specified in paragraph (a) of this section.

(g) A student pilot need not accomplish the flight review required by this section provided the student pilot is undergoing training for a certificate and has a current solo flight endorsement as required under ASS 61.87 of this part.

(h) The requirements of this section may be accomplished in combination with the requirements of ASS 61.57 and other applicable recent experience requirements at the discretion of the authorised instructor conducting the flight review.

(i) A flight simulator or flight training device may be used to meet the flight review requirements of this section subject to the following conditions:

(1) The flight simulator or flight training device must be used in accordance with an approved course conducted by a training centre certificated under part 142.

(2) Unless the flight review is undertaken in a flight simulator that is approved for landings, the applicant must meet the takeoff and landing requirements of ASS 61.57(a) or ASS 61.57(b) of this part.

(3) The flight simulator or flight training device used must represent an aircraft or set of aircraft for which the pilot is rated.

**ASS 61.57 Recent flight experience: Pilot in command.**

(a) *General experience.* (1) Except as provided in paragraph (e) of this section, no person may act as a pilot in command of an aircraft carrying passengers or of an aircraft certificated for more than one pilot flight crewmember unless that person has made at least three takeoffs and three landings within the preceding 90 days, and—

(i) The person acted as the sole manipulator of the flight controls; and

(ii) The required takeoffs and landings were performed in an aircraft of the same category, class, and type (if a type rating is required), and, if the aircraft to be flown is an aircraft with a tail wheel, the takeoffs and landings must have been made to a full stop in an aircraft with a tail wheel.

(2) For the purpose of meeting the requirements of paragraph (a)(1) of this section, a person may act as a pilot in command of an aircraft under day VFR or day IFR, provided no persons or property are carried on board the aircraft, other than those necessary for the conduct of the flight.

(3) The takeoffs and landings required by paragraph (a) (1) of this section may be accomplished in a flight simulator or flight training device that is—

(i) Approved by CASA for landings; and

(ii) Used in accordance with an approved course conducted by a training centre certificated under part 142.

(b) *Night takeoff and landing experience.* (1) Except as provided in paragraph (e) of this section, no person may act as pilot in command of an aircraft carrying passengers during the period beginning 1 hour after sunset and ending 1 hour before sunrise, unless within the preceding 90 days that person has made at least three takeoffs and three landings to a full stop during the period beginning 1 hour after sunset and ending 1 hour before sunrise, and—

(i) That person acted as sole manipulator of the flight controls; and

(ii) The required takeoffs and landings were performed in an aircraft of the same category, class, and type (if a type rating is required).

(2) The takeoffs and landings required by paragraph (b) (1) of this section may be accomplished in a flight simulator that is—

(i) Approved by CASA for takeoffs and landings, if the visual system is adjusted to represent the period described in paragraph (b)(1) of this section; and

(ii) Used in accordance with an approved course conducted by a training centre certificated under part 142.

(c) *Instrument experience.* Except as provided in paragraph (e) of this section, a person may act as pilot in command under IFR or weather conditions less than the minimums prescribed for VFR only if:

(1) *Use of an airplane, powered-lift, helicopter, or airship for maintaining instrument experience.* Within the 6 calendar months preceding the month of the flight, that person performed and logged at least the following tasks and iterations in an airplane, powered-lift, helicopter, or airship, as appropriate, for the instrument rating privileges to be maintained in actual weather conditions, or under simulated conditions using a view-limiting device that involves having performed the following—

(i) Six instrument approaches.

(ii) Holding procedures and tasks.

(iii) Intercepting and tracking courses through the use of navigational electronic systems.

(2) *Use of a flight simulator or flight training device for maintaining instrument experience.* Within the 6 calendar months preceding the month of the flight, that person performed and logged at least the following tasks and iterations in a flight simulator or flight training device, provided the flight simulator or flight training device represents the category of aircraft for the instrument rating privileges to be maintained and involves having performed the following—

(i) Six instrument approaches.

(ii) Holding procedures and tasks.

(iii) Intercepting and tracking courses through the use of navigational electronic systems.

(3) *Use of an aviation training device for maintaining instrument experience.* Within the 2 calendar months preceding the month of the flight, that person performed and logged at least the following tasks, iterations, and time in an aviation training device and has performed the following—

(i) Three hours of instrument experience.

(ii) Holding procedures and tasks.

(iii) Six instrument approaches.

(iv) Two unusual attitude recoveries while in a descending, Vne airspeed condition and two unusual attitude recoveries while in an ascending, stall speed condition.

(v) Interception and tracking courses through the use of navigational electronic systems.

(4) *Combination of completing instrument experience in an aircraft and a flight simulator, flight training* device*, and aviation training device.* A person who elects to complete the instrument experience with a combination of an aircraft, flight simulator or flight training device, and aviation training device must have performed and logged the following within the 6 calendar months preceding the month of the flight—

(i) Instrument experience in an airplane, powered-lift, helicopter, or airship, as appropriate, for the instrument rating privileges to be maintained, performed in actual weather conditions, or under simulated weather conditions while using a view-limiting device, on the following instrument currency tasks:

(A) Instrument approaches.

(B) Holding procedures and tasks.

(C) Interception and tracking courses through the use of navigational electronic systems.

(ii) Instrument experience in a flight simulator or flight training device that represents the category of aircraft for the instrument rating privileges to be maintained and involves performing at least the following tasks—

(A) Instrument approaches.

(B) Holding procedures and tasks.

(C) Interception and tracking courses through the use of navigational electronic systems.

(iii) Instrument experience in an aviation training device that represents the category of aircraft for the instrument rating privileges to be maintained and involves performing at least the following tasks—

(A) Six instrument approaches.

(B) Holding procedures and tasks.

(C) Interception and tracking courses through the use of navigational electronic systems.

(5) *Combination of completing instrument experience in a flight simulator or flight training device, and an aviation training device.* A person who elects to complete the instrument experience with a combination of a flight simulator, flight training device, and aviation training device must have performed the following within the 6 calendar months preceding the month of the flight—

(i) Instrument recency experience in a flight simulator or flight training device that represents the category of aircraft for the instrument rating privileges to be maintained and involves having performed the following tasks:

(A) Six instrument approaches.

(B) Holding procedures and tasks.

(C) Interception and tracking courses through the use of navigational electronic systems.

(ii) Three hours of instrument experience in an aviation training device that represents the category of aircraft for the instrument rating privileges to be maintained and involves performing at least the following tasks—

(A) Six instrument approaches.

(B) Holding procedures and tasks.

(C) Interception and tracking courses through the use of navigational electronic systems.

(D) Two unusual attitude recoveries while in a descending, Vne airspeed condition and two unusual attitude recoveries while in an ascending, stall speed condition.

(6) Maintaining instrument recent experience in a glider.

(i) Within the 6 calendar months preceding the month of the flight, that person must have performed and logged at least the following instrument currency tasks, iterations, and flight time, and the instrument currency must have been performed in actual weather conditions or under simulated weather conditions—

(A) One hour of instrument flight time in a glider or in a single engine aircraft using a view-limiting device while performing interception and tracking courses through the use of navigation electronic systems.

(B) Two hours of instrument flight time in a glider or a single engine aircraft with the use of a view-limiting device while performing straight glides, turns to specific headings, steep turns, flight at various airspeeds, navigation, and slow flight and stalls.

(ii) Before a pilot is allowed to carry a passenger in a glider under IFR or in weather conditions less than the minimums prescribed for VFR, that pilot must—

(A) Have logged and performed 2 hours of instrument flight time in a glider within the 6 calendar months preceding the month of the flight.

(B) Use a view-limiting-device while practicing performance manoeuvres, performance airspeeds, navigation, slow flight, and stalls.

(d) *Instrument proficiency check.* Except as provided in paragraph (e) of this section, a person who has failed to meet the instrument experience requirements of paragraph (c) for more than six calendar months may re-establish instrument currency only by completing an instrument proficiency check. The instrument proficiency check must consist of the areas of operation and instrument tasks required in the instrument rating practical test standards.

(1) The instrument proficiency check must be—

(i) In an aircraft that is appropriate to the aircraft category;

(ii) For other than a glider, in a flight simulator or flight training device that is representative of the aircraft category; or

(iii) For a glider, in a single-engine aircraft or a glider.

(2) The instrument proficiency check must be given by—

(i) An examiner;

(ii) A person authorised by the Australian Armed Forces to conduct instrument flight tests, provided the person being tested is a member of the Australian Armed Forces;

(iii) A company check pilot who is authorised to conduct instrument flight tests under part 121, 125, or 135 or subpart K of part 91 , and provided that both the check pilot and the pilot being tested are employees of that operator or fractional ownership program manager, as applicable;

(iv) An authorised instructor; or

(v) A person approved by CASA to conduct instrument practical tests.

(e) *Exceptions.* (1) Paragraphs (a) and (b) of this section do not apply to a pilot in command who is employed by a certificate holder under part 125 and engaged in a flight operation for that certificate holder if the pilot is in compliance with §§ 125.281 and 125.285 .

(2) This section does not apply to a pilot in command who is employed by an air carrier certificated under part 121 or 135 and is engaged in a flight operation under part 91, 121, or 135 for that air carrier if the pilot is in compliance with §§ 121.435 or 121.436, as applicable, and § 121.439, or §§ 135.243 and 135.247, as appropriate.

(3) Paragraph (b) of this section does not apply to a pilot in command of a turbine-powered aircraft that is type certificated for more than one pilot crewmember, provided that pilot has complied with the requirements of paragraph (e)(3)(i) or (ii) of this section:

(i) The pilot in command must hold at least a commercial pilot licence with the appropriate category, class, and type rating for each aircraft that is type certificated for more than one pilot crewmember that the pilot seeks to operate under this alternative, and:

(A) That pilot must have logged at least 1,500 hours of aeronautical experience as a pilot;

(B) In each aircraft that is type certificated for more than one pilot crewmember that the pilot seeks to operate under this alternative, that pilot must have accomplished and logged the daytime takeoff and landing recent flight experience of paragraph (a) of this section, as the sole manipulator of the flight controls;

(C) Within the preceding 90 days prior to the operation of that aircraft that is type certificated for more than one pilot crewmember, the pilot must have accomplished and logged at least 15 hours of flight time in the type of aircraft that the pilot seeks to operate under this alternative; and

(D) That pilot has accomplished and logged at least 3 takeoffs and 3 landings to a full stop, as the sole manipulator of the flight controls, in a turbine-powered aircraft that requires more than one pilot crewmember. The pilot must have performed the takeoffs and landings during the period beginning 1 hour after sunset and ending 1 hour before sunrise within the preceding 6 months prior to the month of the flight.

(ii) The pilot in command must hold at least a commercial pilot licence with the appropriate category, class, and type rating for each aircraft that is type certificated for more than one pilot crewmember that the pilot seeks to operate under this alternative, and:

(A) That pilot must have logged at least 1,500 hours of aeronautical experience as a pilot;

(B) In each aircraft that is type certificated for more than one pilot crewmember that the pilot seeks to operate under this alternative, that pilot must have accomplished and logged the daytime takeoff and landing recent flight experience of paragraph (a) of this section, as the sole manipulator of the flight controls;

(C) Within the preceding 90 days prior to the operation of that aircraft that is type certificated for more than one pilot crewmember, the pilot must have accomplished and logged at least 15 hours of flight time in the type of aircraft that the pilot seeks to operate under this alternative; and

(D) Within the preceding 12 months prior to the month of the flight, the pilot must have completed a training program that is approved under part 142. The approved training program must have

required and the pilot must have performed, at least 6 takeoffs and 6 landings to a full stop as the sole manipulator of the controls in a flight simulator that is representative of a turbine-powered aircraft that requires more than one pilot crewmember. The flight simulator's visual system must have been adjusted to represent the period beginning 1 hour after sunset and ending 1 hour before sunrise.

(f) *Night vision goggle operating experience.* (1) A person may act as pilot in command in a night vision goggle operation with passengers on board only if, within 2 calendar months preceding the month of the flight, that person performs and logs the following tasks as the sole manipulator of the controls on a flight during a night vision goggle operation—

(i) Three takeoffs and three landings, with each takeoff and landing including a climb out, cruise, descent, and approach phase of flight (only required if the pilot wants to use night vision goggles during the takeoff and landing phases of the flight).

(ii) Three hovering tasks (only required if the pilot wants to use night vision goggles when operating helicopters or powered-lifts during the hovering phase of flight).

(iii) Three area departure and area arrival tasks.

(iv) Three tasks of transitioning from aided night flight ( aided night flight means that the pilot uses night vision goggles to maintain visual surface reference) to unaided night flight ( unaided night flight means that the pilot does not use night vision goggles) and back to aided night flight.

(v) Three night vision goggle operations, or when operating helicopters or powered-lifts, six night vision goggle operations.

(2) A person may act as pilot in command using night vision goggles only if, within the 4 calendar months preceding the month of the flight, that person performs and logs the tasks listed in paragraph (f)(1)(i) through (v) of this section as the sole manipulator of the controls during a night vision goggle operation.

(g) *Night vision goggle proficiency check.* A person must either meet the night vision goggle experience requirements of paragraphs (f)(1) or (f)(2) of this section or pass a night vision goggle proficiency check to act as pilot in command using night vision goggles. The proficiency check must be performed in the category of aircraft that is appropriate to the night vision goggle operation for which the person is seeking the night vision goggle privilege or in a flight simulator or flight training device that is representative of that category of aircraft. The check must consist of the tasks listed in ASS 61.31(k), and the check must be performed by:

(1) An Examiner who is qualified to perform night vision goggle operations in that same aircraft category and class;

(2) A person who is authorised by the Australian Armed Forces to perform night vision goggle proficiency checks, provided the person being administered the check is also a member of the Australian Armed Forces;

(3) A company check pilot who is authorised to perform night vision goggle proficiency checks under parts 121, 125, or 135, provided that both the check pilot and the pilot being tested are employees of that operator;

(4) An authorised flight instructor who is qualified to perform night vision goggle operations in that same aircraft category and class;

(5) A person who is qualified as pilot in command for night vision goggle operations in accordance with paragraph (f) of this section; or

(6) A person approved by CASA to perform night vision goggle proficiency checks.

**ASS 61.58 Pilot-in-command proficiency check: Operation of an aircraft that requires more than one pilot flight crewmember or is turbojet-powered.**

(a) Except as otherwise provided in this section, to serve as pilot in command of an aircraft that is type certificated for more than one required pilot flight crewmember or is turbojet-powered, a person must—

(1) Within the preceding 12 calendar months, complete a pilot-in-command proficiency check in an aircraft that is type certificated for more than one required pilot flight crewmember or is turbojet-powered; and

(2) Within the preceding 24 calendar months, complete a pilot-in-command proficiency check in the particular type of aircraft in which that person will serve as pilot in command, that is type certificated for more than one required pilot flight crewmember or is turbojet-powered.

(b) This section does not apply to persons conducting operations under subpart K of part 91, part 121, 125, 133, 135, or 137, or persons maintaining continuing qualification under an Advanced Qualification program approved under subpart Y of part 121.

(c) The pilot-in-command proficiency check given in accordance with the provisions of subpart K of part 91, part 121, 125, or 135 may be used to satisfy the requirements of this section.

(d) The pilot-in-command proficiency check required by paragraph (a) of this section may be accomplished by satisfactory completion of one of the following:

(1) A pilot-in-command proficiency check conducted by a person authorised by CASA, consisting of the aeronautical knowledge areas, areas of operations, and tasks required for a type rating, in an aircraft that is type certificated for more than one pilot flight crewmember or is turbojet-powered;

(2) The practical test required for a type rating, in an aircraft that is type certificated for more than one required pilot flight crewmember or is turbojet-powered;

(3) The initial or periodic practical test required for the issuance of a pilot examiner or check airman designation, in an aircraft that is type certificated for more than one required pilot flight crewmember or is turbojet-powered;

(4) A pilot proficiency check administered by a Australian Armed Force that qualifies the military pilot for pilot-in-command designation with instrument privileges, and was performed in a military aircraft that the military requires to be operated by more than one pilot flight crewmember or is turbojet-powered;

(5) For a pilot authorised by CASA to operate an experimental turbojet-powered aircraft that possesses, by original design or through modification, more than a single seat, the required proficiency check for all of the experimental turbojet-powered aircraft for which the pilot holds an authorisation may be accomplished by completing any one of the following:

(i) A single proficiency check, conducted by an examiner authorised by CASA, in any one of the experimental turbojet-powered aircraft for which the airman holds an authorisation to operate if conducted within the prior 12 months;

(ii) A single proficiency check, conducted by an examiner authorised by CASA, in any experimental turbojet-powered aircraft (e.g., if a pilot acquires a new authorisation to operate an additional experimental turbojet-powered aircraft, the check for that new authorisation will meet the intent), if conducted within the prior 12 months;

(iii) Current qualification under an Advanced Qualification Program (AQP) under subpart Y of part 121;

(iv) Any proficiency check conducted under subpart K of part 91, part 121, or part 135 within the prior 12 months if conducted in a turbojet-powered aircraft; or

(v) Any other ASS 61.58 proficiency check conducted within the prior 12 months if conducted in a turbojet-powered aircraft.

(e) The pilot of a multi-seat experimental turbojet-powered aircraft who has not received a proficiency check within the prior 12 months in accordance with this section may continue to operate such aircraft in accordance with the pilot's authorisations. However, the pilot is prohibited from carriage of any persons in any experimental turbojet-powered aircraft with the exception of those individuals authorised by CASA to conduct training, conduct flight checks, or perform pilot certification functions in such aircraft, and only during flights specifically related to training, flight checks, or certification in such aircraft.

(f) This section will not apply to a pilot authorised by CASA to serve as pilot in command in experimental turbojet-powered aircraft that possesses, by original design, a single seat, when operating such single-seat aircraft.

(g) A check or test described in paragraphs (d) (1) through (5) of this section may be accomplished in a flight simulator under part 142, subject to the following:

(1) Except as provided for in paragraphs (g)(2) and (3) of this section, if an otherwise qualified and approved flight simulator used for a pilot-in-command proficiency check is not qualified and approved for a specific required manoeuvre—

(i) The training centre must annotate, in the applicant's training record, the manoeuvre or manoeuvres omitted; and

(ii) Prior to acting as pilot in command, the pilot must demonstrate proficiency in each omitted manoeuvre in an aircraft or flight simulator qualified and approved for each omitted manoeuvre.

(2) If the flight simulator used pursuant to paragraph (g) of this section is not qualified and approved for circling approaches—

(i) The applicant's record must include the statement, "Proficiency in circling approaches not demonstrated"; and

(ii) The applicant may not perform circling approaches as pilot in command when weather conditions are less than the basic VFR conditions described in § 91.155, until proficiency in circling approaches has been successfully demonstrated in a flight simulator qualified and approved for circling approaches or in an aircraft to a person authorised by CASA to conduct the check required by this section.

(3) If the flight simulator used pursuant to paragraph (g) of this section is not qualified and approved for landings, the applicant must—

(i) Hold a type rating in the aircraft represented by the simulator; and

(ii) Have completed within the preceding 90 days at least three takeoffs and three landings (one to a full stop) as the sole manipulator of the flight controls in the type aircraft for which the pilot-in-command proficiency check is sought.

(h) For the purpose of meeting the pilot-in-command proficiency check requirements of paragraph (a) of this section, a person may act as pilot in command of a flight under day VFR conditions or day IFR conditions if no person or property is carried, other than as necessary to demonstrate compliance with this part.

(i) If a pilot takes the pilot-in-command proficiency check required by this section in the calendar month before or the calendar month after the month in which it is due, the pilot is considered to have taken it in the month in which it was due for the purpose of computing when the next pilot-in-command proficiency check is due.

(j) A pilot-in-command of a turbojet powered aircraft that is type certificated for one pilot does not have to comply with the pilot-in-command proficiency check requirements in paragraphs (a)(1) and (a)(2) of this section until October 31, 2012.

(k) Unless required by the aircraft's operating limitations, a pilot-in-command of an experimental turbojet-powered aircraft does not have to comply with the pilot-in-command proficiency check requirements in paragraphs (a)(1) and (a)(2) of this section until October 31, 2012.

**ASS 61.59 Falsification, reproduction, or alteration of applications, certificates, logbooks, reports, or records.**

(a) No person may make or cause to be made:

(1) Any fraudulent or intentionally false statement on any application for a certificate, rating, authorisation, or duplicate thereof, issued under this part;

(2) Any fraudulent or intentionally false entry in any logbook, record, or report that is required to be kept, made, or used to show compliance with any requirement for the issuance or exercise of the privileges of any certificate, rating, or authorisation under this part;

(3) Any reproduction for fraudulent purpose of any certificate, rating, or authorisation, under this part; or

(4) Any alteration of any certificate, rating, or authorisation under this part.

(b) The commission of an act prohibited under paragraph (a) of this section is a basis for suspending or revoking any airman certificate, rating, or authorisation held by that person.

**ASS 61.60 Change of address.**

The holder of a pilot, flight instructor, or ground instructor certificate who has made a change in permanent mailing address may not, after 30 days from that date, exercise the privileges of the certificate unless the holder has notified in writing CASA, PO Box etc, of the new permanent mailing address, or if the permanent mailing address includes a post office box number, then the holder's current residential address.

## Subpart B—Aircraft Ratings and Pilot Authorisations

**ASS 61.61 Applicability.**

This subpart prescribes the requirements for the issuance of additional aircraft ratings after a pilot licence is issued, issuance of a type rating concurrently with a pilot licence, and the requirements for and limitations of pilot authorisations issued by CASA.

**ASS 61.63 Additional aircraft ratings (other than for ratings at the airline transport pilot certification level).**

(a) *General.* For an additional aircraft rating on a pilot licence, other than for an airline transport pilot licence, a person must meet the requirements of this section appropriate to the additional aircraft rating sought.

(b) *Additional aircraft category rating.* A person who applies to add a category rating to a pilot licence:

(1) Must complete the training and have the applicable aeronautical experience.

(2) Must have a logbook or training record endorsement from an authorised instructor attesting that the person was found competent in the appropriate aeronautical knowledge areas and proficient in the appropriate areas of operation.

(3) Must pass the practical test.

(4) Need not take an additional knowledge test, provided the applicant holds an airplane, rotorcraft, powered-lift, weight-shift-control aircraft, powered parachute, or airship rating at that pilot licence level.

(c) *Additional aircraft class rating.* A person who applies for an additional class rating on a pilot licence:

(1) Must have a logbook or training record endorsement from an authorised instructor attesting that the person was found competent in the appropriate aeronautical knowledge areas and proficient in the appropriate areas of operation.

(2) Must pass the practical test.

(3) Need not meet the specified training time requirements prescribed by this part that apply to the pilot licence for the aircraft class rating sought; unless, the person only holds a lighter-than-air category rating with a balloon class rating and is seeking an airship class rating, then that person must receive the specified training time requirements and possess the appropriate aeronautical experience.

(4) Need not take an additional knowledge test, provided the applicant holds an airplane, rotorcraft, powered-lift, weight-shift-control aircraft, powered parachute, or airship rating at that pilot licence level.

(d) *Additional aircraft type rating.* Except as provided under paragraph (d)(6) of this section, a person who applies for an aircraft type rating or an aircraft type rating to be completed concurrently with an aircraft category or class rating—

(1) Must hold or concurrently obtain an appropriate instrument rating, except as provided in paragraph (e) of this section.

(2) Must have a logbook or training record endorsement from an authorised instructor attesting that the person is competent in the appropriate aeronautical knowledge areas and proficient in the appropriate areas of operation at the airline transport pilot certification level.

(3) Must pass the practical test at the airline transport pilot certification level.

(4) Must perform the practical test in actual or simulated instrument conditions, except as provided in paragraph (e) of this section.

(5) Need not take an additional knowledge test if the applicant holds an airplane, rotorcraft, powered-lift, or airship rating on the pilot licence.

(6) In the case of a pilot employee of a part 121 or part 135 certificate holder or of a fractional ownership program manager under subpart K of part 91, the pilot must—

(i) Meet the appropriate requirements under paragraphs (d) (1), (d) (3), and (d) (4) of this section; and

(ii) Receive a flight training record endorsement from the certificate holder attesting that the person completed the certificate holder's approved ground and flight training program.

(e) *Aircraft not capable of instrument manoeuvres and procedures.* (1) An applicant for a type rating or a type rating in addition to an aircraft category and/or class rating who provides an aircraft that is not capable of the instrument manoeuvres and procedures required on the practical test:

(i) May apply for the type rating, but the rating will be limited to "VFR only."

(ii) May have the "VFR only" limitation removed for that aircraft type after the applicant:

(A) Passes a practical test in that type of aircraft in actual or simulated instrument conditions;

(B) Passes a practical test in that type of aircraft on the appropriate instrument manoeuvres and procedures in ASS 61.157; or

(C) Becomes qualified under ASS 61.73(d) for that type of aircraft.

(2) When an instrument rating is issued to a person who holds one or more type ratings, the amended pilot licence must bear the "VFR only" limitation for each aircraft type rating that the person did not demonstrate instrument competency.

(f) *Multiengine aircraft with a single-pilot station.* An applicant for a type rating, at other than the ATP certification level, in a multiengine aircraft with a single-pilot station must perform the practical test in the multi-seat version of that airplane, or the practical test may be performed in the single-seat version of that aircraft if the Examiner is in a position to observe the applicant during the practical test and there is no multi-seat version of that multiengine airplane.

(g) *Single engine aircraft with a single-pilot station.* An applicant for a type rating, at other than the ATP certification level, in a single engine aircraft with a single-pilot station must perform the practical test in the multi-seat version of that single engine airplane, or the practical test may be performed in the single-seat version of that aircraft if the Examiner is in a position to observe the applicant during the practical test and there is no multi-seat version of that single engine airplane.

(h) *Aircraft category and class rating for the operation of aircraft with an experimental certificate.* A person holding a recreational, private, or commercial pilot licence may apply for a category and class rating limited to a specific make and model of experimental aircraft, provided—

(1) The person logged 5 hours flight time while acting as pilot in command in the same category, class, make, and model of aircraft.

(2) The person received a logbook endorsement from an authorised instructor who determined the pilot's proficiency to act as pilot in command of the same category, class, make, and model of aircraft.

(3) The flight time specified under paragraph (h) (1) of this section was logged between September 1, 2004 and August 31, 2005.

(i) *Waiver authority.* An Examiner who conducts a practical test may waive any task for which CASA has provided waiver authority.

**ASS 61.64 Use of a flight simulator and flight training device.**

(a) *Use of a flight simulator or flight training device.* If an applicant for a certificate or rating uses a flight simulator or flight training device for training or any portion of the practical test, the flight simulator and flight training device—

(1) Must represent the category, class, and type (if a type rating is applicable) for the rating sought; and

(2) Must be qualified and approved by CASA and used in accordance with an approved course of training under part 141 or part 142; or under part 121 or part 135, provided the applicant is a pilot employee of that air carrier operator.

(b) Except as provided in paragraph (f) of this section, if an aircraft is not used during the practical test for a type rating for a turbojet aircraft (except for preflight inspection), an applicant must accomplish the entire practical test in a Level C or higher flight simulator and the applicant must—

(1) Hold a type rating in a turbojet aircraft of the same class of aircraft for which the type rating is sought, and that type rating may not contain a supervised operating experience limitation;

(2) Have 1,000 hours of flight time in two different turbojet aircraft of the same class of aircraft for which the type rating is sought;

(3) Have been appointed by the Australian Armed Forces as pilot in command in a turbojet aircraft of the same class of aircraft for which the type rating is sought;

(4) Have 500 hours of flight time in the same type of aircraft for which the type rating is sought; or

(5) Have logged at least 2,000 hours of flight time, of which 500 hours were in turbine-powered aircraft of the same class of aircraft for which the type rating is sought.

(c) Except as provided in paragraph (f) of this section, if an aircraft is not used during the practical test for a type rating for a turbo-propeller aircraft (except for preflight inspection), an applicant must accomplish the entire practical test in a Level C or higher flight simulator and the applicant must—

(1) Hold a type rating in a turbo-propeller aircraft of the same class of aircraft for which the type rating is sought, and that type rating may not contain a supervised operating experience limitation;

(2) Have 1,000 hours of flight time in two different turbo-propeller aircraft of the same class of aircraft for which the type rating is sought;

(3) Have been appointed by the Australian Armed Forces as pilot in command in a turbo-propeller aircraft of the same class of aircraft for which the type rating is sought;

(4) Have 500 hours of flight time in the same type of aircraft for which the type rating is sought; or

(5) Have logged at least 2,000 hours of flight time, of which 500 hours were in turbine-powered aircraft of the same class of aircraft for which the type rating is sought.

(d) Except as provided in paragraph (f) of this section, if a helicopter is not used during the practical test for a type rating in a helicopter (except for preflight inspection), an applicant must accomplish the entire practical test in a Level C or higher flight simulator and the applicant must meet one of the following requirements—

(1) Hold a type rating in a helicopter and that type rating may not contain the supervised operating experience limitation;

(2) Have been appointed by the Australian Armed Forces as pilot in command of a helicopter;

(3) Have 500 hours of flight time in the type of helicopter; or

(4) Have 1,000 hours of flight time in two different types of helicopters.

(e) Except as provided in paragraph (f) of this section, if a powered-lift is not used during the practical test for a type rating in a powered-lift (except for preflight inspection), an applicant must accomplish the entire practical test in a Level C or higher flight simulator and the applicant must meet one of the following requirements—

(1) Hold a type rating in a powered-lift without a supervised operating experience limitation;

(2) Have been appointed by the Australian Armed Forces as pilot in command of a powered-lift;

(3) Have 500 hours of flight time in the type of powered-lift for which the rating is sought; or

(4) Have 1,000 hours of flight time in two different types of powered-lifts.

(f) If the applicant does not meet one of the experience requirements of paragraphs (b)(1) through (5), (c)(1) through (5), (d)(1) through (4) or (e)(1) through (4) of this section, as appropriate to the type rating sought, then—

(1) The applicant must complete the following tasks on the practical test in an aircraft appropriate to category, class, and type for the rating sought: Preflight inspection, normal takeoff, normal instrument landing system approach, missed approach, and normal landing; or

(2) The applicant's pilot licence will be issued with a limitation that states: "The [name of the additional type rating] is subject to pilot in command limitations," and the applicant is restricted from serving as pilot in command in an aircraft of that type.

(g) The limitation described under paragraph (f) (2) of this section may be removed from the pilot licence if the applicant complies with the following—

(1) Performs 25 hours of flight time in an aircraft of the category, class, and type for which the limitation applies under the direct observation of the pilot in command who holds a category, class, and type rating, without limitations, for the aircraft;

(2) Logs each flight and the pilot in command who observed the flight attests in writing to each flight;

(3) Obtains the flight time while performing the duties of pilot in command; and

(4) Presents evidence of the supervised operating experience to any Examiner or CASA District Office to have the limitation removed.

