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Dictionary and Endnotes

Each volume has its own contents

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Subpart 61.A Preliminary

Division 61.A.1 General

Regulation 61.010

Division 61.O.2—Privileges and requirements for grant of night VFR endorsements

- 61.980 Kinds of night VFR endorsement
- 61.985 Privileges of night VFR endorsements
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Regulation 61.010

azimuth guidance operation means an instrument approach operation using azimuth bearings for lateral navigation guidance.

basic instrument flight training means flight training in the units of competency for instrument flight mentioned in the Part 61 Manual of Standards for the grant of a private pilot licence or commercial pilot licence.

instructor proficiency check means an assessment, against the standards mentioned in the Part 61 Manual of Standards, of an instructor's competency to conduct flight training.

instructor rating means:

- (a) a flight instructor rating; or
- (b) a simulator instructor rating; or
- (c) a flight engineer instructor rating.

Regulation 61.365

instrument endorsement means an endorsement mentioned in column 1 of table 61.890.

instrument flight time: see regulation 61.105.

instrument ground time: see regulation 61.110.

instrument proficiency check means an assessment, against the standards mentioned in the Part 61 Manual of Standards, of a pilot's competency to pilot an aircraft under the IFR.

instrument time means:

- (a) instrument flight time; or
- (b) instrument ground time.

Subpart 61.E—Pilot licensing—general limitations and authorisations

Note: Subpart 61.E does not apply to glider pilot licences: see the definition of *pilot licence* in regulation 61.010. Subpart 61.Z deals with glider pilot licences.

Division 61.E.1—General limitations on exercise of pilot licence privileges

61.375 Limitations on exercise of privileges of pilot licences—ratings

- (1) This regulation applies to the holder of a pilot licence.
- (2) The holder is authorised to exercise the privileges of the licence in an aircraft of a particular category only if the holder also holds, as the associated aircraft category rating for the licence, the aircraft category rating for that category of aircraft.

Note: An aircraft category rating has effect only in conjunction with the licence for which it is granted. It does not authorise the exercise, in the aircraft category covered by the rating, of the privileges of any other licence held by the holder of the rating: see the definition of *associated* in regulation 61.010.

- (3) The holder is authorised to exercise the privileges of the licence in an aircraft, other than an aircraft mentioned in subregulation (5), only if the holder also holds an appropriate aircraft class rating for the aircraft.
- (4) For subregulation (3), either of the following is an appropriate aircraft class rating for an aeroplane in the single-engine aeroplane class:
 - (a) the single-engine aeroplane class rating;
 - (b) the multi-engine aeroplane class rating.
- (5) The holder is authorised to exercise the privileges of the licence in:
 - (a) a multi-crew aircraft; or
 - (b) an aircraft:
 - (i) that is certificated for single-pilot operation; and
 - (ii) for which a single-pilot type rating is required by a legislative instrument under regulation 61.060;only if the holder also holds the appropriate pilot type rating for the aircraft type.
- (6) However, the holder is not required to hold the pilot type rating for the aircraft if:
 - (a) the person is acting as a cruise relief co-pilot for the aircraft; and
 - (b) the person holds a cruise relief co-pilot type rating for the aircraft type.
- (7) The holder is authorised to conduct an activity mentioned in column 1 of an item in table 61.375 in the exercise of the privileges of the licence only if the holder also holds the rating mentioned in column 2 of the item.
- (8) However:

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Subpart 61.E Pilot licensing—general limitations and authorisations

Division 61.E.1 General limitations on exercise of pilot licence privileges

Regulation 61.375

- (a) the holder of a multi-crew pilot licence with an aeroplane category rating is authorised, without holding an instrument rating, to pilot an aeroplane in a multi-crew operation:
 - (i) under the IFR; or
 - (ii) at night under the VFR; and
- (b) the holder of an air transport pilot licence with an aeroplane category rating is authorised, without holding an instrument rating, to pilot an aeroplane:
 - (i) under the IFR; or
 - (ii) at night under the VFR; and
- (c) the holder of an air transport pilot licence with a powered-lift category rating is authorised, without holding an instrument rating, to pilot a powered-lift aircraft:
 - (i) under the IFR; or
 - (ii) at night under the VFR.

