



# Australian Government

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## Civil Aviation Safety Authority

Instrument number CASA EX57/22

I, CHRISTOPHER PAUL MONAHAN, Executive Manager, National Operations & Standards, a delegate of CASA, make this instrument under regulation 11.160 of the *Civil Aviation Safety Regulations 1998*.

**[Signed Christopher P. Monahan]**

Christopher P. Monahan  
Executive Manager, National Operations & Standards

27 July 2022

### **CASA EX57/22 – Flight Crew Licensing (Differences Training and Flight Training – Equivalent Overseas Training) Amendment Instrument 2022**

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#### **1 Name**

This instrument is *CASA EX57/22 – Flight Crew Licensing (Differences Training and Flight Training – Equivalent Overseas Training) Amendment Instrument 2022*.

#### **2 Commencement**

This instrument commences on 1 August 2022.

#### **3 Amendment of instrument CASA EX66/21**

Schedule 1 amends instrument *CASA EX66/21 – Flight Crew Licensing (Miscellaneous Exemptions) Exemption 2021*.

### **Schedule 1 Amendments**

#### **[1] After Part 12**

*insert*

### **Part 13 — Differences Training, Class Rating Flight Training and Flight Review (Equivalent Overseas Training) Exemptions**

#### **60 Definitions for Part**

*Note* In this Part, certain terms and expressions have the same meaning as they have in the *Civil Aviation Act 1988* and the regulations. These include: *differences training*, *equivalent*, for an overseas rating, *overseas rating*, *recognised foreign State* and *type rating* that are defined in regulation 61.010.

In this Part:

*aircraft class rating* has the same meaning as in Part 61 of CASR.

*aircraft of the prescribed type* means an aircraft of a type prescribed for regulation 61.062 in the instrument mentioned in subregulation 61.747 (2) as in force from time to time.

*Note* At the commencement of this Part, the latest edition of this instrument is *Prescription of Aircraft and Ratings — CASR Part 61 (Edition 8) Instrument 2021*.

**authorised overseas training provider** means:

- (a) for an equivalent training course — a training provider authorised by the national aviation authority of a recognised foreign State to conduct the equivalent training course; and
- (b) for equivalent flight training — a training provider authorised by the national aviation authority of a recognised foreign State to conduct the equivalent flight training.

**equivalent flight training**, for the holder of an aircraft class rating, means training, related to flying an aircraft of the prescribed type, that is conducted by an authorised overseas training provider.

**equivalent training course** means a training course, related to an aircraft model, that is:

- (a) for the holder of a pilot type rating — conducted by an authorised overseas training provider, for an overseas rating that is at least equivalent to the pilot type rating; and
- (b) for the holder of a flight engineer type rating — conducted by an authorised overseas training provider, for an overseas rating that is at least equivalent to the flight engineer type rating.

*Note* An equivalent training course may be a full course of training or a differences course for a variant.

**flight engineer type rating** has the same meaning as in Part 61 of CASR.

**pilot type rating** has the same meaning as in Part 61 of CASR.

## **61 Exemption — flight training for holder of aircraft class rating**

- (1) This section applies to the holder of an aircraft class rating who has:
  - (a) completed equivalent flight training for an aircraft of the prescribed type covered by the rating; and
  - (b) provided CASA with documentation showing that the person:
    - (i) has completed the equivalent flight training for the aircraft; and
    - (ii) has been assessed, by a person authorised by the national aviation authority of the recognised foreign State to conduct the assessment, as competent to fly the aircraft.

*Note* The documentation may include the aeronautical experience accumulated by the holder of the class rating in the aircraft or flight simulation training device.

- (2) The holder of the aircraft class rating is exempt from compliance with regulation 61.747 to the extent that the regulation requires the holder to have completed the following to exercise the privileges of the rating in an aircraft of the prescribed type:
  - (a) the flight training mentioned in subregulation 61.747 (3) for the aircraft type;
  - (b) a flight review in an aircraft of the type or an approved flight simulator for the flight review.

## **62 Exemption — differences training for holder of pilot type rating**

- (1) This section applies to the holder of a pilot type rating who has:
  - (a) either:
    - (i) passed the flight test for the rating in an aircraft model covered by the rating (the *first variant*) or in an approved flight simulator for the first variant; or
    - (ii) completed a course of training for the first variant; and
  - (b) completed an equivalent training course for another aircraft model covered by the rating (the *second variant*); and
  - (c) provided CASA with documentation, from the authorised overseas training provider that conducted the equivalent training course for the second variant, that shows that the person has:
    - (i) completed the equivalent training course for the second variant; and
    - (ii) been assessed, by the authorised overseas training provider, as competent to pilot an aircraft of the second variant.

*Note* The documentation for subparagraph (c) (i) may be a course completion certificate.

- (2) The holder of the pilot type rating is exempt from compliance with regulation 61.780 to the extent that the regulation requires the holder to have completed the differences training for the second variant to exercise the privileges of the rating in an aircraft of the second variant.

## **63 Exemption — differences training for holder of flight engineer type rating**

- (1) This section applies to the holder of a flight engineer type rating who has:
  - (a) passed the flight test for the flight engineer type rating in:
    - (i) an aircraft model covered by the rating (the *first variant*); or
    - (ii) a flight simulator that represents the first variant; and
  - (b) completed an equivalent training course for another aircraft model covered by the flight engineer type rating (the *second variant*); and
  - (c) provided CASA with documentation, from the authorised overseas training provider that conducted the equivalent training course for the second variant, that shows that the person has:
    - (i) completed the equivalent training course for the second variant; and
    - (ii) been assessed, by the authorised overseas training provider, as competent to act as the flight engineer of an aircraft of the second variant.

*Note* The documentation for subparagraph (c) (i) may be a course completion certificate.

- (2) The holder of the flight engineer type rating is exempt from compliance with regulation 61.1370 to the extent that the regulation requires the holder to have completed the differences training for the second variant to exercise the privileges of the rating in an aircraft of the second variant.