**ASS 61.65 Instrument rating requirements.**

(a) *General.* A person who applies for an instrument rating must:

(1) Hold at least a current private pilot licence, or be concurrently applying for a private pilot licence, with an airplane, helicopter, or powered-lift rating appropriate to the instrument rating sought;

(2) Be able to read, speak, write, and understand the English language. If the applicant is unable to meet any of these requirements due to a medical condition, CASA may place such operating limitations on the applicant's pilot licence as are necessary for the safe operation of the aircraft;

(3) Receive and log ground training from an authorised instructor or accomplish a home-study course of training on the aeronautical knowledge areas of paragraph (b) of this section that apply to the instrument rating sought;

(4) Receive a logbook or training record endorsement from an authorised instructor certifying that the person is prepared to take the required knowledge test;

(5) Receive and log training on the areas of operation of paragraph (c) of this section from an authorised instructor in an aircraft, flight simulator, or flight training device that represents an airplane, helicopter, or powered-lift appropriate to the instrument rating sought;

(6) Receive a logbook or training record endorsement from an authorised instructor certifying that the person is prepared to take the required practical test;

(7) Pass the required knowledge test on the aeronautical knowledge areas of paragraph (b) of this section; however, an applicant is not required to take another knowledge test when that person already holds an instrument rating; and

(8) Pass the required practical test on the areas of operation in paragraph (c) of this section in—

(i) An airplane, helicopter, or powered-lift appropriate to the rating sought; or

(ii) A flight simulator or a flight training device appropriate to the rating sought and for the specific manoeuvre or instrument approach procedure performed. If an approved flight training device is used for the practical test, the instrument approach procedures conducted in that flight training device are limited to one precision and one no precision approach, provided the flight training device is approved for the procedure performed.

(b) *Aeronautical knowledge.* A person who applies for an instrument rating must have received and logged ground training from an authorised instructor or accomplished a home-study course on the following aeronautical knowledge areas that apply to the instrument rating sought:

(1) Aviation Safety Standards that apply to flight operations under IFR;

(2) Appropriate information that applies to flight operations under IFR in the "Aeronautical Information Manual;"

(3) Air traffic control system and procedures for instrument flight operations;

(4) IFR navigation and approaches by use of navigation systems;

(5) Use of IFR en route and instrument approach procedure charts;

(6) Procurement and use of aviation weather reports and forecasts and the elements of forecasting weather trends based on that information and personal observation of weather conditions;

(7) Safe and efficient operation of aircraft under instrument flight rules and conditions;

(8) Recognition of critical weather situations and windshear avoidance;

(9) Aeronautical decision making and judgment; and

(10) Crew resource management, including crew communication and coordination.

(c) *Flight proficiency.* A person who applies for an instrument rating must receive and log training from an authorised instructor in an aircraft, or in a flight simulator or flight training device, in accordance with paragraph (g) of this section, that includes the following areas of operation:

(1) Preflight preparation;

(2) Preflight procedures;

(3) Air traffic control clearances and procedures;

(4) Flight by reference to instruments;

(5) Navigation systems;

(6) Instrument approach procedures;

(7) Emergency operations; and

(8) Post flight procedures.

(d) *Aeronautical experience for the instrument-aircraft rating.* A person who applies for an instrument-aircraft rating must have logged:

(1) Except as provided in paragraph (g) of this section, 50 hours of cross-country flight time as pilot in command, of which 10 hours must have been in an airplane; and

(2) Forty hours of actual or simulated instrument time in the areas of operation listed in paragraph (c) of this section, of which 15 hours must have been received from an authorised instructor who holds an instrument-aircraft rating, and the instrument time includes:

(i) Three hours of instrument flight training from an authorised instructor in an aircraft that is appropriate to the instrument-aircraft rating within 2 calendar months before the date of the practical test; and

(ii) Instrument flight training on cross country flight procedures, including one cross country flight in an aircraft with an authorised instructor, that is performed under instrument flight rules, when a flight plan has been filed with an air traffic control facility, and that involves—

(A) A flight of 250 nautical miles along airways or by directed routing from an air traffic control facility;

(B) An instrument approach at each airport; and

(C) Three different kinds of approaches with the use of navigation systems.

(e) *Aeronautical experience for the instrument-helicopter rating.* A person who applies for an instrument-helicopter rating must have logged:

(1) Except as provided in paragraph (g) of this section, 50 hours of cross-country flight time as pilot in command, of which 10 hours must have been in a helicopter; and

(2) Forty hours of actual or simulated instrument time in the areas of operation listed under paragraph (c) of this section, of which 15 hours must have been with an authorised instructor who holds an instrument-helicopter rating, and the instrument time includes:

(i) Three hours of instrument flight training from an authorised instructor in a helicopter that is appropriate to the instrument-helicopter rating within 2 calendar months before the date of the practical test; and

(ii) Instrument flight training on cross country flight procedures, including one cross country flight in a helicopter with an authorised instructor that is performed under instrument flight rules and a flight plan has been filed with an air traffic control facility, and involves—

(A) A flight of 100 nautical miles along airways or by directed routing from an air traffic control facility;

(B) An instrument approach at each airport; and

(C) Three different kinds of approaches with the use of navigation systems.

(f) *Aeronautical experience for the instrument-powered-lift rating.* A person who applies for an instrument-powered-lift rating must have logged:

(1) Except as provided in paragraph (g) of this section, 50 hours of cross-country flight time as pilot in command, of which 10 hours must have been in a powered-lift; and

(2) Forty hours of actual or simulated instrument time in the areas of operation listed under paragraph (c) of this section, of which 15 hours must have been received from an authorised instructor who holds an instrument-powered-lift rating, and the instrument time includes:

(i) Three hours of instrument flight training from an authorised instructor in a powered-lift that is appropriate to the instrument-powered-lift rating within 2 calendar months before the date of the practical test; and

(ii) Instrument flight training on cross country flight procedures, including one cross country flight in a powered-lift with an authorised instructor that is performed under instrument flight rules, when a flight plan has been filed with an air traffic control facility, that involves—

(A) A flight of 250 nautical miles along airways or by directed routing from an air traffic control facility;

(B) An instrument approach at each airport; and

(C) Three different kinds of approaches with the use of navigation systems.

(g) An applicant for a combined private pilot licence with an instrument rating may satisfy the cross-country flight time requirements of this section by crediting:

(1) For an instrument-aircraft rating or an instrument-powered-lift rating, up to 45 hours of cross-country flight time performing the duties of pilot in command with an authorised instructor; or

(2) For an instrument-helicopter rating, up to 47 hours of cross-country flight time performing the duties of pilot in command with an authorised instructor.

(h) *Use of flight simulators or flight training devices.* If the instrument time was provided by an authorised instructor in a flight simulator or flight training device—

(1) A maximum of 30 hours may be performed in that flight simulator or flight training device if the instrument time was completed in accordance with part 142 ; or

(2) A maximum of 20 hours may be performed in that flight simulator or flight training device if the instrument time was not completed in accordance with part 142.

(i) *Use of an aviation training device.* A maximum of 10 hours of instrument time received in an aviation training device may be credited for the instrument time requirements of this section if—

(1) The device is approved and authorised by CASA;

(2) An authorised instructor provides the instrument time in the device;

(3) No more than 10 hours of instrument time in a flight simulator or flight training device was credited for the instrument time requirements of this section;

(4) A view-limiting device was worn by the applicant when logging instrument time in the device; and

(5) CASA approved the instrument training and instrument tasks performed in the device.

**ASS 61.67 Category II pilot authorisation requirements.**

(a) *General.* A person who applies for a Category II pilot authorisation must hold:

(1) At least a private or commercial pilot licence with an instrument rating or an airline transport pilot licence;

(2) A type rating for the aircraft for which the authorisation is sought if that aircraft requires a type rating; and

(3) A category and class rating for the aircraft for which the authorisation is sought.

(b) *Experience requirements.* An applicant for a Category II pilot authorisation must have at least—

(1) 50 hours of night flight time as pilot in command.

(2) 75 hours of instrument time under actual or simulated instrument conditions that may include not more than—

(i) A combination of 25 hours of simulated instrument flight time in a flight simulator or flight training device; or

(ii) 40 hours of simulated instrument flight time if accomplished in an approved course conducted by an appropriately rated training centre certificated under part 142.

(3) 250 hours of cross-country flight time as pilot in command.

(c) *Practical test requirements.* (1) A practical test must be passed by a person who applies for—

(i) Issuance or renewal of a Category II pilot authorisation; and

(ii) The addition of another type aircraft to the applicant's Category II pilot authorisation.

(2) To be eligible for the practical test for an authorisation under this section, an applicant must—

(i) Meet the requirements of paragraphs (a) and (b) of this section; and

(ii) If the applicant has not passed a practical test for this authorisation during the 12 calendar months preceding the month of the test, then that person must—

(A) Meet the requirements of ASS 61.57(c); and

(B) Have performed at least six ILS approaches during the 6 calendar months preceding the month of the test, of which at least three of the approaches must have been conducted without the use of an approach coupler.

(3) The approaches specified in paragraph (c) (2) (ii) (B) of this section—

(i) Must be conducted under actual or simulated instrument flight conditions;

(ii) Must be conducted to the decision height for the ILS approach in the type aircraft in which the practical test is to be conducted;

(iii) Need not be conducted to the decision height authorised for Category II operations;

(iv) Must be conducted to the decision height authorised for Category II operations only if conducted in a flight simulator or flight training device; and

(v) Must be accomplished in an aircraft of the same category and class, and type, as applicable, as the aircraft in which the practical test is to be conducted or in a flight simulator that—

(A) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought; and

(B) Is used in accordance with an approved course conducted by a training centre certificated under part 142.

(4) The flight time acquired in meeting the requirements of paragraph (c) (2) (ii) (B) of this section may be used to meet the requirements of paragraph (c) (2) (ii) (A) of this section.

(d) *Practical test procedures.* The practical test consists of an oral increment and a flight increment.

(1) *Oral increment.* In the oral increment of the practical test an applicant must demonstrate knowledge of the following:

(i) Required landing distance;

(ii) Recognition of the decision height;

(iii) Missed approach procedures and techniques using computed or fixed attitude guidance displays;

(iv) Use and limitations of RVR;

(v) Use of visual clues, their availability or limitations, and altitude at which they are normally discernible at reduced RVR readings;

(vi) Procedures and techniques related to transition from nonvisual to visual flight during a final approach under reduced RVR;

(vii) Effects of vertical and horizontal windshear;

(viii) Characteristics and limitations of the ILS and runway lighting system;

(ix) Characteristics and limitations of the flight director system, auto approach coupler (including split axis type if equipped), auto throttle system (if equipped), and other required Category II equipment;

(x) Assigned duties of the second in command during Category II approaches, unless the aircraft for which authorisation is sought does not require a second in command; and

(xi) Instrument and equipment failure warning systems.

(2) *Flight increment.* The following requirements apply to the flight increment of the practical test:

(i) The flight increment must be conducted in an aircraft of the same category, class, and type, as applicable, as the aircraft in which the authorisation is sought or in a flight simulator that—

(A) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought; and

(B) Is used in accordance with an approved course conducted by a training centre certificated under part 142.

(ii) The flight increment must consist of at least two ILS approaches to 100 feet AGL including at least one landing and one missed approach.

(iii) All approaches performed during the flight increment must be made with the use of an approved flight control guidance system, except if an approved auto approach coupler is installed, at least one approach must be hand flown using flight director commands.

(iv) If a multiengine aircraft with the performance capability to execute a missed approach with one engine inoperative is used for the practical test, the flight increment must include the performance of one missed approach with an engine, which shall be the most critical engine, if applicable, set at idle or zero thrust before reaching the middle marker.

(v) If a multiengine flight simulator or multiengine flight training device is used for the practical test, the applicant must execute a missed approach with the most critical engine, if applicable, failed.

(vi) For an authorisation for an aircraft that requires a type rating, the practical test must be performed in coordination with a second in command who holds a type rating in the aircraft in which the authorisation is sought.

(vii) Oral questioning may be conducted at any time during a practical test.

**ASS 61.68 Category III pilot authorisation requirements.**

(a) *General.* A person who applies for a Category III pilot authorisation must hold:

(1) At least a private pilot licence or commercial pilot licence with an instrument rating or an airline transport pilot licence;

(2) A type rating for the aircraft for which the authorisation is sought if that aircraft requires a type rating; and

(3) A category and class rating for the aircraft for which the authorisation is sought.

(b) *Experience requirements.* An applicant for a Category III pilot authorisation must have at least—

(1) 50 hours of night flight time as pilot in command.

(2) 75 hours of instrument flight time during actual or simulated instrument conditions that may include not more than—

(i) A combination of 25 hours of simulated instrument flight time in a flight simulator or flight training device; or

(ii) 40 hours of simulated instrument flight time if accomplished in an approved course conducted by an appropriately rated training centre certificated under part 142.

(3) 250 hours of cross-country flight time as pilot in command.

(c) *Practical test requirements.* (1) A practical test must be passed by a person who applies for—

(i) Issuance or renewal of a Category III pilot authorisation; and

(ii) The addition of another type of aircraft to the applicant's Category III pilot authorisation.

(2) To be eligible for the practical test for an authorisation under this section, an applicant must—

(i) Meet the requirements of paragraphs (a) and (b) of this section; and

(ii) If the applicant has not passed a practical test for this authorisation during the 12 calendar months preceding the month of the test, then that person must—

(A) Meet the requirements of ASS 61.57(c); and

(B) Have performed at least six ILS approaches during the 6 calendar months preceding the month of the test, of which at least three of the approaches must have been conducted without the use of an approach coupler.

(3) The approaches specified in paragraph (c) (2) (ii) (B) of this section—

(i) Must be conducted under actual or simulated instrument flight conditions;

(ii) Must be conducted to the alert height or decision height for the ILS approach in the type aircraft in which the practical test is to be conducted;

(iii) Need not be conducted to the decision height authorised for Category III operations;

(iv) Must be conducted to the alert height or decision height, as applicable, authorised for Category III operations only if conducted in a flight simulator or flight training device; and

(v) Must be accomplished in an aircraft of the same category and class, and type, as applicable, as the aircraft in which the practical test is to be conducted or in a flight simulator that—

(A) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft for which the authorisation is sought; and

(B) Is used in accordance with an approved course conducted by a training centre certificated under part 142.

(4) The flight time acquired in meeting the requirements of paragraph (c) (2) (ii) (B) of this section may be used to meet the requirements of paragraph (c) (2) (ii) (A) of this section.

(d) *Practical test procedures.* The practical test consists of an oral increment and a flight increment.

(1) *Oral increment.* In the oral increment of the practical test an applicant must demonstrate knowledge of the following:

(i) Required landing distance;

(ii) Determination and recognition of the alert height or decision height, as applicable, including use of a radar altimeter;

(iii) Recognition of and proper reaction to significant failures encountered prior to and after reaching the alert height or decision height, as applicable;

(iv) Missed approach procedures and techniques using computed or fixed attitude guidance displays and expected height loss as they relate to manual go-around or automatic go-around, and initiation altitude, as applicable;

(v) Use and limitations of RVR, including determination of controlling RVR and required transmissometers;

(vi) Use, availability, or limitations of visual cues and the altitude at which they are normally discernible at reduced RVR readings including—

(A) Unexpected deterioration of conditions to less than minimum RVR during approach, flare, and rollout;

(B) Demonstration of expected visual references with weather at minimum conditions;

(C) The expected sequence of visual cues during an approach in which visibility is at or above landing minima; and

(D) Procedures and techniques for making a transition from instrument reference flight to visual flight during a final approach under reduced RVR.

(vii) Effects of vertical and horizontal windshear;

(viii) Characteristics and limitations of the ILS and runway lighting system;

(ix) Characteristics and limitations of the flight director system auto approach coupler (including split axis type if equipped), auto throttle system (if equipped), and other Category III equipment;

(x) Assigned duties of the second in command during Category III operations, unless the aircraft for which authorisation is sought does not require a second in command;

(xi) Recognition of the limits of acceptable aircraft position and flight path tracking during approach, flare, and, if applicable, rollout; and

(xii) Recognition of, and reaction to, airborne or ground system faults or abnormalities, particularly after passing alert height or decision height, as applicable.

(2) *Flight increment.* The following requirements apply to the flight increment of the practical test—

(i) The flight increment may be conducted in an aircraft of the same category and class, and type, as applicable, as the aircraft for which the authorisation is sought, or in a flight simulator that—

(A) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought; and

(B) Is used in accordance with an approved course conducted by a training centre certificated under part 142.

(ii) The flight increment must consist of at least two ILS approaches to 100 feet AGL, including one landing and one missed approach initiated from a very low altitude that may result in a touchdown during the go-around manoeuvre;

(iii) All approaches performed during the flight increment must be made with the approved automatic landing system or an equivalent landing system approved by CASA;

(iv) If a multiengine aircraft with the performance capability to execute a missed approach with one engine inoperative is used for the practical test, the flight increment must include the performance of one missed approach with the most critical engine, if applicable, set at idle or zero thrust before reaching the middle or outer marker;

(v) If a multiengine flight simulator or multiengine flight training device is used, a missed approach must be executed with an engine, which shall be the most critical engine, if applicable, failed;

(vi) For an authorisation for an aircraft that requires a type rating, the practical test must be performed in coordination with a second in command who holds a type rating in the aircraft in which the authorisation is sought;

(vii) Oral questioning may be conducted at any time during the practical test;

(viii) Subject to the limitations of this paragraph, for Category IIIb operations predicated on the use of a fail-passive rollout control system, at least one manual rollout using visual reference or a combination of visual and instrument references must be executed. The manoeuvre required by this paragraph shall be initiated by a fail-passive disconnect of the rollout control system—

(A) After main gear touchdown;

(B) Prior to nose gear touchdown;

(C) In conditions representative of the most adverse lateral touchdown displacement allowing a safe landing on the runway; and

(D) In weather conditions anticipated in Category IIIb operations.

**ASS 61.69 Glider and unpowered ultralight vehicle towing: Experience and training requirements.**

(a) No person may act as pilot in command for towing a glider or unpowered ultralight vehicle unless that person—

(1) Holds a private, commercial or airline transport pilot licence with a category rating for powered aircraft;

(2) Has logged at least 100 hours of pilot-in-command time in the aircraft category, class and type, if required, that the pilot is using to tow a glider or unpowered ultralight vehicle;

(3) Has a logbook endorsement from an authorised instructor who certifies that the person has received ground and flight training in gliders or unpowered ultralight vehicles and is proficient in—

(i) The techniques and procedures essential to the safe towing of gliders or unpowered ultralight vehicles, including airspeed limitations;

(ii) Emergency procedures;

(iii) Signals used; and

(iv) Maximum angles of bank.

(4) Except as provided in paragraph (b) of this section, has logged at least three flights as the sole manipulator of the controls of an aircraft while towing a glider or unpowered ultralight vehicle, or has simulated towing flight procedures in an aircraft while accompanied by a pilot who meets the requirements of paragraphs (c) and (d) of this section.

(5) Except as provided in paragraph (b) of this section, has received a logbook endorsement from the pilot, described in paragraph (a)(4) of this section, certifying that the person has accomplished at least 3 flights in an aircraft while towing a glider or unpowered ultralight vehicle, or while simulating towing flight procedures; and

(6) Within 24 calendar months before the flight has—

(i) Made at least three actual or simulated tows of a glider or unpowered ultralight vehicle while accompanied by a qualified pilot who meets the requirements of this section; or

(ii) Made at least three flights as pilot in command of a glider or unpowered ultralight vehicle towed by an aircraft.

(b) Any person who, before May 17, 2015, has made and logged 10 or more flights as pilot in command of an aircraft towing a glider or unpowered ultralight vehicle in accordance with a certificate of waiver need not comply with paragraphs (a)(4) and (a)(5) of this section.

(c) The pilot, described in paragraph (a) (4) of this section, who endorses the logbook of a person seeking towing privileges must have—

(1) Met the requirements of this section prior to endorsing the logbook of the person seeking towing privileges; and

(2) Logged at least 10 flights as pilot in command of an aircraft while towing a glider or unpowered ultralight vehicle.

(d) If the pilot described in paragraph (a) (4) of this section holds only a private pilot licence, then that pilot must have—

(1) Logged at least 100 hours of pilot-in-command time in airplanes, or 200 hours of pilot-in-command time in a combination of powered and other-than-powered aircraft; and

(2) Performed and logged at least three flights within the 12 calendar months preceding the month that pilot accompanies or endorses the logbook of a person seeking towing privileges—

(i) In an aircraft while towing a glider or unpowered ultralight vehicle accompanied by another pilot who meets the requirements of this section; or

(ii) As pilot in command of a glider or unpowered ultralight vehicle being towed by another aircraft.

**ASS 61.71 Graduates of an approved training program other than under this part: Special rules.**

(a) A person who graduates from an approved training program under part 141 or part 142 is considered to have met the applicable aeronautical experience, aeronautical knowledge, and areas of operation requirements of this part if that person presents the graduation certificate and passes the required practical test within the 60-day period after the date of graduation.

(b) A person may apply for an airline transport pilot licence, type rating, or both under this part, and will be considered to have met the applicable requirements under ASS 61.157, except for the airline transport pilot certification training program required by ASS 61.156, for that certificate and rating, if that person has:

(1) Satisfactorily accomplished an approved training program and a proficiency check for that aircraft type that includes all the tasks and manoeuvres required to serve as pilot in command in accordance with the requirements of subparts N and O of part 121 ; and

(2) Applied for an airline transport pilot licence, type rating, or both within the 60-day period from the date the person satisfactorily accomplished the requirements of paragraph (b)(1) for that aircraft type.

(c) A person who holds a foreign pilot license and is applying for an equivalent Australian pilot licence on the basis of a Bilateral Aviation Safety Agreement and associated Implementation Procedures for Licensing may be considered to have met the applicable aeronautical experience, aeronautical knowledge, and areas of operation requirements of this part.

**ASS 61.73 Military pilots or former military pilots: Special rules.**

(a) *General.* Except for a person who has been removed from flying status for lack of proficiency or because of a disciplinary action involving aircraft operations, a Australian military pilot or former military pilot who meets the requirements of this section may apply, on the basis of his or her military pilot qualifications, for:

(1) A commercial pilot licence with the appropriate aircraft category and class rating.

(2) An instrument rating with the appropriate aircraft rating.

(3) A type rating.

(b) *Military pilots and former military pilots in the Australian Armed Forces.* A person who qualifies as a military pilot or former military pilot in the Australian Armed Forces may apply for a pilot licence and ratings under paragraph (a) of this section if that person—

(1) Presents evidentiary documents described under paragraphs (h) (1), (2), and (3) of this section that show the person's status in the Australian Armed Forces.

(2) Has passed the military competency aeronautical knowledge test on the appropriate parts for commercial pilot privileges and limitations, air traffic and general operating rules, and accident reporting rules.

(3) Presents official Australian military records that show compliance with one of the following requirements—

(i) Before the date of the application, passing an official Australian military pilot and instrument proficiency check in a military aircraft of the kind of aircraft category, class, and type, if class or type of aircraft is applicable, for the ratings sought; or

(ii) Before the date of application, logging 10 hours of pilot time as a military pilot in an Australian military aircraft in the kind of aircraft category, class, and type, if a class rating or type rating is applicable, for the aircraft rating sought.

(c) *A military pilot in the Armed Forces of a foreign contracting State to the Convention on International Civil Aviation.* A person who is a military pilot in the Armed Forces of a foreign contracting State to the Convention on International Civil Aviation and is assigned to pilot duties in the AUSTRALIAN Armed Forces, for purposes other than receiving flight training, may apply for a commercial pilot licence and ratings under paragraph (a) of this section, provided that person—

(1) Presents evidentiary documents described under paragraph (h)(4) of this section that show the person is a military pilot in the Armed Forces of a foreign contracting State to the Convention on International Civil Aviation, and is assigned to pilot duties in the Australian Armed Forces, for purposes other than receiving flight training.

(2) Has passed the military competency aeronautical knowledge test on the appropriate parts for commercial pilot privileges and limitations, air traffic and general operating rules, and accident reporting rules.

(3) Presents official Australian military records that show compliance with one of the following requirements:

(i) Before the date of the application, passed an official Australian military pilot and instrument proficiency check in a military aircraft of the kind of aircraft category, class, or type, if class or type of aircraft is applicable, for the ratings; or

(ii) Before the date of the application, logged 10 hours of pilot time as a military pilot in an Australian military aircraft of the kind of category, class, and type of aircraft, if a class rating or type rating is applicable, for the aircraft rating.

(d) *Instrument rating.* A person who is qualified as a Australian military pilot or former military pilot may apply for an instrument rating to be added to a pilot licence if that person—

(1) Has passed an instrument proficiency check in the Australian Armed Forces in the aircraft category for the instrument rating sought; and

(2) Has an official Australian Armed Forces record that shows the person is instrument pilot qualified by the Australian Armed Forces to conduct instrument flying on Federal airways in that aircraft category and class for the instrument rating sought.

(e) *Aircraft type rating.* An aircraft type rating may only be issued for a type of aircraft that has a comparable civilian type designation by CASA.

(f) *Aircraft type rating placed on an airline transport pilot licence.* A person who is a military pilot or former military pilot of the Australian Armed Forces and requests an aircraft type rating to be placed on an existing Australian airline transport pilot licence may be issued the rating at the airline transport pilot certification level, provided that person:

(1) Holds a category and class rating for that type of aircraft at the airline transport pilot certification level; and

(2) Has passed an official Australian military pilot check and instrument proficiency check in that type of aircraft.

(g) *Flight instructor certificate and ratings.* A person who can show official Australian military documentation of being a Australian military instructor pilot or Australian military pilot examiner, or a former instructor pilot or pilot examiner may apply for and be issued a flight instructor certificate with the appropriate ratings if that person:

(1) Holds a commercial or airline transport pilot licence with the appropriate aircraft category and class rating, if a class rating is appropriate, for the flight instructor rating sought;

(2) Holds an instrument rating, or has instrument privileges, on the pilot licence that is appropriate to the flight instructor rating sought; and

(3) Presents the following documents:

(i) A knowledge test report that shows the person passed a knowledge test on the aeronautical knowledge areas listed under ASS 61.185(a) appropriate to the flight instructor rating sought and the knowledge test was passed within the preceding 24 calendar months prior to the month of application. If the Australian military instructor pilot or pilot examiner already holds a flight instructor certificate, holding of a flight instructor certificate suffices for the knowledge test report.

(ii) An official Australian Armed Forces record or order that shows the person is or was qualified as an Australian Armed Forces military instructor pilot or pilot examiner for the flight instructor rating sought.

(iii) An official Australian Armed Forces record or order that shows the person completed an Australian Armed Forces' instructor pilot or pilot examiner training course and received an aircraft rating qualification as a military instructor pilot or pilot examiner that is appropriate to the flight instructor rating sought.

(iv) An official Australian Armed Forces record or order that shows the person passed an Australian Armed Forces instructor pilot or pilot examiner proficiency check in an aircraft as a military instructor pilot or pilot examiner that is appropriate to the flight instructor rating sought.

(h) *Documents for qualifying for a pilot licence and rating.* The following documents are required for a person to apply for a pilot licence and rating:

(1) An official Australian Armed Forces record that shows the person is or was a military pilot.

(2) An official Australian Armed Forces record that shows the person graduated from an Australian Armed Forces undergraduate pilot training school and received a rating qualification as a military pilot.

(3) An official Australian Armed Forces record that shows the pilot passed a pilot proficiency check and instrument proficiency check in an aircraft as a military pilot.

(4) If a person is a military pilot in the Armed Forces from a foreign contracting State to the Convention on International Civil Aviation and is applying for a pilot licence and rating, that person must present the following:

(i) An official Australian Armed Forces record that shows the person is a military pilot in the Australian Armed Forces;

(ii) An official Australian Armed Forces record that shows the person is assigned as a military pilot in the Australian Armed Forces for purposes other than receiving flight training;

(iii) An official record that shows the person graduated from a military undergraduate pilot training school from the Armed Forces from a foreign contracting State to the Convention on International Civil Aviation or from the Australian Armed Forces, and received a qualification as a military pilot; and

(iv) An official Australian Armed Forces record that shows that the person passed a pilot proficiency check and instrument proficiency check in an aircraft as a military pilot in the Australian Armed Forces.

**ASS 61.75 Private pilot licence issued on the basis of a foreign pilot license.**

(a) *General.* A person who holds a foreign pilot license at the private pilot level or higher that was issued by a contracting State to the Convention on International Civil Aviation may apply for and be issued a Australian private pilot licence with the appropriate ratings if the foreign pilot license meets the requirements of this section.

(b) *Certificate issued.* An Australian private pilot licence issued under this section must specify the person's foreign license number and country of issuance. A person who holds a foreign pilot license issued by a contracting State to the Convention on International Civil Aviation may be issued an Australian private pilot licence based on the foreign pilot license without any further showing of proficiency, provided the applicant:

(1) Meets the requirements of this section;

(2) Holds a foreign pilot license, at the private pilot license level or higher, that does not contain a limitation stating that the applicant has not met all of the standards of ICAO for that license;

(3) Does not hold an Australian pilot licence other than an Australian student pilot licence;

(4) Holds a medical certificate issued under part 67 or a medical license issued by the country that issued the person's foreign pilot license; and

(5) Is able to read, speak, write, and understand the English language. If the applicant is unable to meet one of these requirements due to medical reasons, then CASA may place such operating limitations on that applicant's pilot licence as are necessary for the safe operation of the aircraft.

(c) *Aircraft ratings issued.* Aircraft ratings listed on a person's foreign pilot license, in addition to any issued after testing under the provisions of this part, may be placed on that person's AUSTRALIAN pilot licence for private pilot privileges only.

(d) *Instrument ratings issued.* A person who holds an instrument rating on the foreign pilot license issued by a contracting State to the Convention on International Civil Aviation may be issued an instrument rating on an Australian pilot licence provided:

(1) The person's foreign pilot license authorises instrument privileges;

(2) Within 24 months preceding the month in which the person applies for the instrument rating, the person passes the appropriate knowledge test; and

(3) The person is able to read, speak, write, and understand the English language. If the applicant is unable to meet one of these requirements due to medical reasons, then CASA may place such operating limitations on that applicant's pilot licence as are necessary for the safe operation of the aircraft.

(e) *Operating privileges and limitations.* A person who receives an Australian private pilot licence that has been issued under the provisions of this section:

(1) May act as pilot in command of a civil aircraft of the Australia in accordance with the pilot privileges authorised by this part and the limitations placed on that Australian pilot licence;

(2) Is limited to the privileges placed on the certificate by CASA;

(3) Is subject to the limitations and restrictions on the person's Australian certificate and foreign pilot license when exercising the privileges of that Australian pilot licence in an aircraft of Australian registry operating within or outside the Australia; and

(F) *Limitation on licenses used as the basis for an Australian certificate.* A person may use only one foreign pilot license as a basis for the issuance of an Australian pilot licence. The foreign pilot license and medical certification used as a basis for issuing an Authorisation pilot licence under this section must be written in English or accompanied by an English transcription that has been signed by an official or representative of the foreign aviation authority that issued the foreign pilot license.

(g) *Limitation placed on an Australian pilot licence.* An Australian pilot licence issued under this section can only be exercised when the pilot has the foreign pilot license, upon which the issuance of the Australian pilot licence was based, in the holder's possession or readily accessible in the aircraft.