Table 61.375 Activities for which ratings are required

Item	Column 1 Activity	Column 2 Rating
1	An operation under the IFR, other than an operation mentioned in item 2	Instrument rating
2	A private operation under the IFR	Either: (a) instrument rating; or (b) private instrument rating
3	An operation at night under the VFR, other than: (a) an operation using a night vision imaging system; or (b) a night aerial application operation below 500 ft AGL	Either: (a) night VFR rating; or (b) instrument rating
4	An operation at night under the VFR using a night vision imaging system	Night vision imaging system rating
5	A low-level operation	Either: (a) low-level rating; or (b) aerial application rating
6	An aerial application operation below 500 ft AGL	Aerial application rating
7	An activity mentioned in paragraph 61.1165(a), (c), (d), (e) or (f) in an aircraft An activity mentioned in paragraph 61.1165(g), (h) or (i)	Flight instructor rating

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Subpart 61.L Aircraft ratings and endorsements for pilot licences

Division 61.L.6 Cruise relief type ratings

Regulation 61.850

Table 61.375 Activities for which ratings are required

Item	Column 1 Activity	Column 2 Rating
8	An activity mentioned in paragraph 61.1190(a), (c), (d), (e) or (f) in a flight simulation training device An activity mentioned in paragraph 61.1165(b), (j) or (k) or 61.1190(b), (g) or (h)	Either: (a) flight instructor rating; or (b) simulator instructor rating
9	An activity mentioned in regulation 61.1255	Flight examiner rating

Subpart 61.M—Instrument ratings

Division 61.M.1—Privileges and requirements for grant of instrument ratings

61.855 Privileges of instrument ratings

Subject to Subpart 61.E and regulations 61.860 to 61.880, the holder of an instrument rating is authorised to pilot an aircraft:

- (a) under the IFR; or
- (b) at night under the VFR.

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

61.860 Limitations on exercise of privileges of instrument ratings—general

- (1) The holder of an instrument rating is authorised to conduct an instrument approach operation of a particular kind as pilot in command of an aircraft only if the aircraft is equipped for that kind of operation.
- (2) The holder of an instrument rating is authorised to pilot an aircraft in a single-pilot operation under the IFR only if the holder has:
 - (a) passed the flight test for the rating in a single-pilot aircraft; or
 - (b) completed an instrument proficiency check in a single-pilot aircraft.
- (3) The holder of an instrument rating is authorised to conduct a circling approach under the IFR on a flight only if:
 - (a) the holder passed the flight test for the rating within the previous 12 months, and the flight test included a circling approach; or
 - (b) the holder's most recent instrument proficiency check included a circling approach; or
 - (c) both:
 - (i) the holder is successfully participating in an operator's training and checking system for an operation that includes circling approaches; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation.
- (4) For paragraph (3)(b), an instrument proficiency check includes an operator proficiency check:
 - (a) that covers IFR operations; and
 - (b) that is conducted by a flight examiner who holds an instrument rating flight test endorsement.

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Subpart 61.M Instrument ratings

Division 61.M.1 Privileges and requirements for grant of instrument ratings

Regulation 61.865

- (5) The holder of an instrument rating is authorised to conduct an instrument approach operation in an aircraft using a procedure of a particular kind only if the holder has:
 - (a) completed training in the conduct of instrument approach operations using the procedure; and
 - (b) demonstrated, to a person mentioned in subregulation (6), his or her competence in the conduct of instrument approach operations using the procedure.
- (6) For paragraph (5)(b), the persons are as follows:
 - (a) CASA;
 - (b) an examiner who is authorised to conduct an instrument approach operation using the same procedure;
 - (c) a person who holds an approval under regulation 61.040 to assess the holder's competence.

61.865 Limitations on exercise of privileges of instrument ratings—endorsements

- (1) The holder of an instrument rating is authorised to pilot an aircraft mentioned in column 2 of an item in Part 1 of table 61.890 under the IFR, or at night under the VFR, only if the holder also holds the endorsement mentioned in column 1 of the item.
- (2) The holder of an instrument rating is authorised to conduct an instrument approach operation mentioned in column 2 of an item in Part 2 of table 61.890 only if the holder also holds the endorsement mentioned in column 1 of the item.