**ASS 61.77 Special purpose pilot authorisation: Operation of a civil aircraft of the Australia and leased by a non- Australian citizen.**

(a) *General.* The holder of a foreign pilot license issued by a contracting State to the Convention on International Civil Aviation who meets the requirements of this section may be issued a special purpose pilot authorisation by CASA for the purpose of performing pilot duties—

(1) On a civil aircraft of Australian registry that is leased to a person who is not a citizen of the Australia, and

(2) For carrying persons or property for compensation or hire for operations in—

(i) Scheduled international air services in turbojet-powered aircraft of Australian registry;

(ii) Scheduled international air services in aircraft of Australian registry having a configuration of more than nine passenger seats, excluding crewmember seats;

(iii) Non-scheduled international air transportation in aircraft of Australian registry having a configuration of more than 30 passenger seats, excluding crewmember seats; or

(iv) Scheduled international air services, or non-scheduled international air transportation, in aircraft of Australian registry having a payload capacity of more than 7,500 pounds.

(b) *Eligibility.* To be eligible for the issuance or renewal of a special purpose pilot authorisation, an applicant must present the following to a CASA District Office:

(1) A foreign pilot license issued by the aeronautical authority of a contracting State to the Convention on International Civil Aviation that contains the appropriate aircraft category, class, type rating, if appropriate, and instrument rating for the aircraft to be flown;

(2) A certification by the lessee of the aircraft—

(i) Stating that the applicant is employed by the lessee;

(ii) Specifying the aircraft type on which the applicant will perform pilot duties; and

(iii) Stating that the applicant has received ground and flight instruction that qualifies the applicant to perform the duties to be assigned on the aircraft.

(3) Documentation showing when the applicant will reach the age of 65 years (an official copy of the applicant's birth certificate or other official documentation);

(4) Documentation the applicant meets the medical standards for the issuance of the foreign pilot license from the aeronautical authority of that contracting State to the Convention on International Civil Aviation; and

(5) A statement that the applicant does not already hold a special purpose pilot authorisation; however, if the applicant already holds a special purpose pilot authorisation, then that special purpose pilot authorisation must be surrendered to either CASA District Office that issued it, or CASA District Office processing the application for the authorisation, prior to being issued another special purpose pilot authorisation.

(c) *Privileges.* A person issued a special purpose pilot authorisation under this section—

(1) May exercise the privileges prescribed on the special purpose pilot authorisation; and

(2) Must comply with the limitations specified in this section and any additional limitations specified on the special purpose pilot authorisation.

(d) *General limitations.* A special purpose pilot authorisation may be used only—

(1) For flights between foreign countries or for flights in foreign air commerce within the time period allotted on the authorisation.

(2) If the foreign pilot license required by paragraph (b)(1) of this section, the medical documentation required by paragraph (b)(4) of this section, and the special purpose pilot authorisation issued under this section are in the holder's physical possession or immediately accessible in the aircraft.

(3) While the holder is employed by the person to whom the aircraft described in the certification required by paragraph (b) (2) of this section is leased.

(4) While the holder is performing pilot duties on the U.S.-registered aircraft described in the certification required by paragraph (b) (2) of this section.

(5) If the holder has only one special purpose pilot authorisation as provided in paragraph (b) (5) of this section.

(e) *Age limitation.* No person who holds a special purpose pilot authorisation issued under this part, may serve as a pilot on a civil aircraft of Australian registry if the person has reached his or her 65th birthday, in the following operations:

(1) Scheduled international air services carrying passengers in turbojet-powered airplanes;

(2) Scheduled international air services carrying passengers in aircraft having a passenger-seat configuration of more than nine passenger seats, excluding each crewmember seat;

(3) Non-scheduled international air transportation for compensation or hire in aircraft having a passenger-seat configuration of more than 30 passenger seats, excluding each crewmember seat; or

(4) Scheduled international air services, or non-scheduled international air transportation for compensation or hire, in aircraft having a payload capacity of more than 7,500 pounds.

(f) *Definitions.* (1) *International air service,* as used in paragraph (e) of this section, means scheduled air service performed in aircraft for the public transport of passengers, mail, or cargo, in which the service passes through the air space over the territory of more than one country.

(2) *International air transportation,* as used in paragraph (e) of this section, means air transportation performed in aircraft for the public transport of passengers, mail, or cargo, in which service passes through the air space over the territory of more than one country.

(g) *Age Pairing Requirement.* No person who has attained the age of 60 but who has not attained the age of 65 may serve as a pilot in command in any of the operations described in ASS 61.3(j)(1)(i)

through (iv) unless there is another pilot in the flight deck crew who has not yet attained 60 years of age.

(h) *Expiration date.* Each special purpose pilot authorisation issued under this section expires—

(1) 60 calendar months from the month it was issued, unless sooner suspended or revoked;

(2) When the lease agreement for the aircraft expires or the lessee terminates the employment of the person who holds the special purpose pilot authorisation;

(3) Whenever the person's foreign pilot license has been suspended, revoked, or is no longer valid; or

(4) When the person no longer meets the medical standards for the issuance of the foreign pilot license.

(i) *Renewal.* A person exercising the privileges of a special purpose pilot authorisation may apply for a 60-calendar-month extension of that authorisation, provided the person—

(1) Continues to meet the requirements of this section; and

(2) Surrenders the expired special purpose pilot authorisation upon receipt of the new authorisation.

(j) *Surrender.* The holder of a special purpose pilot authorisation must surrender the authorisation to CASA within 7 days after the date the authorisation terminates.

## Subpart C—Student Pilots

**ASS 61.81 Applicability.**

This subpart prescribes the requirements for the issuance of student pilot licences, the conditions under which those certificates are necessary, and the general operating rules and limitations for the holders of those certificates.

**ASS 61.83 Eligibility requirements for student pilots.**

To be eligible for a student pilot licence, an applicant must:

(a) Be at least 16 years of age for other than the operation of a glider or balloon.

(b) Be at least 14 years of age for the operation of a glider or balloon.

(c) Be able to read, speak, write, and understand the English language. If the applicant is unable to meet one of these requirements due to medical reasons, then CASA may place such operating limitations on that applicant's pilot licence as are necessary for the safe operation of the aircraft.

**ASS 61.85 Application.**

An application for a student pilot licence is made on a form and in a manner provided by CASA and is submitted to:

(a) A designated aviation medical examiner if applying for a CASA medical certificate under part 67;

(b) An examiner; or

(c) A CASA District Office.

**ASS 61.87 Solo requirements for student pilots.**

(a) *General.* A student pilot may not operate an aircraft in solo flight unless that student has met the requirements of this section. The term "solo flight" as used in this subpart means that flight time during which a student pilot is the sole occupant of the aircraft or that flight time during which the student performs the duties of a pilot in command of a gas balloon or an airship requiring more than one pilot flight crewmember.

(b) *Aeronautical knowledge.* A student pilot must demonstrate satisfactory aeronautical knowledge on a knowledge test that meets the requirements of this paragraph:

(1) The test must address the student pilot's knowledge of—

(i) Applicable sections of parts 61 and 91;

(ii) Airspace rules and procedures for the airport where the solo flight will be performed; and

(iii) Flight characteristics and operational limitations for the make and model of aircraft to be flown.

(2) The student's authorised instructor must—

(i) Administer the test; and

(ii) At the conclusion of the test, review all incorrect answers with the student before authorizing that student to conduct a solo flight.

(c) *Pre-solo flight training.* Prior to conducting a solo flight, a student pilot must have:

(1) Received and logged flight training for the manoeuvres and procedures of this section that are appropriate to the make and model of aircraft to be flown; and

(2) Demonstrated satisfactory proficiency and safety, as judged by an authorised instructor, on the manoeuvres and procedures required by this section in the make and model of aircraft or similar make and model of aircraft to be flown.

(d) *Manoeuvres and procedures for pre-solo flight training in a single-engine airplane.* A student pilot who is receiving training for a single-engine aircraft rating or privileges must receive and log flight training for the following manoeuvres and procedures:

(1) Proper flight preparation procedures, including preflight planning and preparation, powerplant operation, and aircraft systems;

(2) Taxiing or surface operations, including run-ups;

(3) Takeoffs and landings, including normal and crosswind;

(4) Straight and level flight, and turns in both directions;

(5) Climbs and climbing turns;

(6) Airport traffic patterns, including entry and departure procedures;

(7) Collision avoidance, windshear avoidance, and wake turbulence avoidance;

(8) Descents, with and without turns, using high and low drag configurations;

(9) Flight at various airspeeds from cruise to slow flight;

(10) Stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall, and recovery from a full stall;

(11) Emergency procedures and equipment malfunctions;

(12) Ground reference manoeuvres;

(13) Approaches to a landing area with simulated engine malfunctions;

(14) Slips to a landing; and

(15) Go-arounds.

(e) *Manoeuvres and procedures for pre-solo flight training in a multiengine airplane.* A student pilot who is receiving training for a multiengine aircraft rating must receive and log flight training for the following manoeuvres and procedures:

(1) Proper flight preparation procedures, including preflight planning and preparation, powerplant operation, and aircraft systems;

(2) Taxiing or surface operations, including run-ups;

(3) Takeoffs and landings, including normal and crosswind;

(4) Straight and level flight, and turns in both directions;

(5) Climbs and climbing turns;

(6) Airport traffic patterns, including entry and departure procedures;

(7) Collision avoidance, windshear avoidance, and wake turbulence avoidance;

(8) Descents, with and without turns, using high and low drag configurations;

(9) Flight at various airspeeds from cruise to slow flight;

(10) Stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall, and recovery from a full stall;

(11) Emergency procedures and equipment malfunctions;

(12) Ground reference manoeuvres;

(13) Approaches to a landing area with simulated engine malfunctions; and

(14) Go-arounds.

(f) *Manoeuvres and procedures for pre-solo flight training in a helicopter.* A student pilot who is receiving training for a helicopter rating must receive and log flight training for the following manoeuvres and procedures:

(1) Proper flight preparation procedures, including preflight planning and preparation, powerplant operation, and aircraft systems;

(2) Taxiing or surface operations, including run-ups;

(3) Takeoffs and landings, including normal and crosswind;

(4) Straight and level flight, and turns in both directions;

(5) Climbs and climbing turns;

(6) Airport traffic patterns, including entry and departure procedures;

(7) Collision avoidance, windshear avoidance, and wake turbulence avoidance;

(8) Descents with and without turns;

(9) Flight at various airspeeds;

(10) Emergency procedures and equipment malfunctions;

(11) Ground reference manoeuvres;

(12) Approaches to the landing area;

(13) Hovering and hovering turns;

(14) Go-arounds;

(15) Simulated emergency procedures, including auto rotational descents with a power recovery and power recovery to a hover;

(16) Rapid decelerations; and

(17) Simulated one-engine-inoperative approaches and landings for multiengine helicopters.

(g) *Manoeuvres and procedures for pre-solo flight training in a gyroplane.* A student pilot who is receiving training for a gyroplane rating or privileges must receive and log flight training for the following manoeuvres and procedures:

(1) Proper flight preparation procedures, including preflight planning and preparation, powerplant operation, and aircraft systems;

(2) Taxiing or surface operations, including run-ups;

(3) Takeoffs and landings, including normal and crosswind;

(4) Straight and level flight, and turns in both directions;

(5) Climbs and climbing turns;

(6) Airport traffic patterns, including entry and departure procedures;

(7) Collision avoidance, windshear avoidance, and wake turbulence avoidance;

(8) Descents with and without turns;

(9) Flight at various airspeeds;

(10) Emergency procedures and equipment malfunctions;

(11) Ground reference manoeuvres;

(12) Approaches to the landing area;

(13) High rates of descent with power on and with simulated power off, and recovery from those flight configurations;

(14) Go-arounds; and

(15) Simulated emergency procedures, including simulated power-off landings and simulated power failure during departures.

(h) *Manoeuvres and procedures for pre-solo flight training in a powered-lift.* A student pilot who is receiving training for a powered-lift rating must receive and log flight training in the following manoeuvres and procedures:

(1) Proper flight preparation procedures, including preflight planning and preparation, powerplant operation, and aircraft systems;

(2) Taxiing or surface operations, including run-ups;

(3) Takeoffs and landings, including normal and crosswind;

(4) Straight and level flight, and turns in both directions;

(5) Climbs and climbing turns;

(6) Airport traffic patterns, including entry and departure procedures;

(7) Collision avoidance, windshear avoidance, and wake turbulence avoidance;

(8) Descents with and without turns;

(9) Flight at various airspeeds from cruise to slow flight;

(10) Stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall, and recovery from a full stall;

(11) Emergency procedures and equipment malfunctions;

(12) Ground reference manoeuvres;

(13) Approaches to a landing with simulated engine malfunctions;

(14) Go-arounds;

(15) Approaches to the landing area;

(16) Hovering and hovering turns; and

(17) For multiengine powered-lifts, simulated one-engine-inoperative approaches and landings.

(i) *Manoeuvres and procedures for pre-solo flight training in a glider.* A student pilot who is receiving training for a glider rating or privileges must receive and log flight training for the following manoeuvres and procedures:

(1) Proper flight preparation procedures, including preflight planning, preparation, aircraft systems, and, if appropriate, powerplant operations;

(2) Taxiing or surface operations, including run-ups, if applicable;

(3) Launches, including normal and crosswind;

(4) Straight and level flight, and turns in both directions, if applicable;

(5) Airport traffic patterns, including entry procedures;

(6) Collision avoidance, windshear avoidance, and wake turbulence avoidance;

(7) Descents with and without turns using high and low drag configurations;

(8) Flight at various airspeeds;

(9) Emergency procedures and equipment malfunctions;

(10) Ground reference manoeuvres, if applicable;

(11) Inspection of towline rigging and review of signals and release procedures, if applicable;

(12) Aerotow, ground tow, or self-launch procedures;

(13) Procedures for disassembly and assembly of the glider;

(14) Stall entry, stall, and stall recovery;

(15) Straight glides, turns, and spirals;

(16) Landings, including normal and crosswind;

(17) Slips to a landing;

(18) Procedures and techniques for thermalling; and

(19) Emergency operations, including towline break procedures.

(j) *Manoeuvres and procedures for pre-solo flight training in an airship.* A student pilot who is receiving training for an airship rating or privileges must receive and log flight training for the following manoeuvres and procedures:

(1) Proper flight preparation procedures, including preflight planning and preparation, powerplant operation, and aircraft systems;

(2) Taxiing or surface operations, including run-ups;

(3) Takeoffs and landings, including normal and crosswind;

(4) Straight and level flight, and turns in both directions;

(5) Climbs and climbing turns;

(6) Airport traffic patterns, including entry and departure procedures;

(7) Collision avoidance, windshear avoidance, and wake turbulence avoidance;

(8) Descents with and without turns;

(9) Flight at various airspeeds from cruise to slow flight;

(10) Emergency procedures and equipment malfunctions;

(11) Ground reference manoeuvres;

(12) Rigging, ballasting, and controlling pressure in the ballonets, and superheating; and

(13) Landings with positive and with negative static trim.

(k) *Manoeuvres and procedures for pre-solo flight training in a balloon.* A student pilot who is receiving training in a balloon must receive and log flight training for the following manoeuvres and procedures:

(1) Layout and assembly procedures;

(2) Proper flight preparation procedures, including preflight planning and preparation, and aircraft systems;

(3) Ascents and descents;

(4) Landing and recovery procedures;

(5) Emergency procedures and equipment malfunctions;

(6) Operation of hot air or gas source, ballast, valves, vents, and rip panels, as appropriate;

(7) Use of deflation valves or rip panels for simulating an emergency;

(8) The effects of wind on climb and approach angles; and

(9) Obstruction detection and avoidance techniques.

(l) *Manoeuvres and procedures for pre-solo flight training in a powered parachute.* A student pilot who is receiving training for a powered parachute rating or privileges must receive and log flight training for the following manoeuvres and procedures:

(1) Proper flight preparation procedures, including preflight planning and preparation, preflight assembly and rigging, aircraft systems, and powerplant operations.

(2) Taxiing or surface operations, including run-ups.

(3) Takeoffs and landings, including normal and crosswind.

(4) Straight and level flight, and turns in both directions.

(5) Climbs, and climbing turns in both directions.

(6) Airport traffic patterns, including entry and departure procedures.

(7) Collision avoidance, windshear avoidance, and wake turbulence avoidance.

(8) Descents, and descending turns in both directions.

(9) Emergency procedures and equipment malfunctions.

(10) Ground reference manoeuvres.

(11) Straight glides, and gliding turns in both directions.

(12) Go-arounds.

(13) Approaches to landing areas with a simulated engine malfunction.

(14) Procedures for canopy packing and aircraft disassembly.

(m) *Manoeuvres and procedures for pre-solo flight training in a weight-shift-control aircraft.* A student pilot who is receiving training for a weight-shift-control aircraft rating or privileges must receive and log flight training for the following manoeuvres and procedures:

(1) Proper flight preparation procedures, including preflight planning and preparation, preflight assembly and rigging, aircraft systems, and powerplant operations.

(2) Taxiing or surface operations, including run-ups.

(3) Takeoffs and landings, including normal and crosswind.

(4) Straight and level flight, and turns in both directions.

(5) Climbs, and climbing turns in both directions.

(6) Airport traffic patterns, including entry and departure procedures.

(7) Collision avoidance, windshear avoidance, and wake turbulence avoidance.

(8) Descents, and descending turns in both directions.

(9) Flight at various airspeeds from maximum cruise to slow flight.

(10) Emergency procedures and equipment malfunctions.

(11) Ground reference manoeuvres.

(12) Stall entry, stall, and stall recovery.

(13) Straight glides, and gliding turns in both directions.

(14) Go-arounds.

(15) Approaches to landing areas with a simulated engine malfunction.

(16) Procedures for disassembly.

(n) *Limitations on student pilots operating an aircraft in solo flight.* A student pilot may not operate an aircraft in solo flight unless that student pilot has received:

(1) An endorsement from an authorised instructor on his or her student pilot licence for the specific make and model aircraft to be flown; and

(2) An endorsement in the student's logbook for the specific make and model aircraft to be flown by an authorised instructor, who gave the training within the 90 days preceding the date of the flight.

(o) *Limitations on student pilots operating an aircraft in solo flight at night.* A student pilot may not operate an aircraft in solo flight at night unless that student pilot has received:

(1) Flight training at night on night flying procedures that includes takeoffs, approaches, landings, and go-arounds at night at the airport where the solo flight will be conducted;

(2) Navigation training at night in the vicinity of the airport where the solo flight will be conducted; and

(3) An endorsement in the student's logbook for the specific make and model aircraft to be flown for night solo flight by an authorised instructor who gave the training within the 90-day period preceding the date of the flight.

(p) *Limitations on flight instructors authorizing solo flight.* No instructor may authorise a student pilot to perform a solo flight unless that instructor has—

(1) Given that student pilot training in the make and model of aircraft or a similar make and model of aircraft in which the solo flight is to be flown;

(2) Determined the student pilot is proficient in the manoeuvres and procedures prescribed in this section;

(3) Determined the student pilot is proficient in the make and model of aircraft to be flown;

(4) Ensured that the student pilot's certificate has been endorsed by an instructor authorised to provide flight training for the specific make and model aircraft to be flown; and

(5) Endorsed the student pilot's logbook for the specific make and model aircraft to be flown, and that endorsement remains current for solo flight privileges, provided an authorised instructor updates the student's logbook every 90 days thereafter.

**ASS 61.89 General limitations.**

(a) A student pilot may not act as pilot in command of an aircraft:

(1) That is carrying a passenger;

(2) That is carrying property for compensation or hire;

(3) For compensation or hire;

(4) In furtherance of a business;

(5) On an international flight, except that a student pilot may make solo training flights from

(6) With a flight or surface visibility of less than 3 statute miles during daylight hours or 5 statute miles at night;

(7) When the flight cannot be made with visual reference to the surface; or

(8) In a manner contrary to any limitations placed in the pilot's logbook by an authorised instructor.

(b) A student pilot may not act as a required pilot flight crewmember on any aircraft for which more than one pilot is required by the type certificate of the aircraft or regulations under which the flight is conducted, except when receiving flight training from an authorised instructor on board an airship, and no person other than a required flight crewmember is carried on the aircraft.

(c) A student pilot seeking a sport pilot licence must comply with the provisions of paragraphs (a) and (b) of this section and may not act as pilot in command—

(1) Of an aircraft other than a light-sport aircraft;

(2) At night;

(3) At an altitude of more than 10,000 feet MSL or 2,000 feet AGL, whichever is higher;

(4) In Class B, C, and D airspace, at an airport located in Class B, C, or D airspace, and to, from, through, or on an airport having an operational control tower without having received the ground and flight training specified in ASS 61.94 and an endorsement from an authorised instructor;

(5) Of a light-sport aircraft without having received the applicable ground training, flight training, and instructor endorsements specified in ASS 61.327 (a) and (b).

**ASS 61.91 [Reserved]**

**ASS 61.93 Solo cross-country flight requirements.**

(a) *General.* (1) Except as provided in paragraph (b) of this section, a student pilot must meet the requirements of this section before—

(i) Conducting a solo cross-country flight, or any flight greater than 25 nautical miles from the airport from where the flight originated.

(ii) Making a solo flight and landing at any location other than the airport of origination.

(2) Except as provided in paragraph (b) of this section, a student pilot who seeks solo cross-country flight privileges must:

(i) Have received flight training from an instructor authorised to provide flight training on the manoeuvres and procedures of this section that are appropriate to the make and model of aircraft for which solo cross-country privileges are sought;

(ii) Have demonstrated cross-country proficiency on the appropriate manoeuvres and procedures of this section to an authorised instructor;

(iii) Have satisfactorily accomplished the pre-solo flight manoeuvres and procedures required by ASS 61.87 of this part in the make and model of aircraft or similar make and model of aircraft for which solo cross-country privileges are sought; and

(iv) Comply with any limitations included in the authorised instructor's endorsement that are required by paragraph (c) of this section.

(3) A student pilot who seeks solo cross-country flight privileges must have received ground and flight training from an authorised instructor on the cross-country manoeuvres and procedures listed in this section that are appropriate to the aircraft to be flown.

(b) *Authorisation to perform certain solo flights and cross-country flights.* A student pilot must obtain an endorsement from an authorised instructor to make solo flights from the airport where the student pilot normally receives training to another location. A student pilot who receives this endorsement must comply with the requirements of this paragraph.

(1) Solo flights may be made to another airport that is within 25 nautical miles from the airport where the student pilot normally receives training, provided—

(i) An authorised instructor has given the student pilot flight training at the other airport, and that training includes flight in both directions over the route, entering and exiting the traffic pattern, and takeoffs and landings at the other airport;

(ii) The authorised instructor who gave the training endorses the student pilot's logbook authorizing the flight;

(iii) The student pilot has a solo flight endorsement in accordance with ASS 61.87 of this part;

(iv) The authorised instructor has determined that the student pilot is proficient to make the flight; and

(v) The purpose of the flight is to practice takeoffs and landings at that other airport.

(2) Repeated specific solo cross-country flights may be made to another airport that is within 50 nautical miles of the airport from which the flight originated, provided—

(i) The authorised instructor has given the student flight training in both directions over the route, including entering and exiting the traffic patterns, takeoffs, and landings at the airports to be used;

(ii) The authorised instructor who gave the training has endorsed the student's logbook certifying that the student is proficient to make such flights;

(iii) The student has a solo flight endorsement in accordance with ASS 61.87 of this part; and

(iv) The student has a solo cross country flight endorsement in accordance with paragraph (c) of this section; however, for repeated solo cross country flights to another airport within 50 nautical miles from which the flight originated, separate endorsements are not required to be made for each flight.

(c) *Endorsements for solo cross-country flights.* Except as specified in paragraph (b) (2) of this section, a student pilot must have the endorsements prescribed in this paragraph for each cross-country flight:

(1) *Student pilot licence endorsement.* A student pilot must have a solo cross-country endorsement from the authorised instructor who conducted the training, and that endorsement must be placed on that person's student pilot licence for the specific category of aircraft to be flown.

(2) *Logbook endorsement.* (i) A student pilot must have a solo cross-country endorsement from an authorised instructor that is placed in the student pilot's logbook for the specific make and model of aircraft to be flown.

(ii) For each cross-country flight, the authorised instructor who reviews the cross-country planning must make an endorsement in the person's logbook after reviewing that person's cross-country planning, as specified in paragraph (d) of this section. The endorsement must—

(A) Specify the make and model of aircraft to be flown;

(B) State that the student's preflight planning and preparation is correct and that the student is prepared to make the flight safely under the known conditions; and

(C) State that any limitations required by the student's authorised instructor are met.

(d) *Limitations on authorised instructors to permit solo cross-country flights.* An authorised instructor may not permit a student pilot to conduct a solo cross-country flight unless that instructor has:

(1) Determined that the student's cross-country planning is correct for the flight;

(2) Reviewed the current and forecast weather conditions and has determined that the flight can be completed under VFR;

(3) Determined that the student is proficient to conduct the flight safely;

(4) Determined that the student has the appropriate solo cross-country endorsement for the make and model of aircraft to be flown; and

(5) Determined that the student's solo flight endorsement is current for the make and model aircraft to be flown.

(e) *Manoeuvres and procedures for cross-country flight training in a single-engine airplane.* A student pilot who is receiving training for cross-country flight in a single-engine aircraft must receive and log flight training in the following manoeuvres and procedures:

(1) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass;

(2) Use of aircraft performance charts pertaining to cross-country flight;

(3) Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;

(4) Emergency procedures;

(5) Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach;

(6) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance;

(7) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown;

(8) Procedures for operating the instruments and equipment installed in the aircraft to be flown, including recognition and use of the proper operational procedures and indications;

(9) Use of radios for VFR navigation and two-way communication, except that a student pilot seeking a sport pilot licence must only receive and log flight training on the use of radios installed in the aircraft to be flown;

(10) Takeoff, approach, and landing procedures, including short-field, soft-field, and crosswind takeoffs, approaches, and landings;

(11) Climbs at best angle and best rate; and

(12) Control and manoeuvring solely by reference to flight instruments, including straight and level flight, turns, descents, climbs, use of radio aids, and ATC directives. For student pilots seeking a sport pilot licence, the provisions of this paragraph only apply when receiving training for cross-country flight in an aircraft that has a $V_H$ greater than 87 knots CAS.

(f) *Manoeuvres and procedures for cross-country flight training in a multiengine airplane.* A student pilot who is receiving training for cross-country flight in a multiengine aircraft must receive and log flight training in the following manoeuvres and procedures:

(1) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass;

(2) Use of aircraft performance charts pertaining to cross-country flight;

(3) Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;

(4) Emergency procedures;

(5) Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach;

(6) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance;

(7) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown;

(8) Procedures for operating the instruments and equipment installed in the aircraft to be flown, including recognition and use of the proper operational procedures and indications;

(9) Use of radios for VFR navigation and two-way communications;

(10) Takeoff, approach, and landing procedures, including short-field, soft-field, and crosswind takeoffs, approaches, and landings;

(11) Climbs at best angle and best rate; and

(12) Control and manoeuvring solely by reference to flight instruments, including straight and level flight, turns, descents, climbs, use of radio aids, and ATC directives.

(g) *Manoeuvres and procedures for cross-country flight training in a helicopter.* A student pilot who is receiving training for cross-country flight in a helicopter must receive and log flight training for the following manoeuvres and procedures:

(1) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass;

(2) Use of aircraft performance charts pertaining to cross-country flight;

(3) Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;

(4) Emergency procedures;

(5) Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach;

(6) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance;

(7) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown;

(8) Procedures for operating the instruments and equipment installed in the aircraft to be flown, including recognition and use of the proper operational procedures and indications;

(9) Use of radios for VFR navigation and two-way communications; and

(10) Takeoff, approach, and landing procedures.

(h) *Manoeuvres and procedures for cross-country flight training in a gyroplane.* A student pilot who is receiving training for cross-country flight in a gyroplane must receive and log flight training in the following manoeuvres and procedures:

(1) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass;

(2) Use of aircraft performance charts pertaining to cross-country flight;

(3) Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;

(4) Emergency procedures;

(5) Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach;

(6) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance;

(7) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown;

(8) Procedures for operating the instruments and equipment installed in the aircraft to be flown, including recognition and use of the proper operational procedures and indications;

(9) Use of radios for VFR navigation and two-way communication, except that a student pilot seeking a sport pilot licence must only receive and log flight training on the use of radios installed in the aircraft to be flown; and

(10) Takeoff, approach, and landing procedures, including short-field and soft-field takeoffs, approaches, and landings.

(i) *Manoeuvres and procedures for cross-country flight training in a powered-lift.* A student pilot who is receiving training for cross-country flight training in a powered-lift must receive and log flight training in the following manoeuvres and procedures:

(1) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass;

(2) Use of aircraft performance charts pertaining to cross-country flight;

(3) Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;

(4) Emergency procedures;

(5) Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach;

(6) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance;

(7) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown;

(8) Procedures for operating the instruments and equipment installed in the aircraft to be flown, including recognition and use of the proper operational procedures and indications;

(9) Use of radios for VFR navigation and two-way communications;

(10) Takeoff, approach, and landing procedures that include high-altitude, steep, and shallow takeoffs, approaches, and landings; and

(11) Control and manoeuvring solely by reference to flight instruments, including straight and level flight, turns, descents, climbs, use of radio aids, and ATC directives.

(j) *Manoeuvres and procedures for cross-country flight training in a glider.* A student pilot who is receiving training for cross-country flight in a glider must receive and log flight training in the following manoeuvres and procedures:

(1) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass;

(2) Use of aircraft performance charts pertaining to cross-country flight;

(3) Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;

(4) Emergency procedures;

(5) Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach;

(6) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance;

(7) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown;

(8) Procedures for operating the instruments and equipment installed in the aircraft to be flown, including recognition and use of the proper operational procedures and indications;

(9) Landings accomplished without the use of the altimeter from at least 2,000 feet above the surface; and

(10) Recognition of weather and upper air conditions favourable for cross-country soaring, ascending and descending flight, and altitude control.

(k) *Manoeuvres and procedures for cross-country flight training in an airship.* A student pilot who is receiving training for cross-country flight in an airship must receive and log flight training for the following manoeuvres and procedures:

(1) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass;

(2) Use of aircraft performance charts pertaining to cross-country flight;

(3) Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;

(4) Emergency procedures;

(5) Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach;

(6) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance;

(7) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown;

(8) Procedures for operating the instruments and equipment installed in the aircraft to be flown, including recognition and use of the proper operational procedures and indications;

(9) Use of radios for VFR navigation and two-way communication, except that a student pilot seeking a sport pilot licence must only receive and log flight training on the use of radios installed in the aircraft to be flown;

(10) Control of air pressure with regard to ascending and descending flight and altitude control;

(11) Control of the airship solely by reference to flight instruments, except for a student pilot seeking a sport pilot licence; and

(12) Recognition of weather and upper air conditions conducive for the direction of cross-country flight.

(l) *Manoeuvres and procedures for cross-country flight training in a powered parachute.* A student pilot who is receiving training for cross-country flight in a powered parachute must receive and log flight training in the following manoeuvres and procedures:

(1) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass, as appropriate.

(2) Use of aircraft performance charts pertaining to cross-country flight.