61.870 Limitations on exercise of privileges of instrument ratings—recent experience: general

- (1) This regulation applies to the holder of an instrument rating subject to subregulation (1A).
- (1A) This regulation does not apply to the holder if:
 - (a) the holder has successfully completed an operator proficiency check that covers IFR operations within the previous 3 months; or
 - (b) both:
 - (i) the holder is successfully participating in an operator's training and checking system for an IFR operation; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation.
- (2) The holder is authorised to pilot an aircraft under the IFR only if the holder has conducted at least 3 instrument approach operations within the previous 90 days in an aircraft or an approved flight simulation training device for the purpose.
- (3) The holder is authorised to pilot an aircraft of a particular category under the IFR only if the holder has conducted at least one instrument approach operation

within the previous 90 days in an aircraft of the same category or an approved flight simulation training device for the purpose.

- (4) The holder is authorised to conduct a 2D instrument approach operation only if the holder has conducted a 2D instrument approach operation within the previous 90 days in an aircraft or an approved flight simulation training device for the purpose.
- (5) The holder is authorised to conduct a 3D instrument approach operation only if the holder has conducted a 3D instrument approach operation within the previous 90 days in an aircraft or an approved flight simulation training device for the purpose.
- (6) The holder is authorised to conduct an azimuth guidance operation only if the holder has conducted an azimuth guidance operation within the previous 90 days in an aircraft or an approved flight simulation training device for the purpose.
- (7) The holder is authorised to conduct a course deviation indicator operation only if the holder has conducted a course deviation indicator operation within the previous 90 days in an aircraft or an approved flight simulation training device for the purpose.

Note: Azimuth guidance operations and course deviation indicator operations are instrument approach operations: see the definitions of those terms in regulation 61.010.

61.875 Limitations on exercise of privileges of instrument ratings—recent experience: single pilot

- (1) The holder of an instrument rating is authorised to pilot an aircraft under the IFR in a single-pilot operation only if the holder has conducted a flight or simulated flight under the IFR in a single-pilot operation within the previous 6 months.
- (2) For subregulation (1), the flight or simulated flight must:
 - (a) have a duration of at least one hour; and
 - (b) include at least one instrument approach or simulated instrument approach.

61.880 Limitations on exercise of privileges of instrument ratings—instrument proficiency check

- (1) The holder of an instrument rating is authorised to exercise the privileges of the rating in an aircraft of a particular category only if the holder has a valid instrument proficiency check for the aircraft category.
- (2) However:
 - (a) the holder is authorised to exercise the privileges of the rating in a multi-engine aeroplane only if the holder has a valid instrument proficiency check for multi-engine aeroplanes; and
 - (b) the holder is authorised to exercise the privileges of the rating in a multi-engine helicopter only if the holder has a valid instrument proficiency check for multi-engine helicopters.

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Subpart 61.M Instrument ratings

Division 61.M.1 Privileges and requirements for grant of instrument ratings

Regulation 61.880

- (3) Subject to subregulations (4) and (4B), for subregulations (1) and (2), the holder is taken to have a valid instrument proficiency check for the aircraft category, or for multi-engine aeroplanes or helicopters, during the following periods:
- (a) if the holder passes the flight test for the instrument rating in a relevant aircraft—the period from when the holder passes the flight test to the end of the 12th month after the month in which the holder passes the flight test;
 - (b) if:
 - (i) the holder passes the flight test for an instrument endorsement in a relevant aircraft; and
 - (ii) the flight test is conducted more than 6 months after the holder passes the flight test for the rating;the period from when the holder passes the flight test for the endorsement to the end of the 12th month after the month in which the holder passes the flight test for the endorsement;
 - (c) if the holder successfully completes an operator proficiency check that covers IFR operations in the relevant aircraft, and that is conducted by a flight examiner who holds an instrument rating flight test endorsement—the period from when the holder successfully completes the check to the end of the 12th month after the month in which the holder successfully completes the check;
 - (d) if:
 - (i) the holder is successfully participating in an operator’s training and checking system for an IFR operation in the relevant aircraft; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation and operations in the relevant aircraft;the period during which the holder is successfully participating in the system;
 - (e) if the holder successfully completes an instrument proficiency check for the relevant aircraft—the period from when the holder successfully completes the check to the end of the 12th month after the month in which the holder successfully completes the check;
 - (f) if:
 - (i) the holder is taken to have a valid instrument proficiency check under any of paragraphs (a) to (e) for the relevant aircraft (the *existing check*); and
 - (ii) within 3 months before the validity of the existing check expires, the holder successfully completes an instrument proficiency check for the relevant aircraft;the period from when the validity of the existing check expires to the end of the 12th month after the validity of the existing check expires.
- (4) If, at any time, the holder attempts, but does not successfully complete, an instrument proficiency check mentioned in subregulation (4A) (the *failed check*), the holder is no longer taken to have a valid instrument proficiency check for:
- (a) the aircraft category in which the holder attempted the failed check; or
 - (b) multi-engine aircraft of the category in which the holder attempted the failed check.
-