(3) Procurement and analysis of aeronautical weather reports and forecasts, including recognizing critical weather situations and estimating visibility while in flight.

(4) Emergency procedures.

(5) Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach.

(6) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance.

(7) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown.

(8) Procedures for operating the instruments and equipment installed in the aircraft to be flown, including recognition and use of the proper operational procedures and indications.

(9) If equipped for flight with navigation radios, the use of radios for VFR navigation.

(10) Recognition of weather and upper air conditions favourable for the cross-country flight.

(11) Takeoff, approach and landing procedures.

(m) *Manoeuvres and procedures for cross-country flight training in a weight-shift-control aircraft.* A student pilot who is receiving training for cross-country flight in a weight-shift-control aircraft must receive and log flight training for the following manoeuvres and procedures:

(1) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass, as appropriate.

(2) Use of aircraft performance charts pertaining to cross-country flight.

(3) Procurement and analysis of aeronautical weather reports and forecasts, including recognizing critical weather situations and estimating visibility while in flight.

(4) Emergency procedures.

(5) Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach.

(6) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance.

(7) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown.

(8) Procedures for operating the instruments and equipment installed in the aircraft to be flown, including recognition and use of the proper operational procedures and indications.

(9) If equipped for flight using navigation radios, the use of radios for VFR navigation.

(10) Recognition of weather and upper air conditions favourable for the cross-country flight.

(11) Takeoff, approach and landing procedures, including crosswind approaches and landings.

**ASS 61.94 Student pilot seeking a sport pilot licence or a recreational pilot licence: Operations at airports within, and in airspace located within, Class B, C, and D airspace, or at airports with an operational control tower in other airspace.**

(a) A student pilot seeking a sport pilot licence or a recreational pilot licence who wants to obtain privileges to operate in Class B, C, and D airspace, at an airport located in Class B, C, or D airspace, and to, from, through, or at an airport having an operational control tower, must receive

and log ground and flight training from an authorised instructor in the following aeronautical knowledge areas and areas of operation:

(1) The use of radios, communications, navigation systems and facilities, and radar services.

(2) Operations at airports with an operating control tower, to include three takeoffs and landings to a full stop, with each landing involving a flight in the traffic pattern, at an airport with an operating control tower.

(3) Applicable flight rules of part 91 for operations in Class B, C, and D airspace and air traffic control clearances.

(4) Ground and flight training for the specific Class B, C, or D airspace for which the solo flight is authorised, if applicable, within the 90-day period preceding the date of the flight in that airspace. The flight training must be received in the specific airspace area for which solo flight is authorised.

(5) Ground and flight training for the specific airport located in Class B, C, or D airspace for which the solo flight is authorised, if applicable, within the 90-day period preceding the date of the flight at that airport. The flight and ground training must be received at the specific airport for which solo flight is authorised.

(b) The authorised instructor who provides the training specified in paragraph (a) of this section must provide a logbook endorsement that certifies the student has received that training and is proficient to conduct solo flight in that specific airspace or at that specific airport and in those aeronautical knowledge areas and areas of operation specified in this section.

**ASS 61.95 Operations in Class B airspace and at airports located within Class B airspace.**

(a) A student pilot may not operate an aircraft on a solo flight in Class B airspace unless:

(1) The student pilot has received both ground and flight training from an authorised instructor on that Class B airspace area, and the flight training was received in the specific Class B airspace area for which solo flight is authorised;

(2) The logbook of that student pilot has been endorsed by the authorised instructor who gave the student pilot flight training, and the endorsement is dated within the 90-day period preceding the date of the flight in that Class B airspace area; and

(3) The logbook endorsement specifies that the student pilot has received the required ground and flight training, and has been found proficient to conduct solo flight in that specific Class B airspace area.

(b) A student pilot may not operate an aircraft on a solo flight to, from, or at an airport located within Class B airspace pursuant to § 91.131(b) unless:

(1) The student pilot has received both ground and flight training from an instructor authorised to provide training to operate at that airport, and the flight and ground training has been received at the specific airport for which the solo flight is authorised;

(2) The logbook of that student pilot has been endorsed by an authorised instructor who gave the student pilot flight training, and the endorsement is dated within the 90-day period preceding the date of the flight at that airport; and

(3) The logbook endorsement specifies that the student pilot has received the required ground and flight training, and has been found proficient to conduct solo flight operations at that specific airport.

(c) This section does not apply to a student pilot seeking a sport pilot licence or a recreational pilot licence.

## Subpart D—Recreational Pilots

**ASS 61.96 Applicability and eligibility requirements: General.**

(a) This subpart prescribes the requirement for the issuance of recreational pilot licences and ratings, the conditions under which those certificates and ratings are necessary, and the general operating rules for persons who hold those certificates and ratings.

(b) To be eligible for a recreational pilot licence, a person who applies for that certificate must:

(1) Be at least 17 years of age;

(2) Be able to read, speak, write, and understand the English language. If the applicant is unable to meet one of these requirements due to medical reasons, then CASA may place such operating limitations on that applicant's pilot licence as are necessary for the safe operation of the aircraft;

(3) Receive a logbook endorsement from an authorised instructor who—

(i) Conducted the training or reviewed the applicant's home study on the aeronautical knowledge areas listed in ASS 61.97(b) of this part that apply to the aircraft category and class rating sought; and

(ii) Certified that the applicant is prepared for the required knowledge test.

(4) Pass the required knowledge test on the aeronautical knowledge areas listed in ASS 61.97(b) of this part;

(5) Receive flight training and a logbook endorsement from an authorised instructor who—

(i) Conducted the training on the areas of operation listed in ASS 61.98(b) of this part that apply to the aircraft category and class rating sought; and

(ii) Certified that the applicant is prepared for the required practical test.

(6) Meet the aeronautical experience requirements of ASS 61.99 of this part that apply to the aircraft category and class rating sought before applying for the practical test;

(7) Pass the practical test on the areas of operation listed in ASS 61.98(b) that apply to the aircraft category and class rating;

(8) Comply with the sections of this part that apply to the aircraft category and class rating; and

(9) Hold either a student pilot licence or sport pilot licence.

**ASS 61.97 Aeronautical knowledge.**

(a) *General.* A person who applies for a recreational pilot licence must receive and log ground training from an authorised instructor or complete a home-study course on the aeronautical knowledge areas of paragraph (b) of this section that apply to the aircraft category and class rating sought.

(b) *Aeronautical knowledge areas.* (1) Applicable Federal Aviation Regulations that relate to recreational pilot privileges, limitations, and flight operations;

(2) Accident reporting requirements of the National Transportation Safety Board;

(3) Use of the applicable portions of the "Aeronautical Information Manual" and CASA advisory circulars;

(4) Use of aeronautical charts for VFR navigation using pilotage with the aid of a magnetic compass;

(5) Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts;

(6) Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence;

(7) Effects of density altitude on takeoff and climb performance;

(8) Weight and balance computations;

(9) Principles of aerodynamics, powerplants, and aircraft systems;

(10) Stall awareness, spin entry, spins, and spin recovery techniques, if applying for an aircraft single-engine rating;

(11) Aeronautical decision making and judgment; and

(12) Preflight action that includes—

(i) How to obtain information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, and fuel requirements; and

(ii) How to plan for alternatives if the planned flight cannot be completed or delays are encountered.

**ASS 61.98 Flight proficiency.**

(a) *General.* A person who applies for a recreational pilot licence must receive and log ground and flight training from an authorised instructor on the areas of operation of this section that apply to the aircraft category and class rating sought.

(b) *Areas of operation.* (1) *For a single-engine aircraft rating:* (i) Preflight preparation;

(ii) Preflight procedures;

(iii) Airport operations;

(iv) Takeoffs, landings, and go-arounds;

(v) Performance manoeuvres;

(vi) Ground reference manoeuvres;

(vii) Navigation;

(viii) Slow flight and stalls;

(ix) Emergency operations; and

(x) Post flight procedures.

(2) For *a helicopter rating:*

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Airport and heliport operations;

(iv) Hovering manoeuvres;

(v) Takeoffs, landings, and go-arounds;

(vi) Performance manoeuvres;

(vii) Ground reference manoeuvres;

(viii) Navigation;

(ix) Emergency operations; and

(x) Post flight procedures.

(3) *For a gyroplane rating:*

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Airport operations;

(iv) Takeoffs, landings, and go-arounds;

(v) Performance manoeuvres;

(vi) Ground reference manoeuvres;

(vii) Navigation;

(viii) Flight at slow airspeeds;

(ix) Emergency operations; and

(x) Post flight procedures.

**ASS 61.99 Aeronautical experience.**

A person who applies for a recreational pilot licence must receive and log at least 30 hours of flight time that includes at least—

(a) 15 hours of flight training from an authorised instructor on the areas of operation listed in ASS 61.98 of this part that consists of at least:

(1) Except as provided in ASS 61.100 of this part, 2 hours of flight training en route to an airport that is located more than 25 nautical miles from the airport where the applicant normally trains, which includes at least three takeoffs and three landings at the airport located more than 25 nautical miles from the airport where the applicant normally trains; and

(2) Three hours of flight training with an authorised instructor in the aircraft for the rating sought in preparation for the practical test within the preceding 2 calendar months from the month of the test.

(b) 3 hours of solo flying in the aircraft for the rating sought, on the areas of operation listed in ASS 61.98 of this part that apply to the aircraft category and class rating sought.

**ASS 61.100 Pilots based on small islands.**

(a) An applicant located on an island from which the flight training required in ASS 61.99(a)(1) of this part cannot be accomplished without flying over water for more than 10 nautical miles from the nearest shoreline need not comply with the requirements of that section. However, if other airports that permit civil operations are available to which a flight may be made without flying over water for more than 10 nautical miles from the nearest shoreline, the applicant must show completion of a dual flight between two airports, which must include three landings at the other airport.

(b) An applicant who complies with paragraph (a) of this section and meets all requirements for the issuance of a recreational pilot licence, except the requirements of ASS 61.99(a)(1) of this part, will be issued a pilot licence with an endorsement containing the following limitation, "Passenger carrying prohibited on flights more than 10 nautical miles from (the appropriate island)." The limitation may be subsequently amended to include another island if the applicant complies with the requirements of paragraph (a) of this section for another island.

(c) Upon meeting the requirements of ASS 61.99(a) (1) of this part, the applicant may have the limitation(s) in paragraph (b) of this section removed.

**ASS 61.101 Recreational pilot privileges and limitations.**

(a) A person who holds a recreational pilot licence may:

(1) Carry no more than one passenger; and

(2) Not pay less than the pro rata share of the operating expenses of a flight with a passenger, provided the expenses involve only fuel, oil, airport expenses, or aircraft rental fees.

(b) A person who holds a recreational pilot licence may act as pilot in command of an aircraft on a flight within 50 nautical miles from the departure airport, provided that person has—

(1) Received ground and flight training for takeoff, departure, arrival, and landing procedures at the departure airport;

(2) Received ground and flight training for the area, terrain, and aids to navigation that are in the vicinity of the departure airport;

(3) Been found proficient to operate the aircraft at the departure airport and the area within 50 nautical miles from that airport; and

(4) Received from an authorised instructor a logbook endorsement, which is carried in the person's possession in the aircraft, that permits flight within 50 nautical miles from the departure airport.

(c) A person who holds a recreational pilot licence may act as pilot in command of an aircraft on a flight that exceeds 50 nautical miles from the departure airport, provided that person has—

(1) Received ground and flight training from an authorised instructor on the cross-country training requirements of subpart E of this part that apply to the aircraft rating held;

(2) Been found proficient in cross-country flying; and

(3) Received from an authorised instructor a logbook endorsement, which is carried on the person's possession in the aircraft, that certifies the person has received and been found proficient in the cross-country training requirements of subpart E of this part that apply to the aircraft rating held.

(d) A person who holds a recreational pilot licence may act as pilot in command of an aircraft in Class B, C, and D airspace, at an airport located in Class B, C, or D airspace, and to, from, through, or at an airport having an operational control tower, provided that person has—

(1) Received and logged ground and flight training from an authorised instructor on the following aeronautical knowledge areas and areas of operation, as appropriate to the aircraft rating held:

(i) The use of radios, communications, navigation system and facilities, and radar services.

(ii) Operations at airports with an operating control tower to include three takeoffs and landings to a full stop, with each landing involving a flight in the traffic pattern at an airport with an operating control tower.

(iii) Applicable flight rules of part 91 for operations in Class B, C, and D airspace and air traffic control clearances;

(2) Been found proficient in those aeronautical knowledge areas and areas of operation specified in paragraph (d) (1) of this section; and

(3) Received from an authorised instructor a logbook endorsement, which is carried on the person's possession or readily accessible in the aircraft, that certifies the person has received and been found proficient in those aeronautical knowledge areas and areas of operation specified in paragraph (d)(1) of this section.

(e) Except as provided in paragraphs (d) and (i) of this section, a recreational pilot may not act as pilot in command of an aircraft—

(1) That is certificated—

(i) For more than four occupants;

(ii) With more than one powerplant;

(iii) With a powerplant of more than 180 horsepower, except aircraft certificated in the rotorcraft category; or

(iv) With retractable landing gear;

(2) That is classified as a multiengine airplane, powered-lift, glider, airship, balloon, powered parachute, or weight-shift-control aircraft;

(3) That is carrying a passenger or property for compensation or hire;

(4) For compensation or hire;

(5) In furtherance of a business;

(6) Between sunset and sunrise;

(7) In Class A, B, C, and D airspace, at an airport located in Class B, C, or D airspace, or to, from, through, or at an airport having an operational control tower;

(8) At an altitude of more than 10,000 feet MSL or 2,000 feet AGL, whichever is higher;

(9) When the flight or surface visibility is less than 3 statute miles;

(10) Without visual reference to the surface;

(11) On a flight outside the Australia, unless authorised by the country in which the flight is conducted;

(12) To demonstrate that aircraft in flight as an aircraft salesperson to a prospective buyer;

(13) That is used in a passenger-carrying airlift and sponsored by a charitable organization; and

(14) That is towing any object.

(f) A recreational pilot may not act as a pilot flight crewmember on any aircraft for which more than one pilot is required by the type certificate of the aircraft or the regulations under which the flight is conducted, except when:

(1) Receiving flight training from a person authorised to provide flight training on board an airship; and

(2) No person other than a required flight crewmember is carried on the aircraft.

(g) A person who holds a recreational pilot licence, has logged fewer than 400 flight hours, and has not logged pilot-in-command time in an aircraft within the 180 days preceding the flight shall not act as pilot in command of an aircraft until the pilot receives flight training and a logbook endorsement

from an authorised instructor, and the instructor certifies that the person is proficient to act as pilot in command of the aircraft. This requirement can be met in combination with the requirements of §ASS 61.56 and 61.57 of this part, at the discretion of the authorised instructor.

(h) A recreational pilot licence issued under this subpart carries the notation, "Holder does not meet ICAO requirements."

(i) For the purpose of obtaining additional certificates or ratings while under the supervision of an authorised instructor, a recreational pilot may fly as the sole occupant of an aircraft:

(1) For which the pilot does not hold an appropriate category or class rating;

(2) Within airspace that requires communication with air traffic control; or

(3) Between sunset and sunrise, provided the flight or surface visibility is at least 5 statute miles.

(j) In order to fly solo as provided in paragraph (i) of this section, the recreational pilot must meet the appropriate aeronautical knowledge and flight training requirements of ASS 61.87 for that aircraft. When operating an aircraft under the conditions specified in paragraph (i) of this section, the recreational pilot shall carry the logbook that has been endorsed for each flight by an authorised instructor who:

(1) Has given the recreational pilot training in the make and model of aircraft in which the solo flight is to be made;

(2) Has found that the recreational pilot has met the applicable requirements of ASS 61.87; and

(3) Has found that the recreational pilot is competent to make solo flights in accordance with the logbook endorsement.

## Subpart E—Private Pilots

**ASS 61.102 Applicability.**

This subpart prescribes the requirements for the issuance of private pilot licences and ratings, the conditions under which those certificates and ratings are necessary, and the general operating rules for persons who hold those certificates and ratings.

**ASS 61.103 Eligibility requirements: General.**

To be eligible for a private pilot licence, a person must:

(a) Be at least 17 years of age for a rating in other than a glider or balloon.

(b) Be at least 16 years of age for a rating in a glider or balloon.

(c) Be able to read, speak, write, and understand the English language. If the applicant is unable to meet one of these requirements due to medical reasons, then CASA may place such operating limitations on that applicant's pilot licence as are necessary for the safe operation of the aircraft.

(d) Receive a logbook endorsement from an authorised instructor who:

(1) Conducted the training or reviewed the person's home study on the aeronautical knowledge areas listed in ASS 61.105(b) of this part that apply to the aircraft rating sought; and

(2) Certified that the person is prepared for the required knowledge test.

(e) Pass the required knowledge test on the aeronautical knowledge areas listed in ASS 61.105(b) of this part.

(f) Receive flight training and a logbook endorsement from an authorised instructor who:

(1) Conducted the training in the areas of operation listed in ASS 61.107(b) of this part that apply to the aircraft rating sought; and

(2) Certified that the person is prepared for the required practical test.

(g) Meet the aeronautical experience requirements of this part that apply to the aircraft rating sought before applying for the practical test.

(h) Pass a practical test on the areas of operation listed in ASS 61.107(b) of this part that apply to the aircraft rating sought.

(i) Comply with the appropriate sections of this part that apply to the aircraft category and class rating sought.

(j) Hold an Australian student pilot licence, sport pilot licence, or recreational pilot licence.

**ASS 61.105 Aeronautical knowledge.**

(a) *General.* A person who is applying for a private pilot licence must receive and log ground training from an authorised instructor or complete a home-study course on the aeronautical knowledge areas of paragraph (b) of this section that apply to the aircraft category and class rating sought.

(b) *Aeronautical knowledge areas.* (1) Applicable Federal Aviation Regulations that relate to private pilot privileges, limitations, and flight operations;

(2) Accident reporting requirements of the National Transportation Safety Board;

(3) Use of the applicable portions of the "Aeronautical Information Manual" and CASA advisory circulars;

(4) Use of aeronautical charts for VFR navigation using pilotage, dead reckoning, and navigation systems;

(5) Radio communication procedures;

(6) Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts;

(7) Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence;

(8) Effects of density altitude on takeoff and climb performance;

(9) Weight and balance computations;

(10) Principles of aerodynamics, powerplants, and aircraft systems;

(11) Stall awareness, spin entry, spins, and spin recovery techniques for the aircraft and glider category ratings;

(12) Aeronautical decision making and judgment; and

(13) Preflight action that includes—

(i) How to obtain information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, and fuel requirements; and

(ii) How to plan for alternatives if the planned flight cannot be completed or delays are encountered.

**ASS 61.107 Flight proficiency.**

(a) *General.* A person who applies for a private pilot licence must receive and log ground and flight training from an authorised instructor on the areas of operation of this section that apply to the aircraft category and class rating sought.

(b) *Areas of operation.* (1) For an aircraft category rating with a single-engine class rating:

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Airport and seaplane base operations;

(iv) Takeoffs, landings, and go-arounds;

(v) Performance manoeuvres;

(vi) Ground reference manoeuvres;

(vii) Navigation;

(viii) Slow flight and stalls;

(ix) Basic instrument manoeuvres;

(x) Emergency operations;

(xi) Night operations, except as provided in ASS 61.110 of this part; and

(xii) Post flight procedures.

(2) For an aircraft category rating with a multiengine class rating:

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Airport and seaplane base operations;

(iv) Takeoffs, landings, and go-arounds;

(v) Performance manoeuvres;

(vi) Ground reference manoeuvres;

(vii) Navigation;

(viii) Slow flight and stalls;

(ix) Basic instrument manoeuvres;

(x) Emergency operations;

(xi) Multiengine operations;

(xii) Night operations, except as provided in ASS 61.110 of this part; and

(xiii) Post flight procedures.

(3) For a rotorcraft category rating with a helicopter class rating:

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Airport and heliport operations;

(iv) Hovering manoeuvres;

(v) Takeoffs, landings, and go-arounds;

(vi) Performance manoeuvres;

(vii) Navigation;

(viii) Emergency operations;

(ix) Night operations, except as provided in ASS 61.110 of this part; and

(x) Post flight procedures.

(4) For a rotorcraft category rating with a gyroplane class rating:

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Airport operations;

(iv) Takeoffs, landings, and go-arounds;

(v) Performance manoeuvres;

(vi) Ground reference manoeuvres;

(vii) Navigation;

(viii) Flight at slow airspeeds;

(ix) Emergency operations;

(x) Night operations, except as provided in ASS 61.110 of this part; and

(xi) Post flight procedures.

(5) For a powered-lift category rating:

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Airport and heliport operations;

(iv) Hovering manoeuvres;

(v) Takeoffs, landings, and go-arounds;

(vi) Performance manoeuvres;

(vii) Ground reference manoeuvres;

(viii) Navigation;

(ix) Slow flight and stalls;

(x) Basic instrument manoeuvres;

(xi) Emergency operations;

(xii) Night operations, except as provided in ASS 61.110 of this part; and

(xiii) Post flight procedures.

(6) For a glider category rating:

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Airport and glider port operations;

(iv) Launches and landings;

(v) Performance speeds;

(vi) Soaring techniques;

(vii) Performance manoeuvres;

(viii) Navigation;

(ix) Slow flight and stalls;

(x) Emergency operations; and

(xi) Post flight procedures.

(7) For a lighter-than-air category rating with an airship class rating:

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Airport operations;

(iv) Takeoffs, landings, and go-arounds;

(v) Performance manoeuvres;

(vi) Ground reference manoeuvres;

(vii) Navigation;

(viii) Emergency operations; and

(ix) Post flight procedures.

(8) For a lighter-than-air category rating with a balloon class rating:

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Airport operations;

(iv) Launches and landings;

(v) Performance manoeuvres;

(vi) Navigation;

(vii) Emergency operations; and

(viii) Post flight procedures.

(9) For a powered parachute category rating—

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Airport and seaplane base operations, as applicable;

(v) Performance manoeuvres;

(vi) Ground reference manoeuvres;

(vii) Navigation;

(iv) Takeoffs, landings, and go-arounds;

(viii) Night operations, except as provided in ASS 61.110;

(ix) Emergency operations; and

(x) Post-flight procedures.

(10) For a weight-shift-control aircraft category rating—

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Airport and seaplane base operations, as applicable;

(iv) Takeoffs, landings, and go-arounds;

(v) Performance manoeuvres;

(vi) Ground reference manoeuvres;

(vii) Navigation;

(viii) Slow flight and stalls;

(ix) Night operations, except as provided in ASS 61.110;

(x) Emergency operations; and

(xi) Post-flight procedures.

**ASS 61.109 Aeronautical experience.**

(a) *For an aircraft single-engine rating.* Except as provided in paragraph (k) of this section, a person who applies for a private pilot licence with an aircraft category and single-engine class rating must log at least 40 hours of flight time that includes at least 20 hours of flight training from an authorised instructor and 10 hours of solo flight training in the areas of operation listed in ASS 61.107(b) (1) of this part, and the training must include at least—

(1) 3 hours of cross-country flight training in a single-engine airplane;

(2) Except as provided in ASS 61.110 of this part, 3 hours of night flight training in a single-engine aircraft that includes—

(i) One cross-country flight of over 100 nautical miles total distance; and

(ii) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

(3) 3 hours of flight training in a single-engine aircraft on the control and manoeuvring of an aircraft solely by reference to instruments, including straight and level flight, constant airspeed climbs and descents, turns to a heading, recovery from unusual flight attitudes, radio communications, and the use of navigation systems/facilities and radar services appropriate to instrument flight;

(4) 3 hours of flight training with an authorised instructor in a single-engine aircraft in preparation for the practical test, which must have been performed within the preceding 2 calendar months from the month of the test; and

(5) 10 hours of solo flight time in a single-engine airplane, consisting of at least—

(i) 5 hours of solo cross-country time;

(ii) One solo cross country flight of 150 nautical miles total distance, with full-stop landings at three points, and one segment of the flight consisting of a straight-line distance of more than 50 nautical miles between the takeoff and landing locations; and

(iii) Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

(b) *For an aircraft multiengine rating.* Except as provided in paragraph (k) of this section, a person who applies for a private pilot licence with an aircraft category and multiengine class rating must log at least 40 hours of flight time that includes at least 20 hours of flight training from an authorised instructor and 10 hours of solo flight training in the areas of operation listed in ASS 61.107(b) (2) of this part, and the training must include at least—

(1) 3 hours of cross-country flight training in a multiengine airplane;

(2) Except as provided in ASS 61.110 of this part, 3 hours of night flight training in a multiengine aircraft that includes—

(i) One cross-country flight of over 100 nautical miles total distance; and

(ii) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

(3) 3 hours of flight training in a multiengine aircraft on the control and manoeuvring of an aircraft solely by reference to instruments, including straight and level flight, constant airspeed climbs and descents, turns to a heading, recovery from unusual flight attitudes, radio communications, and the use of navigation systems/facilities and radar services appropriate to instrument flight;

(4) 3 hours of flight training with an authorised instructor in a multiengine aircraft in preparation for the practical test, which must have been performed within the preceding 2 calendar months from the month of the test; and

(5) 10 hours of solo flight time in an aircraft consisting of at least—

(i) 5 hours of solo cross-country time;

(ii) One solo cross country flight of 150 nautical miles total distance, with full-stop landings at three points, and one segment of the flight consisting of a straight-line distance of more than 50 nautical miles between the takeoff and landing locations; and

(iii) Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

(c) *For a helicopter rating.* Except as provided in paragraph (k) of this section, a person who applies for a private pilot licence with rotorcraft category and helicopter class rating must log at least 40 hours of flight time that includes at least 20 hours of flight training from an authorised instructor and 10 hours of solo flight training in the areas of operation listed in ASS 61.107(b) (3) of this part, and the training must include at least—

(1) 3 hours of cross-country flight training in a helicopter;

(2) Except as provided in ASS 61.110 of this part, 3 hours of night flight training in a helicopter that includes—

(i) One cross-country flight of over 50 nautical miles total distance; and

(ii) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

(3) 3 hours of flight training with an authorised instructor in a helicopter in preparation for the practical test, which must have been performed within the preceding 2 calendar months from the month of the test; and

(4) 10 hours of solo flight time in a helicopter, consisting of at least—

(i) 3 hours cross-country time;

(ii) One solo cross country flight of 100 nautical miles total distance, with landings at three points, and one segment of the flight being a straight-line distance of more than 25 nautical miles between the takeoff and landing locations; and

(iii) Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

(d) *For a gyroplane rating.* Except as provided in paragraph (k) of this section, a person who applies for a private pilot licence with rotorcraft category and gyroplane class rating must log at least 40 hours of flight time that includes at least 20 hours of flight training from an authorised instructor and 10 hours of solo flight training in the areas of operation listed in ASS 61.107(b) (4) of this part, and the training must include at least—

(1) 3 hours of cross-country flight training in a gyroplane;

(2) Except as provided in ASS 61.110 of this part, 3 hours of night flight training in a gyroplane that includes—

(i) One cross-country flight of over 50 nautical miles total distance; and

(ii) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

(3) 3 hours of flight training with an authorised instructor in a gyroplane in preparation for the practical test, which must have been performed within the preceding 2 calendar months from the month of the test; and

(4) 10 hours of solo flight time in a gyroplane, consisting of at least—

(i) 3 hours of cross-country time;

(ii) One solo cross country flight of 100 nautical miles total distance, with landings at three points, and one segment of the flight being a straight-line distance of more than 25 nautical miles between the takeoff and landing locations; and

(iii) Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

(e) *For a powered-lift rating.* Except as provided in paragraph (k) of this section, a person who applies for a private pilot licence with a powered-lift category rating must log at least 40 hours of flight time that includes at least 20 hours of flight training from an authorised instructor and 10 hours of solo flight training in the areas of operation listed in ASS 61.107(b) (5) of this part, and the training must include at least—

(1) 3 hours of cross-country flight training in a powered-lift;

(2) Except as provided in ASS 61.110 of this part, 3 hours of night flight training in a powered-lift that includes—

(i) One cross-country flight of over 100 nautical miles total distance; and

(ii) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

(3) 3 hours of flight training in a powered-lift on the control and manoeuvring of a powered-lift solely by reference to instruments, including straight and level flight, constant airspeed climbs and descents, turns to a heading, recovery from unusual flight attitudes, radio communications, and the use of navigation systems/facilities and radar services appropriate to instrument flight;

(4) 3 hours of flight training with an authorised instructor in a powered-lift in preparation for the practical test, which must have been performed within the preceding 2 calendar months from the month of the test; and

(5) 10 hours of solo flight time in an aircraft or powered-lift consisting of at least—

(i) 5 hours cross-country time;

(ii) One solo cross country flight of 150 nautical miles total distance, with full-stop landings at three points, and one segment of the flight consisting of a straight-line distance of more than 50 nautical miles between the takeoff and landing locations; and

(iii) Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

(f) *For a glider category rating.* (1) If the applicant for a private pilot licence with a glider category rating has not logged at least 40 hours of flight time as a pilot in a heavier-than-air aircraft, the applicant must log at least 10 hours of flight time in a glider in the areas of operation listed in ASS 61.107(b) (6) of this part, and that flight time must include at least—

(i) 20 flights in a glider in the areas of operations listed in ASS 61.107(b)(6) of this part, including at least 3 training flights with an authorised instructor in a glider in preparation for the practical test that must have been performed within the preceding 2 calendar months from the month of the test; and

(ii) 2 hours of solo flight time in a glider in the areas of operation listed in ASS 61.107(b) (6) of this part, with not less than 10 launches and landings being performed.

(2) If the applicant has logged at least 40 hours of flight time in a heavier-than-air aircraft, the applicant must log at least 3 hours of flight time in a glider in the areas of operation listed in ASS 61.107(b)(6) of this part, and that flight time must include at least—

(i) 10 solo flights in a glider in the areas of operation listed in ASS 61.107(b) (6) of this part; and

(ii) 3 training flights with an authorised instructor in a glider in preparation for the practical test that must have been performed within the preceding 2 calendar months from the month of the test.

(g) *For an airship rating.* A person who applies for a private pilot licence with a lighter-than-air category and airship class rating must log at least:

(1) 25 hours of flight training in airships on the areas of operation listed in ASS 61.107(b) (7) of this part, which consists of at least:

(i) 3 hours of cross-country flight training in an airship;

(ii) Except as provided in ASS 61.110 of this part, 3 hours of night flight training in an airship that includes:

(A) A cross-country flight of over 25 nautical miles total distance; and

(B) Five takeoffs and five landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

(2) 3 hours of flight training in an airship on the control and manoeuvring of an airship solely by reference to instruments, including straight and level flight, constant airspeed climbs and descents, turns to a heading, recovery from unusual flight attitudes, radio communications, and the use of navigation systems/facilities and radar services appropriate to instrument flight;

(3) Three hours of flight training with an authorised instructor in an airship in preparation for the practical test within the preceding 2 calendar months from the month of the test; and

(4) 5 hours performing the duties of pilot in command in an airship with an authorised instructor.