- (4A) For subregulation (4), the failed check may be any of the following:
- (a) an instrument proficiency check for an aircraft category;
 - (b) an instrument proficiency check for multi-engine aeroplanes or helicopters;
 - (c) an instrument proficiency check for an aircraft type.
- (4B) If the holder is taken to have a valid instrument proficiency check for the relevant aircraft only because of the holder's participation in an operator's training and checking system, the check is taken to be valid only for operations conducted by the operator.
- (5) For paragraphs (3)(e) and (f), the holder successfully completes an instrument proficiency check for the relevant aircraft if:
- (a) CASA or a flight examiner:
 - (i) assesses the holder's competency to conduct operations under the IFR in a relevant aircraft as meeting the standards mentioned in the Part 61 Manual of Standards for an instrument proficiency check in the relevant aircraft; and
 - (ii) endorses the holder's licence document to the effect that the holder has completed the instrument proficiency check; and
 - (iii) includes in the endorsement the matters mentioned in subregulation (8); or
 - (b) a person mentioned in subregulation (7) assesses the holder as competent to conduct operations under the IFR in a relevant aircraft, and CASA or a flight examiner:
 - (i) conducts an oral assessment of the holder's knowledge of IFR operation procedures to the standards mentioned in the Part 61 Manual of Standards for an instrument proficiency check; and
 - (ii) endorses the holder's licence document to the effect that the holder has completed the instrument proficiency check; and
 - (iii) includes in the endorsement the matters mentioned in subregulation (8).
- (6) For paragraphs (3)(e) and (f), the instrument proficiency check must be conducted in a relevant aircraft or an approved flight simulation training device for the proficiency check.
- (7) For paragraph (5)(b), the person is the holder of an approval under regulation 61.040 to conduct the proficiency check.
- (8) For subparagraphs (5)(a)(iii) and (b)(iii), the matters are:
- (a) the date on which the instrument proficiency check is conducted; and
 - (b) the aircraft to which the instrument proficiency check relates.
- (9) In this regulation:
- relevant aircraft**, for an instrument proficiency check, means:
- (a) if the instrument proficiency check is for an aircraft category—a single-engine or multi-engine aircraft of that category; or

Part 61 Flight crew licensing

Subpart 61.M Instrument ratings

Division 61.M.1 Privileges and requirements for grant of instrument ratings

Regulation 61.885

- (b) if the instrument proficiency check is for multi-engine aeroplanes—a multi-engine aeroplane; or
- (c) if the instrument proficiency check is for multi-engine helicopters—a multi-engine helicopter.

61.885 Requirements for grant of instrument ratings

- (1) An applicant for an instrument rating must:
 - (a) hold a private pilot licence, commercial pilot licence or air transport pilot licence; and
 - (b) meet the requirements for the grant of:
 - (i) at least one instrument endorsement mentioned in column 1 of an item in Part 1 of table 61.890; and
 - (ii) at least one instrument endorsement mentioned in column 1 of an item in Part 2 of table 61.890.

Note 1: Paragraph (a) is satisfied if the applicant holds a certificate of validation of an overseas flight crew licence that is equivalent to a private pilot licence, commercial pilot licence or air transport pilot licence: see item 36 of Part 2 of the Dictionary.