(h) *For a balloon rating.* A person who applies for a private pilot licence with a lighter-than-air category and balloon class rating must log at least 10 hours of flight training that includes at least six training flights with an authorised instructor in the areas of operation listed in ASS 61.107(b)(8) of this part, that includes—

(1) *Gas balloon.* If the training is being performed in a gas balloon, at least two flights of 2 hours each that consists of—

(i) At least one training flight with an authorised instructor in a gas balloon in preparation for the practical test within the preceding 2 calendar months from the month of the test;

(ii) At least one flight performing the duties of pilot in command in a gas balloon with an authorised instructor; and

(iii) At least one flight involving a controlled ascent to 3,000 feet above the launch site.

(2) *Balloon with an airborne heater.* If the training is being performed in a balloon with an airborne heater, at least—

(i) At least two training flights of 1 hour each with an authorised instructor in a balloon with an airborne heater in preparation for the practical test within the preceding 2 calendar months from the month of the test;

(ii) One solo flight in a balloon with an airborne heater; and

(iii) At least one flight involving a controlled ascent to 2,000 feet above the launch site.

(i) *For a powered parachute rating.* A person who applies for a private pilot licence with a powered parachute category rating must log at least 25 hours of flight time in a powered parachute that includes at least 10 hours of flight training with an authorised instructor, including 30 takeoffs and landings, and 10 hours of solo flight training in the areas of operation listed in ASS 61.107 (b) (9) and the training must include at least—

(1) One hour of cross-country flight training in a powered parachute that includes a 1-hour cross-country flight with a landing at an airport at least 25 nautical miles from the airport of departure;

(2) Except as provided in ASS 61.110, 3 hours of night flight training in a powered parachute that includes 10 takeoffs and landings (with each landing involving a flight in the traffic pattern) at an airport;

(3) Three hours of flight training with an authorised instructor in a powered parachute in preparation for the practical test, which must have been performed within the preceding 2 calendar months from the month of the test;

(4) Three hours of solo flight time in a powered parachute, consisting of at least—

(i) One solo cross-country flight with a landing at an airport at least 25 nautical miles from the departure airport; and

(ii) Twenty solo takeoffs and landings to a full stop (with each landing involving a flight in a traffic pattern) at an airport; and

(5) Three takeoffs and landings (with each landing involving a flight in the traffic pattern) in an aircraft at an airport with an operating control tower.

(j) *For a weight-shift-control aircraft rating.* A person who applies for a private pilot licence with a weight-shift-control rating must log at least 40 hours of flight time that includes at least 20 hours of flight training with an authorised instructor and 10 hours of solo flight training in the areas of operation listed in ASS 61.107(b)(10) and the training must include at least—

(1) Three hours of cross-country flight training in a weight-shift-control aircraft;

(2) Except as provided in ASS 61.110, 3 hours of night flight training in a weight-shift-control aircraft that includes—

(i) One cross-country flight of over 75 nautical miles total distance that includes a point of landing that is a straight-line distance of more than 50 nautical miles from the original point of departure; and

(ii) Ten takeoffs and landings (with each landing involving a flight in the traffic pattern) at an airport;

(3) Three hours of flight training with an authorised instructor in a weight-shift-control aircraft in preparation for the practical test, which must have been performed within the preceding 2 calendar months from the month of the test;

(4) Ten hours of solo flight time in a weight-shift-control aircraft, consisting of at least—

(i) Five hours of solo cross-country time; and

(ii) One solo cross-country flight over 100 nautical miles total distance, with landings at a minimum of three points, and one segment of the flight being a straight line distance of at least 50 nautical miles between takeoff and landing locations; and

(5) Three takeoffs and landings (with each landing involving a flight in the traffic pattern) in an aircraft at an airport with an operating control tower.

(k) *Permitted credit for use of a flight simulator or flight training device.* (1) Except as provided in paragraphs (k)(2) of this section, a maximum of 2.5 hours of training in a flight simulator or flight training device representing the category, class, and type, if applicable, of aircraft appropriate to the rating sought, may be credited toward the flight training time required by this section, if received from an authorised instructor.

(2) A maximum of 5 hours of training in a flight simulator or flight training device representing the category, class, and type, if applicable, of aircraft appropriate to the rating sought, may be credited toward the flight training time required by this section if the training is accomplished in a course conducted by a training centre certificated under part 142 .

(3) Except when fewer hours are approved by CASA, an applicant for a private pilot licence with an airplane, rotorcraft, or powered-lift rating, who has satisfactorily completed an approved private pilot course conducted by a training centre certificated under part 142, need only have a total of 35 hours of aeronautical experience to meet the requirements of this section.

**ASS 61.110 Night flying exceptions.**

(a) Subject to the limitations of paragraph (b) of this section, a person is not required to comply with the night flight training requirements of this subpart if the person receives flight training in and resides in the State of Alaska.

(b) A person who receives flight training in and resides in the State of Alaska but does not meet the night flight training requirements of this section:

(1) May be issued a pilot licence with a limitation "Night flying prohibited"; and

(2) Must comply with the appropriate night flight training requirements of this subpart within the 12-calendar-month period after the issuance of the pilot licence. At the end of that period, the certificate will become invalid for use until the person complies with the appropriate night training requirements of this subpart. The person may have the "Night flying prohibited" limitation removed if the person—

(i) Accomplishes the appropriate night flight training requirements of this subpart; and

(ii) Presents to an examiner a logbook or training record endorsement from an authorised instructor that verifies accomplishment of the appropriate night flight training requirements of this subpart.

(c) A person who does not meet the night flying requirements in ASS 61.109(d) (2), (i) (2), or (j) (2) may be issued a private pilot licence with the limitation "Night flying prohibited." This limitation may be removed by an examiner if the holder complies with the requirements of ASS 61.109(d) (2), (i) (2), or (j) (2), as appropriate.

**ASS 61.111 Cross-country flights: Pilots based on small islands.**

(a) Except as provided in paragraph (b) of this section, an applicant located on an island from which the cross-country flight training required in ASS 61.109 of this part cannot be accomplished without flying over water for more than 10 nautical miles from the nearest shoreline need not comply with the requirements of that section.

(b) If other airports that permit civil operations are available to which a flight may be made without flying over water for more than 10 nautical miles from the nearest shoreline, the applicant must show completion of two round-trip solo flights between those two airports that are farthest apart, including a landing at each airport on both flights.

(c) An applicant who complies with paragraph (a) or paragraph (b) of this section, and meets all requirements for the issuance of a private pilot licence, except the cross-country training requirements of ASS 61.109 of this part, will be issued a pilot licence with an endorsement containing the following limitation, "Passenger carrying prohibited on flights more than 10 nautical

miles from (the appropriate island)." The limitation may be subsequently amended to include another island if the applicant complies with the requirements of paragraph (b) of this section for another island.

(d) Upon meeting the cross-country training requirements of ASS 61.109 of this part, the applicant may have the limitation in paragraph (c) of this section removed.

**ASS 61.113 Private pilot privileges and limitations: Pilot in command.**

(a) Except as provided in paragraphs (b) through (h) of this section, no person who holds a private pilot licence may act as pilot in command of an aircraft that is carrying passengers or property for compensation or hire; nor may that person, for compensation or hire, act as pilot in command of an aircraft.

(b) A private pilot may, for compensation or hire, act as pilot in command of an aircraft in connection with any business or employment if:

(1) The flight is only incidental to that business or employment; and

(2) The aircraft does not carry passengers or property for compensation or hire.

(c) A private pilot may not pay less than the pro rata share of the operating expenses of a flight with passengers, provided the expenses involve only fuel, oil, airport expenditures, or rental fees.

(d) A private pilot may act as pilot in command of a charitable, non-profit, or community event flight described in § 91.146, if the sponsor and pilot comply with the requirements of § 91.146.

(e) A private pilot may be reimbursed for aircraft operating expenses that are directly related to search and location operations, provided the expenses involve only fuel, oil, airport expenditures, or rental fees, and the operation is sanctioned and under the direction and control of:

(1) A local, State, or Federal agency; or

(2) An organization that conducts search and location operations.

(f) A private pilot who is an aircraft salesman and who has at least 200 hours of logged flight time may demonstrate an aircraft in flight to a prospective buyer.

(g) A private pilot who meets the requirements of ASS 61.69 may act as a pilot in command of an aircraft towing a glider or unpowered ultralight vehicle.

(h) A private pilot may act as pilot in command for the purpose of conducting a production flight test in a light-sport aircraft intended for certification in the light-sport category under § 21.190 , provided that—

(1) The aircraft is a powered parachute or a weight-shift-control aircraft;

(2) The person has at least 100 hours of pilot-in-command time in the category and class of aircraft flown; and

(3) The person is familiar with the processes and procedures applicable to the conduct of production flight testing, to include operations conducted under a special flight permit and any associated operating limitations.

**ASS 61.115 Balloon rating: Limitations.**

(a) If a person who applies for a private pilot licence with a balloon rating takes a practical test in a balloon with an airborne heater:

(1) The pilot licence will contain a limitation restricting the exercise of the privileges of that certificate to a balloon with an airborne heater; and

(2) The limitation may be removed when the person obtains the required aeronautical experience in a gas balloon and receives a logbook endorsement from an authorised instructor who attests to the person's accomplishment of the required aeronautical experience and ability to satisfactorily operate a gas balloon.

(b) If a person who applies for a private pilot licence with a balloon rating takes a practical test in a gas balloon:

(1) The pilot licence will contain a limitation restricting the exercise of the privilege of that certificate to a gas balloon; and

(2) The limitation may be removed when the person obtains the required aeronautical experience in a balloon with an airborne heater and receives a logbook endorsement from an authorised instructor who attests to the person's accomplishment of the required aeronautical experience and ability to satisfactorily operate a balloon with an airborne heater.

**ASS 61.117 Private pilot privileges and limitations: Second in command of aircraft requiring more than one pilot.**

Except as provided in ASS 61.113 of this part, no private pilot may, for compensation or hire, act as second in command of an aircraft that is type certificated for more than one pilot, nor may that pilot act as second in command of such an aircraft that is carrying passengers or property for compensation or hire.

**ASS 61.118-61.120 [Reserved]**

## Subpart F—Commercial Pilots

**ASS 61.121 Applicability.**

This subpart prescribes the requirements for the issuance of commercial pilot licences and ratings, the conditions under which those certificates and ratings are necessary, and the general operating rules for persons who hold those certificates and ratings.

**ASS 61.123 Eligibility requirements: General.**

To be eligible for a commercial pilot licence, a person must:

(a) Be at least 18 years of age;

(b) Be able to read, speak, write, and understand the English language. If the applicant is unable to meet one of these requirements due to medical reasons, then CASA may place such operating limitations on that applicant's pilot licence as are necessary for the safe operation of the aircraft.

(c) Receive a logbook endorsement from an authorised instructor who:

(1) Conducted the required ground training or reviewed the person's home study on the aeronautical knowledge areas listed in ASS 61.125 of this part that apply to the aircraft category and class rating sought; and

(2) Certified that the person is prepared for the required knowledge test that applies to the aircraft category and class rating sought.

(d) Pass the required knowledge test on the aeronautical knowledge areas listed in ASS 61.125 of this part;

(e) Receive the required training and a logbook endorsement from an authorised instructor who:

(1) Conducted the training on the areas of operation listed in ASS 61.127(b) of this part that apply to the aircraft category and class rating sought; and

(2) Certified that the person is prepared for the required practical test.

(f) Meet the aeronautical experience requirements of this subpart that apply to the aircraft category and class rating sought before applying for the practical test;

(g) Pass the required practical test on the areas of operation listed in ASS 61.127(b) of this part that apply to the aircraft category and class rating sought;

(h) Hold at least a private pilot licence issued under this part or meet the requirements of ASS 61.73; and

(i) Comply with the sections of this part that apply to the aircraft category and class rating sought.

**ASS 61.125 Aeronautical knowledge.**

(a) *General.* A person who applies for a commercial pilot licence must receive and log ground training from an authorised instructor, or complete a home-study course, on the aeronautical knowledge areas of paragraph (b) of this section that apply to the aircraft category and class rating sought.

(b) *Aeronautical knowledge areas.* (1) Applicable Aviation Safety Standards and Regulations that relate to commercial pilot privileges, limitations, and flight operations;

(2) Accident reporting requirements of the National Transportation Safety Board;

(3) Basic aerodynamics and the principles of flight;

(4) Meteorology to include recognition of critical weather situations, windshear recognition and avoidance, and the use of aeronautical weather reports and forecasts;

(5) Safe and efficient operation of aircraft;

(6) Weight and balance computations;

(7) Use of performance charts;

(8) Significance and effects of exceeding aircraft performance limitations;

(9) Use of aeronautical charts and a magnetic compass for pilotage and dead reckoning;

(10) Use of air navigation facilities;

(11) Aeronautical decision making and judgment;

(12) Principles and functions of aircraft systems;

(13) Manoeuvres, procedures, and emergency operations appropriate to the aircraft;

(14) Night and high-altitude operations;

(15) Procedures for operating within the National Airspace System; and

(16) Procedures for flight and ground training for lighter-than-air ratings.

**ASS 61.127 Flight proficiency.**

(a) *General.* A person who applies for a commercial pilot licence must receive and log ground and flight training from an authorised instructor on the areas of operation of this section that apply to the aircraft category and class rating sought.

(b) *Areas of operation.* (1) For an aircraft category rating with a single-engine class rating:

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Airport and seaplane base operations;

(iv) Takeoffs, landings, and go-arounds;

(v) Performance manoeuvres;

(vi) Ground reference manoeuvres;

(vii) Navigation;

(viii) Slow flight and stalls;

(ix) Emergency operations;

(x) High-altitude operations; and

(xi) Post flight procedures.

(2) For an aircraft category rating with a multiengine class rating:

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Airport and seaplane base operations;

(iv) Takeoffs, landings, and go-arounds;

(v) Performance manoeuvres;

(vi) Navigation;

(vii) Slow flight and stalls;

(viii) Emergency operations;

(ix) Multiengine operations;

(x) High-altitude operations; and

(xi) Post flight procedures.

(3) For a rotorcraft category rating with a helicopter class rating:

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Airport and heliport operations;

(iv) Hovering manoeuvres;

(v) Takeoffs, landings, and go-arounds;

(vi) Performance manoeuvres;

(vii) Navigation;

(viii) Emergency operations;

(ix) Special operations; and

(x) Post flight procedures.

(4) For a rotorcraft category rating with a gyroplane class rating:

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Airport operations;

(iv) Takeoffs, landings, and go-arounds;

(v) Performance manoeuvres;

(vi) Ground reference manoeuvres;

(vii) Navigation;

(viii) Flight at slow airspeeds;

(ix) Emergency operations; and

(x) Post flight procedures.

(5) For a powered-lift category rating:

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Airport and heliport operations;

(iv) Hovering manoeuvres;

(v) Takeoffs, landings, and go-arounds;

(vi) Performance manoeuvres;

(vii) Navigation;

(viii) Slow flight and stalls;

(ix) Emergency operations;

(x) High-altitude operations;

(xi) Special operations; and

(xii) Post flight procedures.

(6) For a glider category rating:

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Airport and gliderport operations;

(iv) Launches and landings;

(v) Performance speeds;

(vi) Soaring techniques;

(vii) Performance manoeuvres;

(viii) Navigation;

(ix) Slow flight and stalls;

(x) Emergency operations; and

(xi) Post flight procedures.

(7) For a lighter-than-air category rating with an airship class rating:

(i) Fundamentals of instructing;

(ii) Technical subjects;

(iii) Preflight preparation;

(iv) Preflight lesson on a manoeuvre to be performed in flight;

(v) Preflight procedures;

(vi) Airport operations;

(vii) Takeoffs, landings, and go-arounds;

(viii) Performance manoeuvres;

(ix) Navigation;

(x) Emergency operations; and

(xi) Post flight procedures.

(8) For a lighter-than-air category rating with a balloon class rating:

(i) Fundamentals of instructing;

(ii) Technical subjects;

(iii) Preflight preparation;

(iv) Preflight lesson on a manoeuvre to be performed in flight;

(v) Preflight procedures;

(vi) Airport operations;

(vii) Launches and landings;

(viii) Performance manoeuvres;

(ix) Navigation;

(x) Emergency operations; and

(xi) Post flight procedures.

**ASS 61.129 Aeronautical experience.**

(a) *For an aircraft single-engine rating.* Except as provided in paragraph (i) of this section, a person who applies for a commercial pilot licence with an aircraft category and single-engine class rating must log at least 250 hours of flight time as a pilot that consists of at least:

(1) 100 hours in powered aircraft, of which 50 hours must be in airplanes.

(2) 100 hours of pilot-in-command flight time, which includes at least—

(i) 50 hours in airplanes; and

(ii) 50 hours in cross-country flight of which at least 10 hours must be in airplanes.

(3) 20 hours of training on the areas of operation listed in ASS 61.127(b) (1) of this part that includes at least—

(i) Ten hours of instrument training using a view-limiting device including attitude instrument flying, partial panel skills, recovery from unusual flight attitudes, and intercepting and tracking navigational systems. Five hours of the 10 hours required on instrument training must be in a single engine airplane;

(ii) 10 hours of training in an aircraft that has a retractable landing gear, flaps, and a controllable pitch propeller, or is turbine-powered, or for an applicant seeking a single-engine seaplane rating, 10 hours of training in a seaplane that has flaps and a controllable pitch propeller;

(iii) One 2-hour cross country flight in a single engine aircraft in daytime conditions that consists of a total straight-line distance of more than 100 nautical miles from the original point of departure;

(iv) One 2-hour cross country flight in a single engine aircraft in night-time conditions that consists of a total straight-line distance of more than 100 nautical miles from the original point of departure; and

(v) Three hours in a single-engine aircraft with an authorised instructor in preparation for the practical test within the preceding 2 calendar months from the month of the test.

(4) Ten hours of solo flight time in a single engine aircraft or 10 hours of flight time performing the duties of pilot in command in a single engine aircraft with an authorised instructor on board (either of which may be credited towards the flight time requirement under paragraph (a) (2) of this section), on the areas of operation listed under ASS 61.127(b) (1) that include—

(i) One cross-country flight of not less than 300 nautical miles total distance, with landings at a minimum of three points, one of which is a straight-line distance of at least 250 nautical miles from the original departure point. However, if this requirement is being met in Hawaii, the longest segment need only have a straight-line distance of at least 150 nautical miles; and

(ii) 5 hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

(b) *For an aircraft multiengine rating.* Except as provided in paragraph (i) of this section, a person who applies for a commercial pilot licence with an aircraft category and multiengine class rating must log at least 250 hours of flight time as a pilot that consists of at least:

(1) 100 hours in powered aircraft, of which 50 hours must be in airplanes.

(2) 100 hours of pilot-in-command flight time, which includes at least—

(i) 50 hours in airplanes; and

(ii) 50 hours in cross-country flight of which at least 10 hours must be in airplanes.

(3) 20 hours of training on the areas of operation listed in ASS 61.127(b) (2) of this part that includes at least—

(i) Ten hours of instrument training using a view-limiting device including attitude instrument flying, partial panel skills, recovery from unusual flight attitudes, and intercepting and tracking navigational systems. Five hours of the 10 hours required on instrument training must be in a multiengine airplane;

(ii) 10 hours of training in a multiengine aircraft that has a retractable landing gear, flaps, and controllable pitch propellers, or is turbine-powered, or for an applicant seeking a multiengine seaplane rating, 10 hours of training in a multiengine seaplane that has flaps and a controllable pitch propeller;

(iii) One 2-hour cross country flight in a multiengine aircraft in daytime conditions that consists of a total straight-line distance of more than 100 nautical miles from the original point of departure;

(iv) One 2-hour cross country flight in a multiengine aircraft in night-time conditions that consists of a total straight-line distance of more than 100 nautical miles from the original point of departure; and

(v) Three hours in a multiengine aircraft with an authorised instructor in preparation for the practical test within the preceding 2 calendar months from the month of the test.

(4) 10 hours of solo flight time in a multiengine aircraft or 10 hours of flight time performing the duties of pilot in command in a multiengine aircraft with an authorised instructor (either of which may be credited towards the flight time requirement in paragraph (b) (2) of this section), on the areas of operation listed in ASS 61.127(b) (2) of this part that includes at least—

(i) One cross-country flight of not less than 300 nautical miles total distance with landings at a minimum of three points, one of which is a straight-line distance of at least 250 nautical miles from the original departure point. However, if this requirement is being met in Hawaii, the longest segment need only have a straight-line distance of at least 150 nautical miles; and

(ii) 5 hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight with a traffic pattern) at an airport with an operating control tower.

(c) *For a helicopter rating.* Except as provided in paragraph (i) of this section, a person who applies for a commercial pilot licence with a rotorcraft category and helicopter class rating must log at least 150 hours of flight time as a pilot that consists of at least:

(1) 100 hours in powered aircraft, of which 50 hours must be in helicopters.

(2) 100 hours of pilot-in-command flight time, which includes at least—

(i) 35 hours in helicopters; and

(ii) 10 hours in cross-country flight in helicopters.

(3) 20 hours of training on the areas of operation listed in ASS 61.127(b) (3) of this part that includes at least—

(i) Five hours on the control and manoeuvring of a helicopter solely by reference to instruments using a view-limiting device including attitude instrument flying, partial panel skills, recovery from unusual flight attitudes, and intercepting and tracking navigational systems. This aeronautical experience may be performed in an aircraft, flight simulator, flight training device, or an aviation training device;

(ii) One 2-hour cross country flight in a helicopter in daytime conditions that consists of a total straight-line distance of more than 50 nautical miles from the original point of departure;

(iii) One 2-hour cross country flight in a helicopter in night-time conditions that consists of a total straight-line distance of more than 50 nautical miles from the original point of departure; and

(iv) Three hours in a helicopter with an authorised instructor in preparation for the practical test within the preceding 2 calendar months from the month of the test.

(4) Ten hours of solo flight time in a helicopter or 10 hours of flight time performing the duties of pilot in command in a helicopter with an authorised instructor on board (either of which may be credited towards the flight time requirement under paragraph (c) (2) of this section), on the areas of operation listed under ASS 61.127(b) (3) that includes—

(i) One cross-country flight with landings at a minimum of three points, with one segment consisting of a straight-line distance of at least 50 nautical miles from the original point of departure; and

(ii) 5 hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern).

(d) *For a gyroplane rating.* A person who applies for a commercial pilot licence with a rotorcraft category and gyroplane class rating must log at least 150 hours of flight time as a pilot (of which 5 hours

may have been accomplished in a flight simulator or flight training device that is representative of a gyroplane) that consists of at least:

(1) 100 hours in powered aircraft, of which 25 hours must be in gyroplanes.

(2) 100 hours of pilot-in-command flight time, which includes at least—

(i) 10 hours in gyroplanes; and

(ii) 3 hours in cross-country flight in gyroplanes.

(3) 20 hours of training on the areas of operation listed in ASS 61.127(b) (4) of this part that includes at least—

(i) 2.5 hours on the control and manoeuvring of a gyroplane solely by reference to instruments using a view-limiting device including attitude instrument flying, partial panel skills, recovery from unusual flight attitudes, and intercepting and tracking navigational systems. This aeronautical experience may be performed in an aircraft, flight simulator, flight training device, or an aviation training device;

(ii) One 2-hour cross country flight in a gyroplane in daytime conditions that consists of a total straight-line distance of more than 50 nautical miles from the original point of departure;

(iii) Two hours of flight training during night-time conditions in a gyroplane at an airport, that includes 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern); and

(iv) Three hours in a gyroplane with an authorised instructor in preparation for the practical test within the preceding 2 calendar months from the month of the test.

(4) Ten hours of solo flight time in a gyroplane or 10 hours of flight time performing the duties of pilot in command in a gyroplane with an authorised instructor on board (either of which may be credited towards the flight time requirement under paragraph (d) (2) of this section), on the areas of operation listed in ASS 61.127(b) (4) that includes—

(i) One cross-country flight with landings at a minimum of three points, with one segment consisting of a straight-line distance of at least 50 nautical miles from the original point of departure; and

(ii) 5 hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern).

(e) *For a powered-lift rating.* Except as provided in paragraph (i) of this section, a person who applies for a commercial pilot licence with a powered-lift category rating must log at least 250 hours of flight time as a pilot that consists of at least:

(1) 100 hours in powered aircraft, of which 50 hours must be in a powered-lift.

(2) 100 hours of pilot-in-command flight time, which includes at least—

(i) 50 hours in a powered-lift; and

(ii) 50 hours in cross-country flight of which 10 hours must be in a powered-lift.

(3) 20 hours of training on the areas of operation listed in ASS 61.127(b) (5) of this part that includes at least—

(i) Ten hours of instrument training using a view-limiting device including attitude instrument flying, partial panel skills, recovery from unusual flight attitudes, and intercepting and tracking navigational systems. Five hours of the 10 hours required on instrument training must be in a powered-lift;

(ii) One 2-hour cross country flight in a powered-lift in daytime conditions that consists of a total straight-line distance of more than 100 nautical miles from the original point of departure;

(iii) One 2-hour cross country flight in a powered-lift in night-time conditions that consists of a total straight-line distance of more than 100 nautical miles from the original point of departure; and

(iv) 3 hours in a powered-lift with an authorised instructor in preparation for the practical test within the preceding 2 calendar months from the month of the test.

(4) Ten hours of solo flight time in a powered-lift or 10 hours of flight time performing the duties of pilot in command in a powered-lift with an authorised instructor on board (either of which may be

credited towards the flight time requirement under paragraph (e) (2) of this section, on the areas of operation listed in ASS 61.127(b) (5) that includes—

(i) One cross-country flight of not less than 300 nautical miles total distance with landings at a minimum of three points, one of which is a straight-line distance of at least 250 nautical miles from the original departure point. However, if this requirement is being met in Hawaii the longest segment need only have a straight-line distance of at least 150 nautical miles; and

(ii) 5 hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

(f) *For a glider rating.* A person who applies for a commercial pilot licence with a glider category rating must log at least—

(1) 25 hours of flight time as a pilot in a glider and that flight time must include at least 100 flights in a glider as pilot in command, including at least—

(i) Three hours of flight training in a glider with an authorised instructor or 10 training flights in a glider with an authorised instructor on the areas of operation listed in ASS 61.127(b) (6) of this part, including at least 3 training flights in a glider with an authorised instructor in preparation for the practical test within the preceding 2 calendar months from the month of the test; and

(ii) 2 hours of solo flight that include not less than 10 solo flights in a glider on the areas of operation listed in ASS 61.127(b)(6) of this part; or

(2) 200 hours of flight time as a pilot in heavier-than-air aircraft and at least 20 flights in a glider as pilot in command, including at least—

(i) Three hours of flight training in a glider or 10 training flights in a glider with an authorised instructor on the areas of operation listed in ASS 61.127(b) (6) of this part including at least 3 training flights in a glider with an authorised instructor in preparation for the practical test within the preceding 2 calendar months from the month of the test; and

(ii) 5 solo flights in a glider on the areas of operation listed in ASS 61.127(b) (6) of this part.

(g) *For an airship rating.* A person who applies for a commercial pilot licence with a lighter-than-air category and airship class rating must log at least 200 hours of flight time as a pilot, which includes at least the following hours:

(1) 50 hours in airships.

(2) Thirty hours of pilot in command flight time in airships or performing the duties of pilot in command in an airship with an authorised instructor aboard, which consists of—

(i) 10 hours of cross-country flight time in airships; and

(ii) 10 hours of night flight time in airships.

(3) Forty hours of instrument time to include—

(i) Instrument training using a view-limiting device for attitude instrument flying, partial panel skills, recovery from unusual flight attitudes, and intercepting and tracking navigational systems; and

(ii) Twenty hours of instrument flight time, of which 10 hours must be in flight in airships.

(4) 20 hours of flight training in airships on the areas of operation listed in ASS 61.127(b) (7) of this part, which includes at least—

(i) Three hours in an airship with an authorised instructor in preparation for the practical test within the preceding 2 calendar months from the month of the test;

(ii) One hour cross country flight in an airship in daytime conditions that consists of a total straight-line distance of more than 25 nautical miles from the point of departure; and

(iii) One hour cross country flight in an airship in night-time conditions that consists of a total straight-line distance of more than 25 nautical miles from the point of departure.

(5) 10 hours of flight training performing the duties of pilot in command with an authorised instructor on the areas of operation listed in ASS 61.127(b) (7) of this part, which includes at least—

(i) One cross-country flight with landings at a minimum of three points, with one segment consisting of a straight-line distance of at least 25 nautical miles from the original point of departure; and

(ii) 5 hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern).

(h) *For a balloon rating.* A person who applies for a commercial pilot licence with a lighter-than-air category and a balloon class rating must log at least 35 hours of flight time as a pilot, which includes at least the following requirements:

(1) 20 hours in balloons;

(2) 10 flights in balloons;

(3) Two flights in balloons as the pilot in command; and

(4) 10 hours of flight training that includes at least 10 training flights with an authorised instructor in balloons on the areas of operation listed in ASS 61.127(b)(8) of this part, which consists of at least—

(i) For a gas balloon—

(A) Two training flights of 2 hours each in a gas balloon with an authorised instructor in preparation for the practical test within the preceding 2 calendar months from the month of the test;

(B) 2 flights performing the duties of pilot in command in a gas balloon with an authorised instructor on the appropriate areas of operation; and

(C) One flight involving a controlled ascent to 5,000 feet above the launch site.

(ii) For a balloon with an airborne heater—

(A) Two training flights of 1 hour each in a balloon with an airborne heater with an authorised instructor in preparation for the practical test within the preceding 2 calendar months from the month of the test;

(B) Two solo flights in a balloon with an airborne heater on the appropriate areas of operation; and

(C) One flight involving a controlled ascent to 3,000 feet above the launch site.

(i) *Permitted credit for use of a flight simulator or flight training device.* (1) Except as provided in paragraph (i) (2) of this section, an applicant who has not accomplished the training required by this section in a course conducted by a training centre certificated under part 142 may:

(i) Credit a maximum of 50 hours toward the total aeronautical experience requirements for an aircraft or powered-lift rating, provided the aeronautical experience was obtained from an authorised instructor in a flight simulator or flight training device that represents that class of aircraft or powered-lift category and type, if applicable, appropriate to the rating sought; and

(ii) Credit a maximum of 25 hours toward the total aeronautical experience requirements of this section for a helicopter rating, provided the aeronautical experience was obtained from an authorised instructor in a flight simulator or flight training device that represents a helicopter and type, if applicable, appropriate to the rating sought.

(2) An applicant who has accomplished the training required by this section in a course conducted by a training centre certificated under part 142 may:

(i) Credit a maximum of 100 hours toward the total aeronautical experience requirements of this section for an aircraft and powered-lift rating, provided the aeronautical experience was obtained from an authorised instructor in a flight simulator or flight training device that represents that class of aircraft or powered-lift category and type, if applicable, appropriate to the rating sought; and

(ii) Credit a maximum of 50 hours toward the total aeronautical experience requirements of this section for a helicopter rating, provided the aeronautical experience was obtained from an authorised instructor in a flight simulator or flight training device that represents a helicopter and type, if applicable, appropriate to the rating sought.

(3) Except when fewer hours are approved by CASA, an applicant for the commercial pilot licence with the aircraft or powered-lift rating who has completed 190 hours of aeronautical experience is

considered to have met the total aeronautical experience requirements of this section, provided the applicant satisfactorily completed an approved commercial pilot course under part 142 and the approved course was appropriate to the commercial pilot licence and aircraft rating sought.