Note 2: An application for a pilot licence mentioned in paragraph (a) and an instrument rating may be made at the same time: see subregulation 61.155(2).

- (2) The applicant must also have:
 - (a) passed the aeronautical knowledge examination for the instrument rating; and
 - (b) completed flight training for the instrument rating; and
 - (c) passed the flight test mentioned in the Part 61 Manual of Standards for the instrument rating and the aircraft category rating associated with the applicant's pilot licence; and
 - (d) met the aeronautical experience requirements mentioned in subregulation (5).

Note 1: For paragraph (a), for the conduct of aeronautical knowledge examinations, see Division 61.B.3.

Note 2: For paragraph (b), for the requirements for flight training, see Division 61.B.2.

Note 3: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.

Note 4: For paragraph (d), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

- (3) For paragraph (2)(b), the flight training must have been conducted in an aircraft of the same category as the aircraft in which, or the aircraft represented by the flight simulation training device in which, the flight test is conducted.
- (4) For paragraph (2)(c), the flight test must be conducted in an aircraft unless the applicant has previously held:
 - (a) an instrument rating; or
 - (b) an overseas rating that CASA is satisfied is equivalent to an instrument rating; or

- (c) a qualification issued by the Australian Defence Force that CASA is satisfied is equivalent to an instrument rating.
- (5) For paragraph (2)(d), the applicant must have aeronautical experience that includes:
 - (a) at least 50 hours of cross-country flight time as pilot in command; and
 - (b) at least 40 hours of instrument time, including:
 - (i) at least 10 hours of dual instrument time; and
 - (ii) either:
 - (A) if subregulation (6) applies—at least 10 hours of instrument flight time; or
 - (B) in any other case—at least 20 hours of instrument flight time.
- (6) This subregulation applies if any instrument ground time relied on by an applicant for paragraph (5)(b) is:
 - (a) completed in an approved flight simulator for the purpose; and
 - (b) supervised by a pilot instructor who holds an instrument rating training endorsement.
- (7) For subregulation (5), the cross-country flight time and instrument flight time must have been conducted in an aircraft of the same category as the aircraft in which, or the aircraft represented by the flight simulation training device in which, the flight test is conducted.

61.887 Removal of instrument rating conditions about acting as pilot in command under IFR

- (1) This regulation applies to the holder of an instrument rating granted on the basis of regulation 202.272 or 202.274 if the rating is subject to the condition that the holder is not authorised to act as pilot in command under the IFR.
- (2) CASA must remove the condition, to the extent that it relates to a particular aircraft category or class, if:
 - (a) the holder applies to CASA for the removal of the condition; and
 - (b) the holder meets the requirements under this Part for the grant of:
 - (i) an instrument rating; and
 - (ii) an instrument endorsement that would authorise the holder to pilot an aircraft of that category or class under the IFR.

Regulation 61.890

Division 61.M.2—Privileges and requirements for grant of instrument endorsements

61.890 Kinds of instrument endorsement

The kinds of instrument endorsement are set out in column 1 of table 61.890.

Table 61.890 Instrument endorsements			
Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
<i>Part 1—Aircraft category/class endorsements</i>			
1	Single-engine aeroplane instrument endorsement	Pilot an aeroplane of the single-engine aeroplane class under the IFR or at night under the VFR	<p>Single-engine aeroplane class rating or type rating for a type of single-engine aeroplane</p> <p>At least 10 hours of dual instrument time in an aeroplane or an approved flight simulation training device for the purpose</p> <p>At least 5 hours of aeronautical experience at night as pilot of an aeroplane or an approved flight simulation training device for the purpose, including at least one hour of dual flight and one hour of solo night circuits</p>
2	Multi-engine aeroplane instrument endorsement	Pilot an aeroplane under the IFR or at night under the VFR	<p>Multi-engine aeroplane class rating or type rating for a type of multi-engine aeroplane</p> <p>At least 10 hours of dual instrument time in a multi-engine aeroplane or an approved flight simulation training device for the purpose</p> <p>At least 5 hours of aeronautical experience at night as pilot of an aeroplane or an approved flight simulation training device for the purpose, including at least one hour of dual flight and one hour of solo night circuits</p>
3	Single-engine helicopter instrument endorsement	Pilot a single-engine helicopter under the IFR or at night under the VFR	<p>Single-engine helicopter class rating or type rating for a type of single-engine helicopter</p> <p>At least 10 hours of dual instrument time in a helicopter or an approved flight simulation training device for the purpose</p> <p>At least 5 hours of aeronautical experience at night as pilot of a helicopter or an approved flight simulation training device for the purpose, including at least 3 hours of dual flight and one hour of solo night circuits</p>