**ASS 61.131 Exceptions to the night flying requirements.**

(a) Subject to the limitations of paragraph (b) of this section, a person is not required to comply with the night flight training requirements of this subpart if the person receives flight training in and resides in the State of Alaska.

(b) A person who receives flight training in and resides in the State of Alaska but does not meet the night flight training requirements of this section:

(1) May be issued a pilot licence with the limitation "night flying prohibited."

(2) Must comply with the appropriate night flight training requirements of this subpart within the 12-calendar-month period after the issuance of the pilot licence. At the end of that period, the certificate will become invalid for use until the person complies with the appropriate night flight training requirements of this subpart. The person may have the "night flying prohibited" limitation removed if the person—

(i) Accomplishes the appropriate night flight training requirements of this subpart; and

(ii) Presents to an examiner a logbook or training record endorsement from an authorised instructor that verifies accomplishment of the appropriate night flight training requirements of this subpart.

**ASS 61.133 Commercial pilot privileges and limitations.**

(a) *Privileges* — (1) *General.* A person who holds a commercial pilot licence may act as pilot in command of an aircraft—

(i) Carrying persons or property for compensation or hire, provided the person is qualified in accordance with this part and with the applicable parts that apply to the operation; and

(ii) For compensation or hire, provided the person is qualified in accordance with this part and with the applicable parts that apply to the operation.

(2) *Commercial pilots with lighter-than-air category ratings.* A person with a commercial pilot licence with a lighter-than-air category rating may—

(i) *For an airship* — (A) Give flight and ground training in an airship for the issuance of a certificate or rating;

(B) Give an endorsement for a pilot licence with an airship rating;

(C) Endorse a student pilot licence or logbook for solo operating privileges in an airship;

(D) Act as pilot in command of an airship under IFR or in weather conditions less than the minimum prescribed for VFR flight; and

(E) Give flight and ground training and endorsements that are required for a flight review, an operating privilege or recency-of-experience requirements of this part.

(ii) *For a balloon* — (A) Give flight and ground training in a balloon for the issuance of a certificate or rating;

(B) Give an endorsement for a pilot licence with a balloon rating;

(C) Endorse a student pilot licence or logbook for solo operating privileges in a balloon; and

(D) Give ground and flight training and endorsements that are required for a flight review, an operating privilege, or recency-of-experience requirements of this part.

(b) *Limitations.* (1) A person who applies for a commercial pilot licence with an aircraft category or powered-lift category rating and does not hold an instrument rating in the same category and class will be issued a commercial pilot licence that contains the limitation, "The carriage of passengers for hire in (airplanes) (powered-lifts) on cross-country flights in excess of 50 nautical miles or at night is prohibited." The limitation may be removed when the person satisfactorily accomplishes the requirements listed in ASS 61.65 of this part for an instrument rating in the same category and class of aircraft listed on the person's commercial pilot licence.

(2) If a person who applies for a commercial pilot licence with a balloon rating takes a practical test in a balloon with an airborne heater—

(i) The pilot licence will contain a limitation restricting the exercise of the privileges of that certificate to a balloon with an airborne heater.

(ii) The limitation specified in paragraph (b)(2)(i) of this section may be removed when the person obtains the required aeronautical experience in a gas balloon and receives a logbook endorsement from an authorised instructor who attests to the person's accomplishment of the required aeronautical experience and ability to satisfactorily operate a gas balloon.

(3) If a person who applies for a commercial pilot licence with a balloon rating takes a practical test in a gas balloon—

(i) The pilot licence will contain a limitation restricting the exercise of the privileges of that certificate to a gas balloon.

(ii) The limitation specified in paragraph (b) (3) (i) of this section may be removed when the person obtains the required aeronautical experience in a balloon with an airborne heater and receives a logbook endorsement from an authorised instructor who attests to the person's accomplishment of the required aeronautical experience and ability to satisfactorily operate a balloon with an airborne heater.

**§ASS 61.135-61.141 [Reserved]**

## Subpart G—Airline Transport Pilots

**ASS 61.151 Applicability.**

This subpart prescribes the requirements for the issuance of airline transport pilot licences and ratings, the conditions under which those certificates and ratings are necessary, and the general operating rules for persons who hold those certificates and ratings.

**ASS 61.153 Eligibility requirements: General.**

To be eligible for an airline transport pilot licence, a person must:

(a) Meet the following age requirements:

(1) For an airline transport pilot licence obtained under the aeronautical experience requirements of §ASS 61.159, 61.161, or 61.163, be at least 23 years of age; or

(2) For an airline transport pilot licence obtained under the aeronautical experience requirements of ASS 61.160, be at least 21 years of age.

(b) Be able to read, speak, write, and understand the English language. If the applicant is unable to meet one of these requirements due to medical reasons, then CASA may place such operating limitations on that applicant's pilot licence as are necessary for the safe operation of the aircraft;

(c) Be of good moral character;

(d) Meet at least one of the following requirements:

(1) Holds a commercial pilot licence with an instrument rating issued under this part;

(2) Meet the military experience requirements under ASS 61.73 of this part to qualify for a commercial pilot licence, and an instrument rating if the person is a rated military pilot or former rated military pilot of an Armed Force of the Australia; or

(3) Holds either a foreign airline transport pilot license with instrument privileges, or a foreign commercial pilot license with an instrument rating, that—

(i) Was issued by a contracting State to the Convention on International Civil Aviation; and

(ii) Contains no geographical limitations.

(e) After July 31, 2014, for an airline transport pilot licence with an aircraft category multiengine class rating or an airline transport pilot licence obtained concurrently with an aircraft type rating, receive a graduation certificate from an authorised training provider certifying completion of the airline transport pilot certification training program specified in ASS 61.156 before applying for the knowledge test required by paragraph (g) of this section;

(f) Meet the aeronautical experience requirements of this subpart that apply to the aircraft category and class rating sought before applying for the practical test;

(g) Pass a knowledge test on the aeronautical knowledge areas of ASS 61.155(c) of this part that apply to the aircraft category and class rating sought;

(h) Pass the practical test on the areas of operation listed in ASS 61.157(e) of this part that apply to the aircraft category and class rating sought; and

(i) Comply with the sections of this subpart that apply to the aircraft category and class rating sought.

**ASS 61.155 Aeronautical knowledge.**

(a) *General.* The knowledge test for an airline transport pilot licence is based on the aeronautical knowledge areas listed in paragraph (c) of this section that are appropriate to the aircraft category and class rating sought.

(b) *Aircraft type rating.* A person who is applying for an additional aircraft type rating to be added to an airline transport pilot licence is not required to pass a knowledge test if that person's airline transport pilot licence lists the aircraft category and class rating that is appropriate to the type rating sought.

(c) *Aeronautical knowledge areas.* (1) Applicable Aviation Safety Standards and Regulations that relate to airline transport pilot privileges, limitations, and flight operations;

(2) Meteorology, including knowledge of and effects of fronts, frontal characteristics, cloud formations, icing, and upper-air data;

(3) General system of weather and NOTAM collection, dissemination, interpretation, and use;

(4) Interpretation and use of weather charts, maps, forecasts, sequence reports, abbreviations, and symbols;

(5) National Weather Service functions as they pertain to operations in the National Airspace System;

(6) Windshear and microburst awareness, identification, and avoidance;

(7) Principles of air navigation under instrument meteorological conditions in the National Airspace System;

(8) Air traffic control procedures and pilot responsibilities as they relate to en route operations, terminal area and radar operations, and instrument departure and approach procedures;

(9) Aircraft loading, weight and balance, use of charts, graphs, tables, formulas, and computations, and their effect on aircraft performance;

(10) Aerodynamics relating to an aircraft's flight characteristics and performance in normal and abnormal flight regimes;

(11) Human factors;

(12) Aeronautical decision making and judgment;

(13) Crew resource management to include crew communication and coordination; and

(14) After July 31, 2014, for aircraft category multiengine class rating or aircraft type rating, the content of the airline transport pilot certification training program in ASS 61.156.

(d) An applicant who successfully completes the knowledge test for an airline transport pilot licence prior to August 1, 2014, must successfully complete the practical test within 24 months from the month in which the knowledge test was successfully completed. An applicant who passes the knowledge test prior to August 1, 2014, but fails to successfully complete the practical test within 24 months must complete the airline transport pilot certification training program specified in ASS 61.156 and retake the knowledge test prior to applying for the practical test.

**ASS 61.156 Training requirements: Aircraft category—multiengine class rating or aircraft type rating concurrently with airline transport pilot licence.**

After July 31, 2014, a person who applies for the knowledge test for an airline transport pilot licence with an aircraft category multiengine class rating must present a graduation certificate from an

authorised training provider under part 121, 135, 141, or 142 certifying the applicant has completed the following training in a course approved by CASA.

(a) *Academic training.* The applicant for the knowledge test must receive at least 30 hours of classroom instruction that includes the following:

(1) At least 8 hours of instruction on aerodynamics including high altitude operations;

(2) At least 2 hours of instruction on meteorology, including adverse weather phenomena and weather detection systems; and

(3) At least 14 hours of instruction on air carrier operations, including the following areas:

(i) Physiology;

(ii) Communications;

(iii) Checklist philosophy;

(iv) Operational control;

(v) Minimum equipment list/configuration deviation list;

(vi) Ground operations;

(vii) Turbine engines;

(viii) Transport category aircraft performance;

(ix) Automation, navigation, and flight path warning systems.

(4) At least 6 hours of instruction on leadership, professional development, crew resource management, and safety culture.

(b) *FSTD training.* The applicant for the knowledge test must receive at least 10 hours of training in a flight simulation training device qualified under part 60 that represents a multiengine turbine airplane. The training must include the following:

(1) At least 6 hours of training in a Level C or higher full flight simulator qualified under part 60 that represents a multiengine turbine aircraft with a maximum takeoff weight of 40,000 pounds or greater. The training must include the following areas:

(i) Low energy states/stalls;

(ii) Upset recovery techniques; and

(iii) Adverse weather conditions, including icing, thunderstorms, and crosswinds with gusts.

(2) The remaining FSTD training may be completed in a Level 4 or higher flight simulation training device. The training must include the following areas:

(i) Navigation including flight management systems; and

(ii) Automation including autoflight.

(c) *Deviation authority.* CASA may issue deviation authority from the weight requirement in paragraph (b) (1) of this section upon a determination that the objectives of the training can be met in an alternative device.

**ASS 61.157 Flight proficiency.**

(a) *General.* (1) The practical test for an airline transport pilot licence is given for—

(i) An aircraft category and single engine class rating.

(ii) An aircraft category and multiengine class rating.

(iii) A rotorcraft category and helicopter class rating.

(iv) A powered-lift category rating.

(v) An aircraft type rating.

(2) A person who is applying for an airline transport pilot practical test must meet—

(i) The eligibility requirements of ASS 61.153; and

(ii) The aeronautical knowledge and aeronautical experience requirements of this subpart that apply to the aircraft category and class rating sought.

(b) *Aircraft type rating.* Except as provided in paragraph (c) of this section, a person who applies for an aircraft type rating to be added to an airline transport pilot licence or applies for a type rating to be concurrently completed with an airline transport pilot licence:

(1) Must receive and log ground and flight training from an authorised instructor on the areas of operation under this section that apply to the aircraft type rating;

(2) Must receive a logbook endorsement from an authorised instructor that certifies the applicant completed the training on the areas of operation listed under paragraph (e) of this section that apply to the aircraft type rating; and

(3) Must perform the practical test in actual or simulated instrument conditions, except as provided under paragraph (g) of this section.

(c) *Exceptions.* A person who applies for an aircraft type rating to be added to an airline transport pilot licence or an aircraft type rating concurrently with an airline transport pilot licence, and who is an employee of a certificate holder operating under part 121 or part 135 does not need to comply with the requirements of paragraph (b) of this section if the applicant presents a training record that shows completion of that certificate holder's approved training program for the aircraft type rating.

(d) *Upgrading type ratings.* Any type rating(s) and limitations on a pilot licence of an applicant who completes an airline transport pilot practical test will be included at the airline transport pilot certification level, provided the applicant passes the practical test in the same category and class of aircraft for which the applicant holds the type rating(s).

(e) *Areas of operation.* (1) For an aircraft category—single engine class rating:

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Takeoff and departure phase;

(iv) In-flight manoeuvres;

(v) Instrument procedures;

(vi) Landings and approaches to landings;

(vii) Normal and abnormal procedures;

(viii) Emergency procedures; and

(ix) Post flight procedures.

(2) For an aircraft category—multiengine class rating:

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Takeoff and departure phase;

(iv) In-flight manoeuvres;

(v) Instrument procedures;

(vi) Landings and approaches to landings;

(vii) Normal and abnormal procedures;

(viii) Emergency procedures; and

(ix) Post flight procedures.

(3) For a powered-lift category rating:

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Takeoff and departure phase;

(iv) In-flight manoeuvres;

(v) Instrument procedures;

(vi) Landings and approaches to landings;

(vii) Normal and abnormal procedures;

(viii) Emergency procedures; and

(ix) Post flight procedures.

(4) For a rotorcraft category—helicopter class rating:

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Takeoff and departure phase;

(iv) In-flight manoeuvres;

(v) Instrument procedures;

(vi) Landings and approaches to landings;

(vii) Normal and abnormal procedures;

(viii) Emergency procedures; and

(ix) Post flight procedures.

(f) *Proficiency and competency checks conducted under part 121, part 135, or subpart K of part 91.* (1) Successful completion of any of the following checks satisfies the flight proficiency requirements of this section for the issuance of an airline transport pilot licence and/or the appropriate aircraft rating:

(i) A proficiency check under § 121.441.

(ii) Both a competency check under § 135.293(a) (2) and § 135.293(b) and pilot-in-command instrument proficiency check under § 135.297.

(iii) Both a competency check under § 91.1065 and a pilot-in-command instrument proficiency check under § 91.1069.

(2) The checks specified in paragraph (f) (1) of this section must be conducted by one of the following:

(i) An CASA Aviation Safety Inspector.

(ii) An Aircrew Program Designee who is authorised to perform proficiency and/or competency checks for the air carrier whose approved training program has been satisfactorily completed by the pilot applicant.

(iii) A Training Centre Evaluator with appropriate certification authority who is also authorised to perform the portions of the competency and/or proficiency checks required by paragraph (f)(1) of this section for the air carrier whose approved training program has been satisfactorily completed by the pilot applicant.

(g) *Aircraft not capable of instrument manoeuvres and procedures.* An applicant may add a type rating to an airline transport pilot licence with an aircraft that is not capable of the instrument manoeuvres and procedures required on the practical test under the following circumstances—

(1) The rating is limited to "VFR only."

(2) The type rating is added to an airline transport pilot licence that has instrument privileges in that category and class of aircraft.

(3) The "VFR only" limitation may be removed for that aircraft type after the applicant:

(i) Passes a practical test in that type of aircraft on the appropriate instrument manoeuvres and procedures in ASS 61.157; or

(ii) Becomes qualified in ASS 61.73(d) for that type of aircraft.

(h) *Multiengine aircraft with a single-pilot station.* An applicant for a type rating, at the ATP certification level, in a multiengine aircraft with a single-pilot station must perform the practical test in the multi-seat version of that airplane. The practical test may be performed in the single-seat version of that aircraft if the Examiner is in a position to observe the applicant during the practical test in the case where there is no multi-seat version of that multiengine airplane.

(i) *Single engine aircraft with a single-pilot station.* An applicant for a type rating, at the ATP certification level, in a single engine aircraft with a single-pilot station must perform the practical test in the multi-seat version of that single engine airplane. The practical test may be performed in the single-seat version of that aircraft if the Examiner is in a position to observe the applicant during the practical test in the case where there is no multi-seat version of that single engine airplane.

(j) *Waiver authority.* An Examiner who conducts a practical test may waive any task for which CASA has provided waiver authority.

**ASS 61.158 [Reserved]**

**ASS 61.159 Aeronautical experience: Aircraft category rating.**

(a) Except as provided in paragraphs (b), (c), and (d) of this section, a person who is applying for an airline transport pilot licence with an aircraft category and class rating must have at least 1,500 hours of total time as a pilot that includes at least:

(1) 500 hours of cross-country flight time.

(2) 100 hours of night flight time.

(3) 50 hours of flight time in the class of aircraft for which the rating is sought. A maximum of 25 hours of training in a full flight simulator representing a multiengine aircraft may be credited toward the flight time requirement of this paragraph if the training was accomplished as part of an approved training course in parts 121, 135, 141, or 142. A flight training device or aviation training device may not be used to satisfy this requirement.

(4) 75 hours of instrument flight time, in actual or simulated instrument conditions, subject to the following:

(i) Except as provided in paragraph (a)(4)(ii) of this section, an applicant may not receive credit for more than a total of 25 hours of simulated instrument time in a flight simulator or flight training device.

(ii) A maximum of 50 hours of training in a flight simulator or flight training device may be credited toward the instrument flight time requirements of paragraph (a)(4) of this section if the training was accomplished in a course conducted by a training centre certificated under part 142 .

(iii) Training in a flight simulator or flight training device must be accomplished in a flight simulator or flight training device, representing an airplane.

(5) 250 hours of flight time in an aircraft as a pilot in command, or as second in command performing the duties of pilot in command while under the supervision of a pilot in command, or any combination thereof, which includes at least—

(i) 100 hours of cross-country flight time; and

(ii) 25 hours of night flight time.

(6) Not more than 100 hours of the total aeronautical experience requirements of paragraph (a) of this section may be obtained in a full flight simulator or flight training device that represents an airplane, provided the aeronautical experience was accomplished as part of an approved training course in parts 121, 135, 141, or 142.

(b) A person who has performed at least 20 night takeoffs and landings to a full stop may substitute each additional night takeoff and landing to a full stop for 1 hour of night flight time to satisfy the requirements of paragraph (a) (2) of this section; however, not more than 25 hours of night flight time may be credited in this manner.

(c) A commercial pilot may credit the following second-in-command flight time or flight-engineer flight time toward the 1,500 hours of total time as a pilot required by paragraph (a) of this section:

(1) Second-in-command time, provided the time is acquired in an airplane—

(i) Required to have more than one pilot flight crewmember by the airplane's flight manual, type certificate, or the regulations under which the flight is being conducted;

(ii) Engaged in operations under subpart K of part 91, part 121, or part 135 for which a second in command is required; or

(iii) That is required by the operating rules to have more than one pilot flight crewmember.

(2) Flight-engineer time, provided the time—

(i) Is acquired in an aircraft required to have a flight engineer by the airplane's flight manual or type certificate;

(ii) Is acquired while engaged in operations under part 121 for which a flight engineer is required;

(iii) Is acquired while the person is participating in a pilot training program approved under part 121; and

(iv) Does not exceed more than 1 hour for each 3 hours of flight engineer flight time for a total credited time of no more than 500 hours.

(3) Flight-engineer time, provided the flight time—

(i) Is acquired as an Australian Armed Forces' flight engineer crewmember in an aircraft that requires a flight engineer crewmember by the flight manual;

(ii) Is acquired while the person is participating in a flight engineer crewmember training program for the Australian Armed Forces; and

(iii) Does not exceed 1 hour for each 3 hours of flight engineer flight time for a total credited time of no more than 500 hours.

(d) An applicant is issued an airline transport pilot licence with the limitation, "Holder does not meet the pilot in command aeronautical experience requirements of ICAO," as prescribed under Article 39 of the Convention on International Civil Aviation, if the applicant does not meet the ICAO requirements contained in Annex 1 "Personnel Licensing" to the Convention on International Civil Aviation, but otherwise meets the aeronautical experience requirements of this section.

(e) An applicant is entitled to an airline transport pilot licence without the ICAO limitation specified under paragraph (d) of this section when the applicant presents satisfactory evidence of having met the ICAO requirements under paragraph (d) of this section and otherwise meets the aeronautical experience requirements of this section.

**ASS 61.160 Aeronautical experience—aircraft category restricted privileges.**

(a) Except for a person who has been removed from flying status for lack of proficiency or because of a disciplinary action involving aircraft operations, a Australian military pilot or former Australian military pilot may apply for an airline transport pilot licence with an aircraft category multiengine class rating or an airline transport pilot licence concurrently with an aircraft type rating with a minimum of 750 hours of total time as a pilot if the pilot presents:

(1) An official Form DD-214 (Certificate of Release or Discharge from Active Duty) indicating that the person was honourably discharged from the Australian Armed Forces or an official Australian Armed Forces record that shows the pilot is currently serving in the Australian Armed Forces; and

(2) An official Australian Armed Forces record that shows the person graduated from an Australian Armed Forces undergraduate pilot training school and received a rating qualification as a military pilot.

(b) A person may apply for an airline transport pilot licence with an aircraft category multiengine class rating or an airline transport pilot licence concurrently with an aircraft type rating with a minimum of 1,000 hours of total time as a pilot if the person:

(1) Holds a Bachelor's degree with an aviation major from an institution of higher education, as defined in ASS 61.1, that has been issued a letter of authorisation by CASA under ASS 61.169;

(2) Completes 60 semester credit hours of aviation and aviation-related coursework that has been recognized by CASA as coursework designed to improve and enhance the knowledge and skills of a person seeking a career as a professional pilot;

(3) Holds a commercial pilot licence with an aircraft category and instrument rating if:

(i) The required ground training was completed as part of an approved part 141 curriculum at the institution of higher education; and

(ii) The required flight training was completed as part of an approved part 141 curriculum at the institution of higher education or at a part 141 pilot school that has a training agreement under § 141.26 with the institution of higher education; and

(4) Presents official transcripts or other documentation acceptable to CASA from the institution of higher education certifying that the graduate has satisfied the requirements in paragraphs (b) (1) through (3) of this section.

(c) A person may apply for an airline transport pilot licence with an aircraft category multiengine class rating or an airline transport pilot licence concurrently with an aircraft type rating with a minimum of 1,250 hours of total time as a pilot if the person:

(1) Holds an Associate's degree with an aviation major from an institution of higher education, as defined in ASS 61.1, that has been issued a letter of authorisation by CASA under ASS 61.169;

(2) Completes at least 30 semester credit hours of aviation and aviation-related coursework that has been recognized by CASA as coursework designed to improve and enhance the knowledge and skills of a person seeking a career as a professional pilot;

(3) Holds a commercial pilot licence with an aircraft category and instrument rating if:

(i) The required ground training was completed as part of an approved part 141 curriculum at the institution of higher education; and

(ii) The required flight training was completed as part of an approved part 141 curriculum at the institution of higher education or at a part 141 pilot school that has a written training agreement under § 141.26 with the institution of higher education; and

(4) Presents official transcripts or other documentation acceptable to CASA from the institution of higher education certifying that the graduate has satisfied the requirements in paragraphs (c) (1) through (3) of this section.

(d) A graduate of an institution of higher education who completes fewer than 60 semester credit hours but at least 30 credit hours and otherwise satisfies the requirements of paragraph (b) may apply for airline transport pilot licence with an aircraft category multiengine class rating or an airline transport pilot licence concurrently with an aircraft type rating with a minimum of 1,250 hours of total time as a pilot.

(e) A person who applies for an airline transport pilot licence under the total flight times listed in paragraphs (a), (b), and (c) of this section must otherwise meet the aeronautical experience requirements of ASS 61.159, except that the person may apply for an airline transport pilot licence with 200 hours of cross-country flight time.

(f) A person who has 1,500 hours total time as a pilot, 200 hours of cross-country flight time, and otherwise meets the aeronautical experience requirements of ASS 61.159 may apply for an airline transport pilot licence under this section.

(g) An airline transport pilot licence obtained under this section is subject to the pilot in command limitations set forth in ASS 61.167(b) and must contain the following limitation, "Restricted in accordance with 14 CFR 61.167." The pilot is entitled to an airline transport pilot licence without the limitation specified in this paragraph when the applicant presents satisfactory evidence of having met the aeronautical experience requirements of ASS 61.159 and the age requirement of ASS 61.153(a) (1).

(h) An applicant who meets the aeronautical experience requirements of paragraphs (a), (b), (c), and (d) of this section is issued an airline transport pilot licence with the limitation, "Holder does not meet the pilot in command aeronautical experience requirements of ICAO," as prescribed under Article 39 of the Convention on International Civil Aviation if the applicant does not meet the ICAO

requirements contained in Annex 1 "Personnel Licensing" to the Convention on International Civil Aviation. An applicant is entitled to an airline transport pilot licence without the ICAO limitation specified under this paragraph when the applicant presents satisfactory evidence of having met the ICAO requirements and otherwise meets the aeronautical experience requirements of ASS 61.159.

**ASS 61.161 Aeronautical experience: Rotorcraft category and helicopter class rating.**

(a) A person who is applying for an airline transport pilot licence with a rotorcraft category and helicopter class rating, must have at least 1,200 hours of total time as a pilot that includes at least:

(1) 500 hours of cross-country flight time;

(2) 100 hours of night flight time, of which 15 hours are in helicopters;

(3) 200 hours of flight time in helicopters, which includes at least 75 hours as a pilot in command, or as second in command performing the duties of a pilot in command under the supervision of a pilot in command, or any combination thereof; and

(4) 75 hours of instrument flight time in actual or simulated instrument meteorological conditions, of which at least 50 hours are obtained in flight with at least 25 hours in helicopters as a pilot in command, or as second in command performing the duties of a pilot in command under the supervision of a pilot in command, or any combination thereof.

(b) Training in a flight simulator or flight training device may be credited toward the instrument flight time requirements of paragraph (a) (4) of this section, subject to the following:

(1) Training in a flight simulator or a flight training device must be accomplished in a flight simulator or flight training device that represents a rotorcraft.

(2) Except as provided in paragraph (b)(3) of this section, an applicant may receive credit for not more than a total of 25 hours of simulated instrument time in a flight simulator and flight training device.

(3) A maximum of 50 hours of training in a flight simulator or flight training device may be credited toward the instrument flight time requirements of paragraph (a)(4) of this section if the aeronautical experience is accomplished in an approved course conducted by a training centre certificated under part 142 .

**ASS 61.163 Aeronautical experience: Powered-lift category rating.**

(a) A person who is applying for an airline transport pilot licence with a powered-lift category rating must have at least 1,500 hours of total time as a pilot that includes at least:

(1) 500 hours of cross-country flight time;

(2) 100 hours of night flight time;

(3) 250 hours in a powered-lift as a pilot in command, or as a second in command performing the duties of a pilot in command under the supervision of a pilot in command, or any combination thereof, which includes at least—

(i) 100 hours of cross-country flight time; and

(ii) 25 hours of night flight time.

(4) 75 hours of instrument flight time in actual or simulated instrument conditions, subject to the following:

(i) Except as provided in paragraph (a)(4)(ii) of this section, an applicant may not receive credit for more than a total of 25 hours of simulated instrument time in a flight simulator or flight training device.

(ii) A maximum of 50 hours of training in a flight simulator or flight training device may be credited toward the instrument flight time requirements of paragraph (a)(4) of this section if the training was accomplished in a course conducted by a training centre certificated under part 142 .

(iii) Training in a flight simulator or flight training device must be accomplished in a flight simulator or flight training device that represents a powered-lift.

(b) Not more than 100 hours of the total aeronautical experience requirements of paragraph (a) of this section may be obtained in a flight simulator or flight training device that represents a powered-lift,

provided the aeronautical experience was obtained in an approved course conducted by a training centre certificated under part 142.

**ASS 61.165 Additional aircraft category and class ratings.**

(a) *Rotorcraft category and helicopter class rating.* A person applying for an airline transport certificate with a rotorcraft category and helicopter class rating who holds an airline transport pilot licence with another aircraft category rating must:

(1) Meet the eligibility requirements of ASS 61.153 of this part;

(2) Pass a knowledge test on the aeronautical knowledge areas of ASS 61.155(c) of this part;

(3) Comply with the requirements in ASS 61.157(b) of this part, if appropriate;

(4) Meet the applicable aeronautical experience requirements of ASS 61.161 of this part; and

(5) Pass the practical test on the areas of operation of ASS 61.157(e) (4) of this part.

(b) *Aircraft category rating with a single-engine class rating.* A person applying for an airline transport certificate with an aircraft category and single-engine class rating who holds an airline transport pilot licence with another aircraft category rating must:

(1) Meet the eligibility requirements of ASS 61.153 of this part;

(2) Pass a knowledge test on the aeronautical knowledge areas of ASS 61.155(c) of this part;

(3) Comply with the requirements in ASS 61.157(b) of this part, if appropriate;

(4) Meet the applicable aeronautical experience requirements of ASS 61.159 of this part; and

(5) Pass the practical test on the areas of operation of ASS 61.157(e) (1) of this part.

(c) *Aircraft category rating with a multiengine class rating.* A person applying for an airline transport certificate with an aircraft category and multiengine class rating who holds an airline transport certificate with another aircraft category rating must:

(1) Meet the eligibility requirements of ASS 61.153 of this part;

(2) After July 31, 2014, successfully complete the airline transport pilot certification training program specified in ASS 61.156;

(3) Pass a knowledge test for an aircraft category multiengine class rating or type rating on the aeronautical knowledge areas of ASS 61.155(c);

(4) Comply with the requirements in ASS 61.157(b) of this part, if appropriate;

(5) Meet the aeronautical experience requirements of ASS 61.159 or ASS 61.160; and

(6) Pass the practical test on the areas of operation of ASS 61.157(e) (2) of this part.

(d) *Powered-lift category.* A person applying for an airline transport pilot licence with a powered-lift category rating who holds an airline transport certificate with another aircraft category rating must:

(1) Meet the eligibility requirements of ASS 61.153 of this part;

(2) Pass a required knowledge test on the aeronautical knowledge areas of ASS 61.155(c) of this part;

(3) Comply with the requirements in ASS 61.157(b) of this part, if appropriate;

(4) Meet the applicable aeronautical experience requirements of ASS 61.163 of this part; and

(5) Pass the required practical test on the areas of operation of ASS 61.157(e) (3) of this part.

(e) *Additional class rating within the same aircraft category.* Except as provided in paragraph (f) of this section, a person applying for an airline transport pilot licence with an additional class rating who holds an airline transport certificate in the same aircraft category must—

(1) Meet the eligibility requirements of ASS 61.153, except paragraph (g) of that section;

(2) Comply with the requirements in ASS 61.157(b) of this part, if applicable;

(3) Meet the applicable aeronautical experience requirements of subpart G of this part; and

(4) Pass a practical test on the areas of operation of ASS 61.157(e) appropriate to the aircraft rating sought.

(f) *Adding a multiengine class rating or aircraft type rating to an airline transport pilot licence with a single engine class rating.* A person applying to add a multiengine class rating or aircraft type rating to an airline transport pilot licence with an aircraft category single engine class rating must—

(1) Meet the eligibility requirements of ASS 61.153;

(2) Pass a required knowledge test on the aeronautical knowledge areas of ASS 61.155(c), as applicable to multiengine airplanes;

(3) Comply with the requirements in ASS 61.157(b), if applicable;

(4) Meet the applicable aeronautical experience requirements of ASS 61.159; and

(5) Pass a practical test on the areas of operation of ASS 61.157(e) (2).

(g) *Category class ratings for the operation of aircraft with experimental certificates.* Notwithstanding the provisions of paragraphs (a) through (f) of this section, a person holding an airline transport certificate may apply for a category and class rating limited to a specific make and model of experimental aircraft, provided—

(1) The person has logged at least 5 hours flight time while acting as pilot in command in the same category, class, make, and model of aircraft that has been issued an experimental certificate;

(2) The person has received a logbook endorsement from an authorised instructor who has determined that he or she is proficient to act as pilot in command of the same category, class, make, and model of aircraft for which application is made; and

(3) The flight time specified in paragraph (g) (1) of this section must be logged between September 1, 2004 and August 31, 2005.

**ASS 61.167 Airline transport pilot privileges and limitations.**

(a) *Privileges.* (1) A person who holds an airline transport pilot licence is entitled to the same privileges as a person who holds a commercial pilot licence with an instrument rating.

(2) A person who holds an airline transport pilot licence and has met the aeronautical experience requirements of ASS 61.159 and the age requirements of ASS 61.153(a) (1) of this part may instruct—

(i) Other pilots in air transportation service in aircraft of the category, class, and type, as applicable, for which the airline transport pilot is rated and endorse the logbook or other training record of the person to whom training has been given;

(ii) In flight simulators, and flight training devices representing the aircraft referenced in paragraph (b)(1) of this section, when instructing under the provisions of this section and endorse the logbook or other training record of the person to whom training has been given;

(iii) Only as provided in this section, except that an airline transport pilot who also holds a flight instructor certificate can exercise the instructor privileges under subpart H of this part for which he or she is rated; and

(iv) In an aircraft, only if the aircraft has functioning dual controls, when instructing under the provisions of this section.

(3) Excluding briefings and debriefings, an airline transport pilot may not instruct in aircraft, flight simulators, and flight training devices under this section—

(i) For more than 8 hours in any 24-consecutive-hour period; or

(ii) For more than 36 hours in any 7-consecutive-day period.

(4) An airline transport pilot may not instruct in Category II or Category III operations unless he or she has been trained and successfully tested under Category II or Category III operations, as applicable.

(b) *Limitations.* A person who holds an airline transport pilot licence and has not satisfied the age requirement of ASS 61.153(a) (1) and the aeronautical experience requirements of ASS 61.159 may not:

(1) Act as pilot in command in operations conducted under part 121, § 91.1053(a) (2) (i), or § 135.243(a) (1), or

(2) Serve as second in command in flag or supplemental operations in part 121 requiring three or more pilots.

**ASS 61.169 Letters of authorisation for institutions of higher education.**

(a) An institution of higher education that is accredited, as defined in ASS 61.1, may apply for a letter of authorisation for the purpose of certifying its graduates for an airline transport pilot licence under the academic and aeronautical experience requirements in ASS 61.160. The application must be in a form and manner acceptable to CASA.

(b) An institution of higher education must comply with the provisions of the letter of authorisation and may not certify a graduate unless it determines that the graduate has satisfied the requirements of ASS 61.160, as appropriate.

(c) CASA may rescind or amend a letter of authorisation if CASA determines that the institution of higher education is not complying or is unable to comply with the provisions of the letter of authorisation.

**§ASS 61.170-69.171 [Reserved]**

## Subpart H—Flight Instructors Other than Flight Instructors with a Sport Pilot Rating

**ASS 61.181 Applicability.**

This subpart prescribes the requirements for the issuance of flight instructor certificates and ratings (except for flight instructor certificates with a sport pilot rating), the conditions under which those certificates and ratings are necessary, and the limitations on those certificates and ratings.

**ASS 61.183 Eligibility requirements.**

To be eligible for a flight instructor certificate or rating a person must:

(a) Be at least 18 years of age;

(b) Be able to read, speak, write, and understand the English language. If the applicant is unable to meet one of these requirements due to medical reasons, then CASA may place such operating limitations on that applicant's flight instructor certificate as are necessary;

(c) Hold either a commercial pilot licence or airline transport pilot licence with:

(1) An aircraft category and class rating that is appropriate to the flight instructor rating sought; and

(2) An instrument rating, or privileges on that person's pilot licence that are appropriate to the flight instructor rating sought, if applying for—

(i) A flight instructor certificate with an aircraft category and single-engine class rating;

(ii) A flight instructor certificate with an aircraft category and multiengine class rating;

(iii) A flight instructor certificate with a powered-lift rating; or

(iv) A flight instructor certificate with an instrument rating.

(d) Receive a logbook endorsement from an authorised instructor on the fundamentals of instructing listed in ASS 61.185 of this part appropriate to the required knowledge test;

(e) Pass a knowledge test on the areas listed in ASS 61.185(a) (1) of this part, unless the applicant:

(1) Holds a flight instructor certificate or ground instructor certificate issued under this part;

(2) Holds a teacher's certificate issued by a State, county, city, or municipality that authorises the person to teach at an educational level of the 7th grade or higher; or

(3) Is employed as a teacher at an accredited college or university.

(f) Pass a knowledge test on the aeronautical knowledge areas listed in ASS 61.185(a) (2) and (a) (3) of this part that are appropriate to the flight instructor rating sought;

(g) Receive a logbook endorsement from an authorised instructor on the areas of operation listed in ASS 61.187(b) of this part, appropriate to the flight instructor rating sought;

(h) Pass the required practical test that is appropriate to the flight instructor rating sought in an:

(1) Aircraft that is representative of the category and class of aircraft for the aircraft rating sought; or

(2) Flight simulator or approved flight training device that is representative of the category and class of aircraft for the rating sought, and used in accordance with a course at a training centre certificated under part 142.

(i) Accomplish the following for a flight instructor certificate with an aircraft or a glider rating:

(1) Receive a logbook endorsement from an authorised instructor indicating that the applicant is competent and possesses instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures after providing the applicant with flight training in those training areas in an aircraft or glider, as appropriate, that is certificated for spins; and

(2) Demonstrate instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures. However, upon presentation of the endorsement specified in paragraph (i)(1) of this section an examiner may accept that endorsement as satisfactory evidence of instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures for the practical test, provided that the practical test is not a retest as a result of the applicant failing the previous test for deficiencies in the knowledge or skill of stall awareness, spin entry, spins, or spin recovery instructional procedures. If the retest is a result of deficiencies in the ability of an applicant to demonstrate knowledge or skill of stall awareness, spin entry, spins, or spin recovery instructional procedures, the examiner must test the person on stall awareness, spin entry, spins, and spin recovery instructional procedures in an aircraft or glider, as appropriate, that is certificated for spins;

(j) Log at least 15 hours as pilot in command in the category and class of aircraft that is appropriate to the flight instructor rating sought; and

(k) Comply with the appropriate sections of this part that apply to the flight instructor rating sought.

**ASS 61.185 Aeronautical knowledge.**

(a) A person who is applying for a flight instructor certificate must receive and log ground training from an authorised instructor on:

(1) Except as provided in paragraph (b) of this section, the fundamentals of instructing, including:

(i) The learning process;

(ii) Elements of effective teaching;

(iii) Student evaluation and testing;

(iv) Course development;

(v) Lesson planning; and

(vi) Classroom training techniques.

(2) The aeronautical knowledge areas for a recreational, private, and commercial pilot licence applicable to the aircraft category for which flight instructor privileges are sought; and

(3) The aeronautical knowledge areas for the instrument rating applicable to the category for which instrument flight instructor privileges are sought.

(b) The following applicants do not need to comply with paragraph (a) (1) of this section:

(1) The holder of a flight instructor certificate or ground instructor certificate issued under this part;

(2) The holder of a current teacher's certificate issued by a State, county, city, or municipality that authorises the person to teach at an educational level of the 7th grade or higher; or

(3) A person employed as a teacher at an accredited college or university.

**ASS 61.187 Flight proficiency.**

(a) *General.* A person who is applying for a flight instructor certificate must receive and log flight and ground training from an authorised instructor on the areas of operation listed in this section that apply to the flight instructor rating sought. The applicant's logbook must contain an endorsement from an authorised instructor certifying that the person is proficient to pass a practical test on those areas of operation.

(b) *Areas of operation.*

(1) For an aircraft category rating with a single-engine class rating:

(i) Fundamentals of instructing;

(ii) Technical subject areas;

(iii) Preflight preparation;

(iv) Preflight lesson on a manoeuvre to be performed in flight;

(v) Preflight procedures;

(vi) Airport and seaplane base operations;

(vii) Takeoffs, landings, and go-arounds;

(viii) Fundamentals of flight;

(ix) Performance manoeuvres;

(x) Ground reference manoeuvres;

(xi) Slow flight, stalls, and spins;

(xii) Basic instrument manoeuvres;

(xiii) Emergency operations; and

(xiv) Post flight procedures.

(2) For an aircraft category rating with a multiengine class rating:

(i) Fundamentals of instructing;

(ii) Technical subject areas;

(iii) Preflight preparation;

(iv) Preflight lesson on a manoeuvre to be performed in flight;

(v) Preflight procedures;

(vi) Airport and seaplane base operations;

(vii) Takeoffs, landings, and go-arounds;

(viii) Fundamentals of flight;

(ix) Performance manoeuvres;

(x) Ground reference manoeuvres;

(xi) Slow flight and stalls;

(xii) Basic instrument manoeuvres;

(xiii) Emergency operations;

(xiv) Multiengine operations; and

(xv) Post flight procedures.

(3) For a rotorcraft category rating with a helicopter class rating:

(i) Fundamentals of instructing;

(ii) Technical subject areas;

(iii) Preflight preparation;
(iv) Preflight lesson on a manoeuvre to be performed in flight;
(v) Preflight procedures;
(vi) Airport and heliport operations;
(vii) Hovering manoeuvres;
(viii) Takeoffs, landings, and go-arounds;
(ix) Fundamentals of flight;
(x) Performance manoeuvres;
(xi) Emergency operations;
(xii) Special operations; and
(xiii) Post flight procedures.
(4) For a rotorcraft category rating with a gyroplane class rating:
(i) Fundamentals of instructing;
(ii) Technical subject areas;
(iii) Preflight preparation;
(iv) Preflight lesson on a manoeuvre to be performed in flight;
(v) Preflight procedures;
(vi) Airport operations;
(vii) Takeoffs, landings, and go-arounds;
(viii) Fundamentals of flight;
(ix) Performance manoeuvres;
(x) Flight at slow airspeeds;
(xi) Ground reference manoeuvres;
(xii) Emergency operations; and
(xiii) Post flight procedures.
(5) For a powered-lift category rating:
(i) Fundamentals of instructing;
(ii) Technical subject areas;
(iii) Preflight preparation;
(iv) Preflight lesson on a manoeuvre to be performed in flight;
(v) Preflight procedures;
(vi) Airport and heliport operations;
(vii) Hovering manoeuvres;
(viii) Takeoffs, landings, and go-arounds;
(ix) Fundamentals of flight;
(x) Performance manoeuvres;
(xi) Ground reference manoeuvres;
(xii) Slow flight and stalls;
(xiii) Basic instrument manoeuvres;

(xiv) Emergency operations;

(xv) Special operations; and

(xvi) Post flight procedures.

(6) For a glider category rating:

(i) Fundamentals of instructing;

(ii) Technical subject areas;

(iii) Preflight preparation;

(iv) Preflight lesson on a manoeuvre to be performed in flight;

(v) Preflight procedures;

(vi) Airport and gliderport operations;

(vii) Launches and landings;

(viii) Fundamentals of flight;

(ix) Performance speeds;

(x) Soaring techniques;

(xi) Performance manoeuvres;

(xii) Slow flight, stalls, and spins;

(xiii) Emergency operations; and

(xiv) Post flight procedures.

(7) For an instrument rating with the appropriate aircraft category and class rating:

(i) Fundamentals of instructing;

(ii) Technical subject areas;

(iii) Preflight preparation;

(iv) Preflight lesson on a manoeuvre to be performed in flight;

(v) Air traffic control clearances and procedures;

(vi) Flight by reference to instruments;

(vii) Navigation aids;

(viii) Instrument approach procedures;

(ix) Emergency operations; and

(x) Post flight procedures.

(c) The flight training required by this section may be accomplished:

(1) In an aircraft that is representative of the category and class of aircraft for the rating sought; or

(2) In a flight simulator or flight training device representative of the category and class of aircraft for the rating sought, and used in accordance with an approved course at a training centre certificated under part 142 .

**ASS 61.189 Flight instructor records.**

(a) A flight instructor must sign the logbook of each person to whom that instructor has given flight training or ground training.

(b) A flight instructor must maintain a record in a logbook or a separate document that contains the following:

(1) The name of each person whose logbook or student pilot licence that instructor has endorsed for solo flight privileges, and the date of the endorsement; and

(2) The name of each person that instructor has endorsed for a knowledge test or practical test, and the record shall also indicate the kind of test, the date, and the results.

(c) Each flight instructor must retain the records required by this section for at least 3 years.

**ASS 61.191 Additional flight instructor ratings.**

(a) A person who applies for an additional flight instructor rating on a flight instructor certificate must meet the eligibility requirements listed in ASS 61.183 of this part that apply to the flight instructor rating sought.

(b) A person who applies for an additional rating on a flight instructor certificate is not required to pass the knowledge test on the areas listed in ASS 61.185(a) (1) of this part.

**ASS 61.193 Flight instructor privileges.**

A person who holds a flight instructor certificate is authorised within the limitations of that person's flight instructor certificate and ratings to train and issue endorsements that are required for:

(a) *A student pilot licence;*

*(b) A pilot licence;*

*(c) A flight instructor certificate;*

*(d) A ground instructor certificate;*

*(e) An aircraft rating;*

*(f) An instrument rating;*

*(g) A flight review, operating privilege, or recency of experience requirement of this part;*

*(h) A practical test; and*

*(i) A knowledge test*.

**ASS 61.195 Flight instructor limitations and qualifications.**

A person who holds a flight instructor certificate is subject to the following limitations:

(a) *Hours of training.* In any 24-consecutive-hour period, a flight instructor may not conduct more than 8 hours of flight training.

(b) *Aircraft Ratings.* A flight instructor may not conduct flight training in any aircraft for which the flight instructor does not hold:

(1) A pilot licence and flight instructor certificate with the applicable category and class rating; and

(2) If appropriate, a type rating.

(c) *Instrument Rating.* A flight instructor who provides instrument training for the issuance of an instrument rating, a type rating not limited to VFR, or the instrument training required for commercial pilot and airline transport pilot licences must hold an instrument rating on his or her pilot licence and flight instructor certificate that is appropriate to the category and class of aircraft used for the training provided.

(d) *Limitations on endorsements.* A flight instructor may not endorse a:

(1) Student pilot's certificate or logbook for solo flight privileges, unless that flight instructor has—

(i) Given that student the flight training required for solo flight privileges required by this part; and

(ii) Determined that the student is prepared to conduct the flight safely under known circumstances, subject to any limitations listed in the student's logbook that the instructor considers necessary for the safety of the flight.

(2) Student pilot's certificate and logbook for a solo cross-country flight, unless that flight instructor has determined the student's flight preparation, planning, equipment, and proposed procedures are adequate for the proposed flight under the existing conditions and within any limitations listed in the logbook that the instructor considers necessary for the safety of the flight;

(3) Student pilot's logbook for solo flight in a Class B airspace area or at an airport within Class B airspace unless that flight instructor has—

(i) Given that student ground and flight training in that Class B airspace or at that airport; and

(ii) Determined that the student is proficient to operate the aircraft safely.

(4) Logbook of a recreational pilot, unless that flight instructor has—

(i) Given that pilot the ground and flight training required by this part; and

(ii) Determined that the recreational pilot is proficient to operate the aircraft safely.

(5) Logbook of a pilot for a flight review, unless that instructor has conducted a review of that pilot in accordance with the requirements of ASS 61.56(a) of this part; or

(6) Logbook of a pilot for an instrument proficiency check, unless that instructor has tested that pilot in accordance with the requirements of ASS 61.57(d) of this part.

(e) *Training in an aircraft that requires a type rating.* A flight instructor may not give flight training in an aircraft that requires the pilot in command to hold a type rating unless the flight instructor holds a type rating for that aircraft on his or her pilot licence.

(f) *Training received in a multiengine airplane, a helicopter, or a powered-lift.* A flight instructor may not give training required for the issuance of a certificate or rating in a multiengine airplane, a helicopter, or a powered-lift unless that flight instructor has at least 5 flight hours of pilot-in-command time in the specific make and model of multiengine airplane, helicopter, or powered-lift, as appropriate.

(g) *Position in aircraft and required pilot stations for providing flight training.*

(1) A flight instructor must perform all training from in an aircraft that complies with the requirements of § 91.109.

(2) A flight instructor who provides flight training for a pilot licence or rating issued under this part must provide that flight training in an aircraft that meets the following requirements—

(i) The aircraft must have at least two pilot stations and be of the same category, class, and type, if appropriate, that applies to the pilot licence or rating sought.

(ii) For single-place aircraft, the pre-solo flight training must have been provided in an aircraft that has two pilot stations and is of the same category, class, and type, if appropriate.

(h) *Qualifications of the flight instructor for training first-time flight instructor applicants.*

(1) The ground training provided to an initial applicant for a flight instructor certificate must be given by an authorised instructor who—

(i) Holds a ground or flight instructor certificate with the appropriate rating, has held that certificate for at least 24 calendar months, and has given at least 40 hours of ground training; or

(ii) Holds a ground or flight instructor certificate with the appropriate rating, and has given at least 100 hours of ground training in a CASA-approved course.

(2) Except for an instructor who meets the requirements of paragraph (h) (3) (ii) of this section, a flight instructor who provides training to an initial applicant for a flight instructor certificate must—

(i) Meet the eligibility requirements prescribed in ASS 61.183 of this part;

(ii) Hold the appropriate flight instructor certificate and rating;

(iii) Have held a flight instructor certificate for at least 24 months;

(iv) For training in preparation for an airplane, rotorcraft, or powered-lift rating, have given at least 200 hours of flight training as a flight instructor; and

(v) For training in preparation for a glider rating, have given at least 80 hours of flight training as a flight instructor.

(3) A flight instructor who serves as a flight instructor in a CASA-approved course for the issuance of a flight instructor rating must hold a flight instructor certificate with the appropriate rating and pass the required initial and recurrent flight instructor proficiency tests, in accordance with the requirements of the part under which CASA-approved course is conducted, and must—

(i) Meet the requirements of paragraph (h) (2) of this section; or

(ii) Have trained and endorsed at least five applicants for a practical test for a pilot licence, flight instructor certificate, ground instructor certificate, or an additional rating, and at least 80 percent of those applicants passed that test on their first attempt; and

(A) Given at least 400 hours of flight training as a flight instructor for training in an airplane, a rotorcraft, or for a powered-lift rating; or

(B) Given at least 100 hours of flight training as a flight instructor, for training in a glider rating.

(i) *Prohibition against self-endorsements.* A flight instructor shall not make any self-endorsement for a certificate, rating, flight review, authorisation, operating privilege, practical test, or knowledge test that is required by this part.

(j) *Additional qualifications required to give training in Category II or Category III operations.* A flight instructor may not give training in Category II or Category III operations unless the flight instructor has been trained and tested in Category II or Category III operations, pursuant to ASS 61.67 or ASS 61.68 of this part, as applicable.

(k) *Training for night vision goggle operations.* A flight instructor may not conduct training for night vision goggle operations unless the flight instructor:

(1) Has a pilot and flight instructor certificate with the applicable category and class rating for the training;

(2) If appropriate, has a type rating on his or her pilot licence for the aircraft;

(3) Is pilot in command qualified for night vision goggle operations, in accordance with ASS 61.31(k);

(4) Has logged 100 night vision goggle operations as the sole manipulator of the controls;

(5) Has logged 20 night vision goggle operations as the sole manipulator of the controls in the category and class, and type of aircraft, if aircraft class and type is appropriate, that the training will be given in;

(6) Is qualified to act as pilot in command in night vision goggle operations under ASS 61.57(f) or (g); and

(7) Has a logbook endorsement from an CASA Aviation Safety Inspector or a person who is authorised by CASA to provide that logbook endorsement that states the flight instructor is authorised to perform the night vision goggle pilot in command qualification and recent flight experience requirements under ASS 61.31(k) and ASS 61.57(f) and (g).

**ASS 61.197 Renewal requirements for flight instructor certification.**

(a) A person who holds a flight instructor certificate that has not expired may renew that flight instructor certificate by—

(1) Passing a practical test for—

(i) One of the ratings listed on the current flight instructor certificate; or

(ii) An additional flight instructor rating; or

(2) Submitting a **completed and signed application with CASA and satisfactorily completing one** of the following renewal requirements:

(i) [Individual] A record of training students showing that, during the preceding 24 calendar months, the flight instructor has endorsed at least 5 students for a practical test for a certificate or rating and at least 80 percent of those students passed that test on the first attempt.

(ii) [Organisation] A record showing that, within the preceding 24 calendar months, the flight instructor has served as a company check pilot, chief flight instructor, company check airman, or flight instructor in a part 121 or part 135 operation, or in a position involving the regular evaluation of pilots.

(iii) [Refresher] A graduation certificate showing that, within the preceding 3 calendar months, the person has successfully completed an approved flight instructor refresher course consisting of ground training or flight training, or a combination of both.

(iv) [Military] A record showing that, within the preceding 12 months from the month of application, the flight instructor passed an official Australian Armed Forces military instructor pilot proficiency check.

(b) The expiration month of a renewed flight instructor certificate shall be 24 calendar months from—

(1) The month the renewal requirements of paragraph (a) of this section are accomplished; or

(2) The month of expiration of the current flight instructor certificate provided—

(i) The renewal requirements of paragraph (a) of this section are accomplished within the 3 calendar months preceding the expiration month of the current flight instructor certificate, and

(ii) If the renewal is accomplished under paragraph (a) (2) (iii) of this section, the approved flight instructor refresher course must be completed within the 3 calendar months preceding the expiration month of the current flight instructor certificate.

(c) The practical test required by paragraph (a)(1) of this section may be accomplished in a flight simulator or flight training device if the test is accomplished pursuant to an approved course conducted by a training centre certificated under part 142 .

**ASS 61.199 Reinstatement requirements of an expired flight instructor certificate.**

(a) *Flight instructor certificates.* The holder of an expired flight instructor certificate who has not complied with the flight instructor renewal requirements of ASS 61.197 may reinstate that flight instructor certificate and ratings by filing a completed and signed application with CASA and satisfactorily completing one of the following reinstatement requirements:

(1) A flight instructor certification practical test, as prescribed by ASS 61.183(h), for one of the ratings held on the expired flight instructor certificate.

(2) A flight instructor certification practical test for an additional rating.

(b) *Flight instructor ratings.*

(1) A flight instructor rating or a limited flight instructor rating on a pilot licence is no longer valid and may not be exchanged for a similar rating or a flight instructor certificate.

(2) The holder of a flight instructor rating or a limited flight instructor rating on a pilot licence may be issued a flight instructor certificate with the current ratings, but only if the person passes the required knowledge and practical test prescribed in this subpart for the issuance of the current flight instructor certificate and rating.

**ASS 61.201 [Reserved]**

## Subpart I—Ground Instructors

**ASS 61.211 Applicability.**

This subpart prescribes the requirements for the issuance of ground instructor certificates and ratings, the conditions under which those certificates and ratings are necessary, and the limitations upon those certificates and ratings.

**ASS 61.213 Eligibility requirements.**

(a) To be eligible for a ground instructor certificate or rating a person must:

(1) Be at least 18 years of age;

(2) Be able to read, write, speak, and understand the English language. If the applicant is unable to meet one of these requirements due to medical reasons, then CASA may place such operating limitations on that applicant's ground instructor certificate as are necessary;

(3) Except as provided in paragraph (b) of this section, pass a knowledge test on the fundamentals of instructing to include—

(i) The learning process;

(ii) Elements of effective teaching;

(iii) Student evaluation and testing;

(iv) Course development;

(v) Lesson planning; and

(vi) Classroom training techniques.

(4) Pass a knowledge test on the aeronautical knowledge areas in—

(i) For a basic ground instructor rating §ASS 61.97, 61.105, and 61.309;

(ii) For an advanced ground instructor rating §ASS 61.97, 61.105, 61.125, 61.155, and 61.309; and

(iii) For an instrument ground instructor rating, ASS 61.65.

(b) The knowledge test specified in paragraph (a) (3) of this section is not required if the applicant:

(1) Holds a ground instructor certificate or flight instructor certificate issued under this part;

(2) Holds a teacher's certificate issued by a State, county, city, or municipality that authorises the person to teach at an educational level of the 7th grade or higher; or

(3) Is employed as a teacher at an accredited college or university.

**ASS 61.215 Ground instructor privileges.**

(a) A person who holds a basic ground instructor rating is authorised to provide—

(1) Ground training in the aeronautical knowledge areas required for the issuance of a sport pilot licence, recreational pilot licence, private pilot licence, or associated ratings under this part;

(2) Ground training required for a sport pilot, recreational pilot, and private pilot flight review; and

(3) A recommendation for a knowledge test required for the issuance of a sport pilot licence, recreational pilot licence, or private pilot licence under this part.

(b) A person who holds an advanced ground instructor rating is authorised to provide:

(1) Ground training on the aeronautical knowledge areas required for the issuance of any certificate or rating under this part except for the aeronautical knowledge areas required for an instrument rating.

(2) The ground training required for any flight review except for the training required for an instrument rating.

(3) A recommendation for a knowledge test required for the issuance of any certificate or rating under this part except for an instrument rating.

(c) A person who holds an instrument ground instructor rating is authorised to provide:

(1) Ground training in the aeronautical knowledge areas required for the issuance of an instrument rating under this part;

(2) Ground training required for an instrument proficiency check; and

(3) A recommendation for a knowledge test required for the issuance of an instrument rating under this part.

(d) A person who holds a ground instructor certificate is authorised, within the limitations of the ratings on the ground instructor certificate, to endorse the logbook or other training record of a person to whom the holder has provided the training or recommendation specified in paragraphs (a) through (c) of this section.

**ASS 61.217 Recent experience requirements.**

The holder of a ground instructor certificate may not perform the duties of a ground instructor unless the person can show that one of the following occurred during the preceding 12 calendar months:

(a) Employment or activity as a ground instructor giving pilot, flight instructor, or ground instructor training;

(b) Employment or activity as a flight instructor giving pilot, flight instructor, or ground instructor ground or flight training;

(c) Completion of an approved flight instructor refresher course and receipt of a graduation certificate for that course; or

(d) An endorsement from an authorised instructor certifying that the person has demonstrated knowledge in the subject areas prescribed under ASS 61.213(a) (3) and (a) (4), as appropriate.

## Subpart J—Sport Pilots

**ASS 61.301 What is the purpose of this subpart and to whom does it apply?**

(a) This subpart prescribes the following requirements that apply to a sport pilot licence:

(1) Eligibility.

(2) Aeronautical knowledge.

(3) Flight proficiency.

(4) Aeronautical experience.

(5) Endorsements.

(6) Privileges and limits.

(b) Other provisions of this part apply to the logging of flight time and testing.

(c) This subpart applies to applicants for, and holders of, sport pilot licences. It also applies to holders of recreational pilot licences and higher, as provided in ASS 61.303.

**ASS 61.303 If I want to operate a light-sport aircraft, what operating limits and endorsement requirements in this subpart must I comply with?**

(a) Use the following table to determine what operating limits and endorsement requirements in this subpart, if any, apply to you when you operate a light-sport aircraft. The medical certificate specified in this table must be in compliance with ASS 61.2 in regards to currency and validity. If you hold a recreational pilot licence, but not a medical certificate, you must comply with cross country requirements in ASS 61.101 (c), even if your flight does not exceed 50 nautical miles from your departure airport. You must also comply with requirements in other subparts of this part that apply to your certificate and the operation you conduct.

| If you hold | And you hold | Then you may operate | And |
|---|---|---|---|
| (1) A medical certificate | (i) A sport pilot licence, | (A) Any light-sport aircraft for which you hold the endorsements required for its category and class | (1) You must hold any other endorsements required by this subpart, and comply with the limitations in ASS 61.315. |
| | (ii) At least a recreational pilot licence with a category and class rating, | (A) Any light-sport aircraft in that category and class, | (1) You do not have to hold any of the endorsements required by this subpart, nor do you have to comply with the limitations in ASS 61.315. |
| | (iii) At least a recreational pilot licence but not a rating for the category and class of light sport aircraft you operate, | (A) That light-sport aircraft, only if you hold the endorsements required in ASS 61.321 for its category and class, | (1) You must comply with the limitations in ASS 61.315, except ASS 61.315(c)(14) and, if a private pilot or higher, ASS 61.315(c)(7). |
| (2) Only an Australian driver's license | (i) A sport pilot licence, | (A) Any light-sport aircraft for which you hold the endorsements required for its category and class. | (1) You must hold any other endorsements required by this subpart, and comply with the limitations in ASS 61.315. |
| | (ii) At least a recreational pilot licence with a category and class rating, | (A) Any light-sport aircraft in that category and class, | (1) You do not have to hold any of the endorsements required by this subpart, but you must comply with the limitations in ASS 61.315. |
| | (iii) At least a recreational pilot licence but not a rating for the category | (A) That light-sport aircraft, only if you hold the endorsements required in | (1) You must comply with the limitations in ASS 61.315, except ASS 61.315(c) (14) |

| | | | |
|---|---|---|---|
| | and class of light-sport aircraft you operate, | ASS 61.321 for its category and class, | and, if a private pilot or higher, ASS 61.315(c) (7). |
| (3) Neither a medical certificate nor an Australian driver's license | (i) A sport pilot licence, | (A) Any light-sport glider or balloon for which you hold the endorsements required for its category and class | (1) You must hold any other endorsements required by this subpart, and comply with the limitations in ASS 61.315. |
| | (ii) At least a private pilot licence with a category and class rating for glider or balloon, | (A) Any light-sport glider or balloon in that category and class | (1) You do not have to hold any of the endorsements required by this subpart, nor do you have to comply with the limitations in ASS 61.315. |
| | (iii) At least a private pilot licence but not a rating for glider or balloon, | (A) Any light-sport glider or balloon, only if you hold the endorsements required in ASS 61.321 for its category and class | (1) You must comply with the limitations in ASS 61.315, except ASS 61.315(c)(14) and, if a private pilot or higher, ASS 61.315(c)(7). |

(b) A person using an Australian driver's license to meet the requirements of this paragraph must—

(1) Comply with each restriction and limitation imposed by that person's Australian driver's license and any judicial or administrative order applying to the operation of a motor vehicle;

(2) Have been found eligible for the issuance of at least a third-class airman medical certificate at the time of his or her most recent application (if the person has applied for a medical certificate);

(3) Not have had his or her most recently issued medical certificate (if the person has held a medical certificate) suspended or revoked or most recent Authorisation for a Special Issuance of a Medical Certificate withdrawn; and

(4) Not know or have reason to know of any medical condition that would make that person unable to operate a light-sport aircraft in a safe manner.

**ASS 61.305 What are the age and language requirements for a sport pilot licence?**

(a) To be eligible for a sport pilot licence you must:

(1) Be at least 17 years old (or 16 years old if you are applying to operate a glider or balloon).