Table 61.890 Instrument endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
4	Multi-engine helicopter instrument endorsement	Pilot a helicopter under the IFR or at night under the VFR	Type rating for a type of multi-engine helicopter At least 10 hours of dual instrument time in a multi-engine helicopter or an approved flight simulation training device for the purpose At least 5 hours of aeronautical experience at night as pilot of a helicopter or an approved flight simulation training device for the purpose, including at least 3 hours of dual flight and one hour of solo night circuits
5	Powered-lift aircraft instrument endorsement	Pilot a powered-lift aircraft under the IFR or at night under the VFR	Type rating for a type of powered-lift aircraft At least 10 hours of dual instrument time in a powered-lift aircraft or an approved flight simulation training device for the purpose At least 5 hours of aeronautical experience at night as pilot of a helicopter or powered-lift aircraft or an approved flight simulation training device for the purpose, including at least 3 hours of dual flight and one hour of solo night circuits
6	Gyroplane instrument endorsement	Pilot a gyroplane under the IFR or at night under the VFR	Gyroplane aircraft class rating or type rating for a type of gyroplane At least 10 hours of dual instrument flight time in a gyroplane At least 5 hours of aeronautical experience at night as pilot of a helicopter or gyroplane or an approved flight simulation training device for the purpose, including at least 3 hours of dual flight and one hour of solo night circuits
7	Airship instrument endorsement	Pilot an airship under the IFR or at night under the VFR	Airship class rating or type rating for a type of airship At least 10 hours of dual instrument time in an airship or an approved flight simulation training device for the purpose At least 5 hours of aeronautical experience at night as pilot of an airship or an approved flight simulation training device for the purpose, including at least 3 hours of dual flight and one hour of solo night circuits
<i>Part 2—Instrument approach endorsements</i>			
8	IAP 2D instrument endorsement	Conduct a 2D instrument approach operation	

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Subpart 61.M Instrument ratings

Division 61.M.2 Privileges and requirements for grant of instrument endorsements

Regulation 61.895

Table 61.890 Instrument endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
9	IAP 3D instrument endorsement	Conduct a 3D instrument approach operation	IAP 2D instrument endorsement

61.895 Privileges of instrument endorsements

Subject to Subpart 61.E, Division 61.M.1 and regulation 61.900, the holder of an endorsement mentioned in column 1 of an item in table 61.890 is authorised to conduct the activity mentioned in column 2 of the item.

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

61.900 Limitations on exercise of privileges of instrument endorsements

- (1) The holder of an endorsement mentioned in column 1 of an item in Part 2 of table 61.890 is authorised to conduct an instrument approach operation in IMC using a navigation system of a particular kind only if the holder has previously conducted:
 - (a) an instrument approach operation; or
 - (b) a simulated instrument approach operation in a flight simulation training device;using a navigation system of that kind.
- (2) The holder of an IAP 3D instrument endorsement is authorised to conduct a 3D instrument approach operation only if:
 - (a) the holder passed the flight test for the endorsement within the previous 24 months; or
 - (b) the holder's most recent instrument proficiency check included a 3D instrument approach operation; or
 - (c) both:
 - (i) the holder is successfully participating in an operator's training and checking system for an operation that includes 3D instrument approaches; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation.
- (3) For paragraph (2)(b), an instrument proficiency check includes an operator proficiency check:
 - (a) that covers IFR operations; and
 - (b) that is conducted by a flight examiner who holds an instrument rating flight test endorsement.

61.905 Requirements for grant of instrument endorsements

- (1) An applicant for an endorsement mentioned in column 1 of an item in table 61.890 must hold:
- (a) an instrument rating; and
 - (b) the rating or endorsement (if any) mentioned in column 3 of the item.