(2) Be able to read, speak, write, and understand English. If you cannot read, speak, write, and understand English because of medical reasons, CASA may place limits on your certificate as are necessary for the safe operation of light-sport aircraft.

**ASS 61.307 What tests do I have to take to obtain a sport pilot licence?**

To obtain a sport pilot licence, you must pass the following tests:

(a) *Knowledge test.* You must pass a knowledge test on the applicable aeronautical knowledge areas listed in ASS 61.309. Before you may take the knowledge test for a sport pilot licence, you must receive a logbook endorsement from the authorised instructor who trained you or reviewed and evaluated your home-study course on the aeronautical knowledge areas listed in ASS 61.309 certifying you are prepared for the test.

(b) *Practical test.* You must pass a practical test on the applicable areas of operation listed in §ASS 61.309 and 61.311. Before you may take the practical test for a sport pilot licence, you must receive a logbook endorsement from the authorised instructor who provided you with flight training on the areas of operation specified in §ASS 61.309 and 61.311 in preparation for the practical test. This endorsement certifies that you meet the applicable aeronautical knowledge and experience requirements and are prepared for the practical test.

**ASS 61.309 What aeronautical knowledge must I have to apply for a sport pilot licence?**

To apply for a sport pilot licence you must receive and log ground training from an authorised instructor or complete a home-study course on the following aeronautical knowledge areas:

(a) Applicable regulations that relate to sport pilot privileges, limits, and flight operations.

(b) Accident reporting requirements of the Australian Transportation Safety Board.

(c) Use of the applicable portions of the aeronautical information manual and CASA advisory circulars.

(d) Use of aeronautical charts for VFR navigation using pilotage, dead reckoning, and navigation systems, as appropriate.

(e) Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts.

(f) Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence.

(g) Effects of density altitude on takeoff and climb performance.

(h) Weight and balance computations.

(i) Principles of aerodynamics, powerplants, and aircraft systems.

(j) Stall awareness, spin entry, spins, and spin recovery techniques, as applicable.

(k) Aeronautical decision making and risk management.

(l) Preflight actions that include—

(1) How to get information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, and fuel requirements; and

(2) How to plan for alternatives if the planned flight cannot be completed or if you encounter delays.

**ASS 61.311 What flight proficiency requirements must I meet to apply for a sport pilot licence?**

To apply for a sport pilot licence you must receive and log ground and flight training from an authorised instructor on the following areas of operation, as appropriate, for aircraft single-engine land or sea, glider, gyroplane, airship, balloon, powered parachute land or sea, and weight-shift-control aircraft land or sea privileges:

(a) Preflight preparation.

(b) Preflight procedures.

(c) Airport, seaplane base, and glider port operations, as applicable.

(d) Takeoffs (or launches), landings, and go-arounds.

(e) Performance manoeuvres, and for gliders, performance speeds.

(f) Ground reference manoeuvres (not applicable to gliders and balloons).

(g) Soaring techniques (applicable only to gliders).

(h) Navigation.

(i) Slow flight (not applicable to lighter-than-air aircraft and powered parachutes).

(j) Stalls (not applicable to lighter-than-air aircraft, gyroplanes, and powered parachutes).

(k) Emergency operations.

(l) Post-flight procedures.

**ASS 61.313 What aeronautical experience must I have to apply for a sport pilot licence?**

Use the following table to determine the aeronautical experience you must have to apply for a sport pilot licence:

| If you are applying for a sport pilot licence with: | Then you must: | Which must include at least: |
|---|---|---|
| (a) Aircraft category and single-engine land or sea class privileges, | (1) 20 hours of flight time, including at least 15 hours of flight training from an authorised instructor in a single-engine aircraft and at | (i) 2 hours of cross-country flight training,<br>(ii) 10 takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport, (iii) One solo cross-country flight of at least 75 nautical miles total distance, with a full-stop landing at a minimum of two |

| | | |
|---|---|---|
| | least 5 hours of solo flight training in the areas of operation listed in ASS 61.311, | points and one segment of the flight consisting of a straight-line distance of at least 25 nautical miles between the takeoff and landing locations, and (iv) 2 hours of flight training with an authorised instructor on those areas of operation specified in ASS 61.311 in preparation for the practical test within the preceding 2 calendar months from the month of the test. |
| (b) Glider category privileges, and you have not logged at least 20 hours of flight time in a heavier-than-air aircraft, | (1) 10 hours of flight time in a glider, including 10 flights in a glider receiving flight training from an authorised instructor and at least 2 hours of solo flight training in the areas of operation listed in ASS 61.311, | (i) Five solo launches and landings, and<br>(ii) at least 3 training flights with an authorised instructor on those areas of operation specified in ASS 61.311 in preparation for the practical test within the preceding 2 calendar months from the month of the test. |
| (c) Glider category privileges, and you have logged 20 hours flight time in a heavier-than-air aircraft, | (1) 3 hours of flight time in a glider, including five flights in a glider while receiving flight training from an authorised instructor and at least 1 hour of solo flight training in the areas of operation listed in ASS 61.311, | (i) Three solo launches and landings, and<br>(ii) at least 3 training flights with an authorised instructor on those areas of operation specified in ASS 61.311 in preparation for the practical test within the preceding 2 calendar months from the month of the test. |
| (d) Rotorcraft category and gyroplane class privileges, | (1) 20 hours of flight time, including 15 hours of flight training from an authorised instructor in a gyroplane and at least 5 hours of solo flight training in the areas of operation listed in ASS 61.311, | (i) 2 hours of cross-country flight training,<br>(ii) 10 takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport,<br>(iii) One solo cross-country flight of at least 50 nautical miles total distance, with a full-stop landing at a minimum of two points, and one segment of the flight consisting of a straight-line distance of at least 25 nautical miles between the takeoff and landing locations, and<br>(iv) 2 hours of flight training with an authorised instructor on those areas of operation specified in ASS 61.311 in preparation for the practical test within the preceding 2 calendar months from the month of the test. |
| (e) Lighter-than-air category and airship class privileges, | (1) 20 hours of flight time, including 15 hours of flight training from an authorised instructor in an airship and at least 3 hours performing the duties of pilot in command in an airship with an authorised instructor in the areas of operation listed in ASS 61.311, | (i) 2 hours of cross-country flight training,<br>(ii) Three takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport,<br>(iii) One cross-country flight of at least 25 nautical miles between the takeoff and landing locations, and<br>(iv) 2 hours of flight training with an authorised instructor on those areas of operation specified in ASS 61.311 in preparation for the practical test within the preceding 2 calendar months from the month of the test. |
| (f) Lighter-than-air category and balloon class privileges, | (1) 7 hours of flight time in a balloon, including three flights with an authorised instructor and one flight performing the duties of pilot in command in a balloon with an authorised instructor in the areas of operation listed in ASS 61.311, | (i) 2 hours of cross-country flight training, and<br>(ii) 1 hours of flight training with an authorised instructor on those areas of operation specified in ASS 61.311 in preparation for the practical test within the preceding 2 calendar months from the month of the test. |
| (g) Powered parachute category land or sea class privileges, | (1) 12 hours of flight time in a powered parachute, including 10 hours of flight training from an authorised instructor in a powered parachute, and at least 2 hours of solo flight training in the areas of | (i) 1 hour of cross-country flight training,<br>(ii) 20 takeoffs and landings to a full stop in a powered parachute with each landing involving flight in the traffic pattern at an airport;<br>(iii) 10 solo takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport, |

| | | |
|---|---|---|
| | operation listed in ASS 61.311 | (iv) One solo flight with a landing at a different airport and one segment of the flight consisting of a straight-line distance of at least 10 nautical miles between takeoff and landing locations, and<br>(v) 1 hours of flight training with an authorised instructor on those areas of operation specified in ASS 61.311 in preparation for the practical test within the preceding 2 calendar months from the month of the test. |
| (h) Weight-shift-control aircraft category land or sea class privileges, | (1) 20 hours of light time, including 15 hours of flight training from an authorised instructor in a weight-shift-control aircraft and at least 5 hours of solo flight training in the areas of operation listed in ASS 61.311, | (i) 2 hours of cross-country flight training,<br>(ii) 10 takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport,<br>(iii) One solo cross-country flight of at least 50 nautical miles total distance, with a full-stop landing at a minimum of two points, and one segment of the flight consisting of a straight-line distance of at least 25 nautical miles between takeoff and landing locations, and<br>(iv) 2 hours of flight training with an authorised instructor on those areas of operation specified in ASS 61.311 in preparation for the practical test within the preceding 2 calendar months from the month of the test. |

**ASS 61.315 What are the privileges and limits of my sport pilot licence?**

(a) If you hold a sport pilot licence you may act as pilot in command of a light-sport aircraft, except as specified in paragraph (c) of this section.

(b) You may share the operating expenses of a flight with a passenger, provided the expenses involve only fuel, oil, airport expenses, or aircraft rental fees. You must pay at least half the operating expenses of the flight.

(c) You may not act as pilot in command of a light-sport aircraft:

(1) That is carrying a passenger or property for compensation or hire.

(2) For compensation or hire.

(3) In furtherance of a business.

(4) While carrying more than one passenger.

(5) At night.

(6) In Class A airspace.

(7) In Class B, C, and D airspace, at an airport located in Class B, C, or D airspace, and to, from, through, or at an airport having an operational control tower unless you have met the requirements specified in ASS 61.325.

(8) Outside the Australia, unless you have prior authorisation from the country in which you seek to operate. Your sport pilot licence carries the limit "Holder does not meet ICAO requirements."

(9) To demonstrate the aircraft in flight to a prospective buyer if you are an aircraft salesperson.

(10) In a passenger-carrying airlift sponsored by a charitable organization.

(11) At an altitude of more than 10,000 feet MSL or 2,000 feet AGL, whichever is higher.

(12) When the flight or surface visibility is less than 3 statute miles.

(13) Without visual reference to the surface.

(14) If the aircraft:

(i) Has a VH greater than 87 knots CAS, unless you have met the requirements of ASS 61.327(b).

(ii) Has a VH less than or equal to 87 knots CAS, unless you have met the requirements of ASS 61.327(a) or have logged flight time as pilot in command of an aircraft with a VH less than or equal to 87 knots CAS before April 2, 2010.

(15) Contrary to any operating limitation placed on the airworthiness certificate of the aircraft being flown.

(16) Contrary to any limit on your pilot licence or airman medical certificate, or any other limit or endorsement from an authorised instructor.

(17) Contrary to any restriction or limitation on your Australian driver's license or any restriction or limitation imposed by judicial or administrative order when using your driver's license to satisfy a requirement of this part.

(18) While towing any object.

(19) As a pilot flight crewmember on any aircraft for which more than one pilot is required by the type certificate of the aircraft or the regulations under which the flight is conducted.

**ASS 61.317 Is my sport pilot licence issued with aircraft category and class ratings?**

Your sport pilot licence does not list aircraft category and class ratings. When you successfully pass the practical test for a sport pilot licence, regardless of the light-sport aircraft privileges you seek, CASA will issue you a sport pilot licence without any category and class ratings. CASA will provide you with a logbook endorsement for the category and class of aircraft in which you are authorised to act as pilot in command.

**ASS 61.319 [Reserved]**

**ASS 61.321 How do I obtain privileges to operate an additional category or class of light-sport aircraft?**

If you hold a sport pilot licence and seek to operate an additional category or class of light-sport aircraft, you must—

(a) Receive a logbook endorsement from the authorised instructor who trained you on the applicable aeronautical knowledge areas specified in ASS 61.309 and areas of operation specified in ASS 61.311. The endorsement certifies you have met the aeronautical knowledge and flight proficiency requirements for the additional light-sport aircraft privilege you seek;

(b) Successfully complete a proficiency check from an authorised instructor other than the instructor who trained you on the aeronautical knowledge areas and areas of operation specified in §ASS 61.309 and 61.311 for the additional light-sport aircraft privilege you seek;

(c) Complete an application for those privileges on a form and in a manner acceptable to CASA and present this application to the authorised instructor who conducted the proficiency check specified in paragraph (b) of this section; and

(d) Receive a logbook endorsement from the instructor who conducted the proficiency check specified in paragraph (b) of this section certifying you are proficient in the applicable areas of operation and aeronautical knowledge areas, and that you are authorised for the additional category and class light-sport aircraft privilege.

**ASS 61.323 [Reserved]**

**ASS 61.325 How do I obtain privileges to operate a light-sport aircraft at an airport within, or in airspace within, Class B, C, and D airspace, or in other airspace with an airport having an operational control tower?**

If you hold a sport pilot licence and seek privileges to operate a light-sport aircraft in Class B, C, or D airspace, at an airport located in Class B, C, or D airspace, or to, from, through, or at an airport having an operational control tower, you must receive and log ground and flight training. The authorised instructor who provides this training must provide a logbook endorsement that certifies you are proficient in the following aeronautical knowledge areas and areas of operation:

(a) The use of radios, communications, navigation system/facilities, and radar services.

(b) Operations at airports with an operating control tower to include three takeoffs and landings to a full stop, with each landing involving a flight in the traffic pattern, at an airport with an operating control tower.

(c) Applicable flight rules of part 91 for operations in Class B, C, and D airspace and air traffic control clearances.

**ASS 61.327 Are there specific endorsement requirements to operate a light-sport aircraft based on $V_H$ ?**

(a) Except as specified in paragraph (c) of this section, if you hold a sport pilot licence and you seek to operate a light-sport aircraft that is an aircraft with a $V_H$ less than or equal to 87 knots CAS you must—

(1) Receive and log ground and flight training from an authorised instructor in an aircraft that has a $V_H$ less than or equal to 87 knots CAS; and

(2) Receive a logbook endorsement from the authorised instructor who provided the training specified in paragraph (a) (1) of this section certifying that you are proficient in the operation of light-sport aircraft that is an aircraft with a $V_H$ less than or equal to 87 knots CAS.

(b) If you hold a sport pilot licence and you seek to operate a light-sport aircraft that has a $V_H$ greater than 87 knots CAS you must—

(1) Receive and log ground and flight training from an authorised instructor in an aircraft that has a VH greater than 87 knots CAS; and

(2) Receive a logbook endorsement from the authorised instructor who provided the training specified in paragraph (b) (1) of this section certifying that you are proficient in the operation of light-sport aircraft with a $V_H$ greater than 87 knots CAS.

(c) The training and endorsements required by paragraph (a) of this section are not required if you have logged flight time as pilot in command of an aircraft with a $V_H$ less than or equal to 87 knots CAS prior to April 2, 2010.

## Subpart K—Flight Instructors With a Sport Pilot Rating

**ASS 61.401 What is the purpose of this subpart?**

(a) This part prescribes the following requirements that apply to a flight instructor certificate with a sport pilot rating:

(1) Eligibility.

(2) Aeronautical knowledge.

(3) Flight proficiency.

(4) Endorsements.

(5) Privileges and limits.

(b) Other provisions of this part apply to the logging of flight time and testing.

**ASS 61.403 What are the age, language, and pilot licence requirements for a flight instructor certificate with a sport pilot rating?**

To be eligible for a flight instructor certificate with a sport pilot rating you must:

(a) Be at least 18 years old.

(b) Be able to read, speak, write, and understand English. If you cannot read, speak, write, and understand English because of medical reasons, CASA may place limits on your certificate as are necessary for the safe operation of light-sport aircraft.

(c) Hold at least a sport pilot licence with category and class ratings or privileges, as applicable, that are appropriate to the flight instructor privileges sought.

**ASS 61.405 What tests do I have to take to obtain a flight instructor certificate with a sport pilot rating?**

To obtain a flight instructor certificate with a sport pilot rating you must pass the following tests:

(a) *Knowledge test* . Before you take a knowledge test, you must receive a logbook endorsement certifying you are prepared for the test from an authorised instructor who trained you or evaluated your home-study course on the aeronautical knowledge areas listed in ASS 61.407. You must pass knowledge tests on—

(1) The fundamentals of instructing listed in ASS 61.407(a), unless you meet the requirements of ASS 61.407(c); and

(2) The aeronautical knowledge areas for a sport pilot licence applicable to the aircraft category and class for which flight instructor privileges are sought.

(b) *Practical test.* (1) Before you take the practical test, you must—

(i) Receive a logbook endorsement from the authorised instructor who provided you with flight training on the areas of operation specified in ASS 61.409 that apply to the category and class of aircraft privileges you seek. This endorsement certifies you meet the applicable aeronautical knowledge and experience requirements and are prepared for the practical test;

(ii) If you are seeking privileges to provide instruction in an aircraft or glider, receive a logbook endorsement from an authorised instructor indicating that you are competent and possess instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures after you have received flight training in those training areas in an aircraft or glider, as appropriate, that is certificated for spins;

(2) You must pass a practical test—

(i) On the areas of operation listed in ASS 61.409 that are appropriate to the category and class of aircraft privileges you seek;

(ii) In an aircraft representative of the category and class of aircraft for the privileges you seek;

(iii) In which you demonstrate that you are able to teach stall awareness, spin entry, spins, and spin recovery procedures if you are seeking privileges to provide instruction in an aircraft or glider. If you have not failed a practical test based on deficiencies in your ability to demonstrate knowledge or skill in these areas and you provide the endorsement required by paragraph (b) (1) (ii) of this section, an examiner may accept the endorsement instead of the demonstration required by this paragraph. If you are taking a test because you previously failed a test based on not meeting the requirements of this paragraph, you must pass a practical test on stall awareness, spin entry, spins, and spin recovery instructional competency and proficiency in the applicable category and class of aircraft that is certificated for spins.

**ASS 61.407 What aeronautical knowledge must I have to apply for a flight instructor certificate with a sport pilot rating?**

(a) Except as specified in paragraph (c) of this section you must receive and log ground training from an authorised instructor on the fundamentals of instruction that includes:

(1) The learning process.

(2) Elements of effective teaching.

(3) Student evaluation and testing.

(4) Course development.

(5) Lesson planning.

(6) Classroom training techniques.

(b) You must receive and log ground training from an authorised instructor on the aeronautical knowledge areas applicable to a sport pilot licence for the aircraft category and class in which you seek flight instructor privileges.

(c) You do not have to meet the requirements of paragraph (a) of this section if you—

(1) Hold a flight instructor certificate or ground instructor certificate issued under this part;

(2) Hold a teacher's certificate issued by a State, county, city, or municipality; or

(3) Are employed as a teacher at an accredited college or university.

**ASS 61.409 What flight proficiency requirements must I meet to apply for a flight instructor certificate with a sport pilot rating?**

You must receive and log ground and flight training from an authorised instructor on the following areas of operation for the aircraft category and class in which you seek flight instructor privileges:

(a) Technical subject areas.

(b) Preflight preparation.

(c) Preflight lesson on a manoeuvre to be performed in flight.

(d) Preflight procedures.

(e) Airport, seaplane base, and glider port operations, as applicable.

(f) Takeoffs (or launches), landings, and go-arounds.

(g) Fundamentals of flight.

(h) Performance manoeuvres and for gliders, performance speeds.

(i) Ground reference manoeuvres (except for gliders and lighter-than-air).

(j) Soaring techniques.

(k) Slow flight (not applicable to lighter-than-air and powered parachutes).

(l) Stalls (not applicable to lighter-than-air, powered parachutes, and gyroplanes).

(m) Spins (applicable to aircraft and gliders).

(n) Emergency operations.

(o) Tumble entry and avoidance techniques (applicable to weight-shift-control aircraft).

(p) Post-flight procedures.

**ASS 61.411 What aeronautical experience must I have to apply for a flight instructor certificate with a sport pilot rating?**

Use the following table to determine the experience you must have for each aircraft category and class:

| If you are applying for a flight instructor certificate with a sport pilot rating for | Then you must log at least. | Which must include at least |
|---|---|---|
| (a) Aircraft category and single-engine class privileges, | (1) 150 hours of flight time as a pilot, | (i) 100 hours of flight time as pilot in command in powered aircraft,<br>(ii) 50 hours of flight time in a single-engine airplane,<br>(iii) 25 hours of cross-country flight time,<br>(iv) 10 hours of cross-country flight time in a single-engine airplane, and<br>(v) 15 hours of flight time as pilot in command in a single-engine aircraft that is a light-sport aircraft. |
| (b) Glider category privileges, | (1) 25 hours of flight time as pilot in command in a glider, 100 flights in a glider, and 15 flights as pilot in command in a glider that is a light-sport aircraft, or<br>(2) 100 hours in heavier-than-air aircraft, 20 flights in a glider, and 15 flights as pilot in command in a glider that is a light-sport aircraft | |
| (c) Rotorcraft category and gyroplane class privileges, | (1) 125 hours of flight time as a pilot, | (i) 100 hours of flight time as pilot in command in powered aircraft,<br>(ii) 50 hours of flight time in a gyroplane, |
| | | (iii) 10 hours of cross-country flight time, |
| | | (iv) 3 hours of cross-country flight time in a gyroplane, and |
| | | (v) 15 hours of flight time as pilot in command in a gyroplane that is a light-sport aircraft. |

| | | |
|---|---|---|
| (d) Lighter-than-air category and airship class privileges, | (1) 100 hours of flight time as a pilot, | (i) 40 hours of flight time in an airship,<br>(ii) 20 hours of pilot in command time in an airship, |
| | | (iii) 10 hours of cross-country flight time, |
| | | (iv) 5 hours of cross-country flight time in an airship, and |
| | | (v) 15 hours of flight time as pilot in command in an airship that is a light-sport aircraft. |
| (e) Lighter-than-air category and balloon class privileges, | (1) 35 hours of flight time as pilot-in-command, | (i) 20 hours of flight time in a balloon,<br>(ii) 10 flights in a balloon, and |
| | | (iii) 5 flights as pilot in command in a balloon that is a light-sport aircraft. |
| (f) Weight-shift-control aircraft category privileges, | (1) 150 hours of flight time as a pilot, | (i) 100 hours of flight time as pilot in command in powered aircraft,<br>(ii) 50 hours of flight time in a weight-shift-control aircraft, |
| | | (iii) 25 hours of cross-country flight time, |
| | | (iv) 10 hours of cross-country flight time in a weight-shift-control aircraft, and |
| | | (v) 15 hours of flight time as pilot in command in a weight-shift-control aircraft that is a light-sport aircraft. |
| (g) Powered-parachute category privileges, | (1) 100 hours of flight time as a pilot, | (i) 75 hours of flight time as pilot in command in powered aircraft,<br>(ii) 50 hours of flight time in a powered parachute, |
| | | (iii) 15 hours of cross-country flight time, |
| | | (iv) 5 hours of cross-country flight time in a powered parachute, and |
| | | (v) 15 hours of flight time as pilot in command in a powered parachute that is a light-sport aircraft. |

**ASS 61.413 What are the privileges of my flight instructor certificate with a sport pilot rating?**

If you hold a flight instructor certificate with a sport pilot rating, you are authorised, within the limits of your certificate and rating, to provide training and endorsements that are required for, and relate to—

(a) A student pilot seeking a sport pilot licence;

(b) A sport pilot licence;

(c) A flight instructor certificate with a sport pilot rating;

(d) A powered parachute or weight-shift-control aircraft rating;

(e) Sport pilot privileges;

(f) A flight review or operating privilege for a sport pilot;

(g) A practical test for a sport pilot licence, a private pilot licence with a powered parachute or weight-shift-control aircraft rating or a flight instructor certificate with a sport pilot rating;

(h) A knowledge test for a sport pilot licence, a private pilot licence with a powered parachute or weight-shift-control aircraft rating or a flight instructor certificate with a sport pilot rating; and

(i) A proficiency check for an additional category or class privilege for a sport pilot licence or a flight instructor certificate with a sport pilot rating.

**ASS 61.415 What are the limits of a flight instructor certificate with a sport pilot rating?**

If you hold a flight instructor certificate with a sport pilot rating, you may only provide flight training in a light-sport aircraft and are subject to the following limits:

(a) You may not provide ground or flight training in any aircraft for which you do not hold:

(1) A sport pilot licence with applicable category and class privileges or a pilot licence with the applicable category and class rating; and

(2) Applicable category and class privileges for your flight instructor certificate with a sport pilot rating.

(b) You may not provide ground or flight training for a private pilot licence with a powered parachute or weight-shift-control aircraft rating unless you hold:

(1) At least a private pilot licence with the applicable category and class rating; and

(2) Applicable category and class privileges for your flight instructor certificate with a sport pilot rating.

(c) You may not conduct more than 8 hours of flight training in any 24-consecutive-hour period.

(d) You may not endorse a:

(1) Student pilot's certificate or logbook for solo flight privileges, unless you have—

(i) Given that student the flight training required for solo flight privileges required by this part; and

(ii) Determined that the student is prepared to conduct the flight safely under known circumstances, subject to any limitations listed in the student's logbook that you consider necessary for the safety of the flight.

(2) Student pilot's certificate and logbook for a solo cross-country flight, unless you have determined the student's flight preparation, planning, equipment, and proposed procedures are adequate for the proposed flight under the existing conditions and within any limitations listed in the logbook that you consider necessary for the safety of the flight.

(3) Student pilot's certificate and logbook for solo flight in Class B, C, and D airspace areas, at an airport within Class B, C, or D airspace and to from, through or on an airport having an operational control tower, unless that you have—

(i) Given that student ground and flight training in that airspace or at that airport; and

(ii) Determined that the student is proficient to operate the aircraft safely.

(4) Logbook of a pilot for a flight review, unless you have conducted a review of that pilot in accordance with the requirements of ASS 61.56.

(e) You may not provide training to operate a light-sport aircraft in Class B, C, and D airspace, at an airport located in Class B, C, or D airspace, and to, from, through, or at an airport having an operational control tower, unless you have the endorsement specified in ASS 61.325, or are otherwise authorised to conduct operations in this airspace and at these airports.

(f) You may not provide training in a light-sport aircraft that is an aircraft with a VH less than or equal to 87 knots CAS unless you have the endorsement specified in ASS 61.327 (a), or are otherwise authorised to operate that light-sport aircraft.

(g) You may not provide training in a light-sport aircraft with a VH greater than 87 knots CAS unless you have the endorsement specified in ASS 61.327 (b), or are otherwise authorised to operate that light-sport aircraft.

(h) You must perform all training in an aircraft that complies with the requirements of § 91.109.

(i) If you provide flight training for a certificate, rating or privilege, you must provide that flight training in an aircraft that meets the following:

(1) The aircraft must have at least two pilot stations and be of the same category and class appropriate to the certificate, rating or privilege sought.

(2) For single place aircraft, pre-solo flight training must be provided in an aircraft that has two pilot stations and is of the same category and class appropriate to the certificate, rating, or privilege sought.

**ASS 61.417 Will my flight instructor certificate with a sport pilot rating list aircraft category and class ratings?**

Your flight instructor certificate does not list aircraft category and class ratings. When you successfully pass the practical test for a flight instructor certificate with a sport pilot rating, regardless of the light-sport aircraft privileges you seek, CASA will issue you a flight instructor certificate with a sport pilot rating without any category and class ratings. CASA will provide you with a logbook endorsement for the category and class of light-sport aircraft you are authorised to provide training in.

**ASS 61.419 How do I obtain privileges to provide training in an additional category or class of light-sport aircraft?**

If you hold a flight instructor certificate with a sport pilot rating and seek to provide training in an additional category or class of light-sport aircraft you must—

(a) Receive a logbook endorsement from the authorised instructor who trained you on the applicable areas of operation specified in ASS 61.409 certifying you have met the aeronautical knowledge and flight proficiency requirements for the additional category and class flight instructor privilege you seek;

(b) Successfully complete a proficiency check from an authorised instructor other than the instructor who trained you on the areas specified in ASS 61.409 for the additional category and class flight instructor privilege you seek;

(c) Complete an application for those privileges on a form and in a manner acceptable to CASA and present this application to the authorised instructor who conducted the proficiency check specified in paragraph (b) of this section; and

(d) Receive a logbook endorsement from the instructor who conducted the proficiency check specified in paragraph (b) of this section certifying you are proficient in the areas of operation and authorised for the additional category and class flight instructor privilege.

**ASS 61.421 May I give myself an endorsement?**

No. If you hold a flight instructor certificate with a sport pilot rating, you may not give yourself an endorsement for any certificate, privilege, rating, flight review, authorisation, practical test, knowledge test, or proficiency check required by this part.

**ASS 61.423 What are the recordkeeping requirements for a flight instructor with a sport pilot rating?**

(a) As a flight instructor with a sport pilot rating you must:

(1) Sign the logbook of each person to whom you have given flight training or ground training.

(2) Keep a record of the name, date, and type of endorsement for:

(i) Each person whose logbook or student pilot licence you have endorsed for solo flight privileges.

(ii) Each person for whom you have provided an endorsement for a knowledge test, practical test, or proficiency check, and the record must indicate the kind of test or check, and the results.

(iii) Each person whose logbook you have endorsed as proficient to operate—

(A) An additional category or class of light-sport aircraft;

(B) In Class B, C, and D airspace; at an airport located in Class B, C, or D airspace; and to, from, through, or at an airport having an operational control tower;

(C) A light-sport aircraft that is an aircraft with a VH less than or equal to 87 knots CAS; and

(D) A light-sport aircraft with a VH greater than 87 knots CAS.

(iv) Each person whose logbook you have endorsed as proficient to provide flight training in an additional category or class of light-sport aircraft.

(b) Within 10 days after providing an endorsement for a person to operate or provide training in an additional category and class of light-sport aircraft you must—

(1) Complete, sign, and submit to CASA the application presented to you to obtain those privileges; and

(2) Retain a copy of the form.

(c) You must keep the records listed in this section for 3 years. You may keep these records in a logbook or a separate document.

**ASS 61.425 How do I renew my flight instructor certificate?**

If you hold a flight instructor certificate with a sport pilot rating you may renew your certificate in accordance with the provisions of ASS 61.197.

**ASS 61.427 What must I do if my flight instructor certificate with a sport pilot rating expires?**

You may exchange your expired flight instructor certificate with a sport pilot rating for a new certificate with a sport pilot rating and any other rating on that certificate by passing a practical test as prescribed in ASS 61.405(b) or ASS 61.183(h) for one of the ratings listed on the expired flight instructor certificate. CASA will reinstate any privilege authorised by the expired certificate.

**ASS 61.429 May I exercise the privileges of a flight instructor certificate with a sport pilot rating if I hold a flight instructor certificate with another rating?**

If you hold a flight instructor certificate, a commercial pilot licence with an airship rating, or a commercial pilot licence with a balloon rating issued under this part, and you seek to exercise the privileges of a flight instructor certificate with a sport pilot rating, you may do so without any further showing of proficiency, subject to the following limits:

(a) You are limited to the aircraft category and class ratings listed on your flight instructor certificate, commercial pilot licence with an airship rating, or commercial pilot licence with a balloon rating, as appropriate, when exercising your flight instructor privileges and the privileges specified in ASS 61.413.

(b) You must comply with the limits specified in ASS 61.415 and the recordkeeping requirements of ASS 61.423.

(c) If you want to exercise the privileges of your flight instructor certificate in a category or class of light-sport aircraft for which you are not currently rated, you must meet all applicable requirements to provide training in an additional category or class of light-sport aircraft specified in ASS 61.419.