Note: Subregulation (1) is satisfied, in relation to a required licence, rating or endorsement, if the applicant holds a certificate of validation of an overseas flight crew licence, rating or endorsement that is equivalent to the required licence, rating or endorsement: see item 36 of Part 2 of the Dictionary.

- (2) The applicant must also have:
- (a) completed flight training for the endorsement; and
 - (b) met the aeronautical experience requirements (if any) mentioned in column 3 of the item; and
 - (c) passed the flight test mentioned in the Part 61 Manual of Standards for the endorsement.

Note 1: For paragraph (a), for the requirements for flight training, see Division 61.B.2.

Note 2: For paragraph (b), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

Note 3: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.

Subpart 61.N—Private instrument ratings

Division 61.N.1—Privileges and requirements for grant of private instrument ratings

61.910 Privileges of private instrument ratings

- (1) Subject to Subpart 61.E and regulations 61.915 to 61.925, the holder of a private instrument rating is authorised to pilot an aircraft mentioned in subregulation (2) under the IFR in a private operation in Australian territory.
- (2) For subregulation (1), the aircraft:
 - (a) must be certificated for single-pilot operation; and
 - (b) must have a maximum certificated take-off weight of not more than 5 700 kg.

61.915 Limitations on exercise of privileges of private instrument ratings—endorsements

- (1) The holder of a private instrument rating is authorised to pilot an aircraft mentioned in column 2 of an item in Part 1 of table 61.935 under the IFR only if the holder also holds the endorsement mentioned in column 1 of the item.
- (2) The holder of a private instrument rating is authorised to conduct an activity mentioned in column 2 of an item in Part 2, 3, 4 or 5 of table 61.935 only if the holder also holds the endorsement mentioned in column 1 of the item.
- (3) The holder of a private instrument rating is authorised to pilot an aircraft at night under the IFR only if the holder also holds a night private instrument endorsement.

61.920 Limitations on exercise of privileges of private instrument ratings—recent experience

- (1) The holder of a private instrument rating is authorised to conduct an instrument approach as pilot in command of an aircraft in IMC only if the holder has conducted an instrument approach of the same kind:
 - (a) within the previous 6 months; and
 - (b) in an aircraft of the same category or an approved flight simulation training device for the purpose.
- (2) The holder of a private instrument rating is authorised to pilot an aircraft under the IFR as pilot in command only if the holder has piloted an aircraft under the IFR within the previous 6 months.

61.925 Limitations on exercise of privileges of private instrument ratings—flight review

- (1) The holder of a private instrument rating is authorised to pilot an aircraft of a particular category, other than a multi-engine aeroplane or multi-engine helicopter, under the IFR only if the holder:
 - (a) has successfully completed a flight review for the rating in an aircraft of the same category or an approved flight simulator for the flight review within the previous 24 months; or
 - (b) has passed a flight test for the rating in an aircraft of the same category or an approved flight simulator for the flight test within the previous 24 months; or
 - (c) has passed a flight test for the grant of a private instrument endorsement in an aircraft of the same category or an approved flight simulator for the flight test:
 - (i) within the previous 24 months; but
 - (ii) more than 6 months after passing the flight test for the rating; or
 - (d) has successfully completed an instrument proficiency check in an aircraft of the same category within the previous 24 months.

- (2) The holder of a private instrument rating is authorised to pilot a multi-engine aeroplane under the IFR only if the holder:
 - (a) has successfully completed a flight review for the rating in a multi-engine aeroplane or an approved flight simulator for the flight review within the previous 24 months; or
 - (b) has passed a flight test for the rating in a multi-engine aeroplane or an approved flight simulator for the flight test within the previous 24 months; or
 - (c) has passed a flight test for the grant of a private instrument endorsement in a multi-engine aeroplane or an approved flight simulator for the flight test:
 - (i) within the previous 24 months; but
 - (ii) more than 6 months after passing the flight test for the rating; or
 - (d) has successfully completed an instrument proficiency check in a multi-engine aeroplane within the previous 24 months.

- (3) The holder of a private instrument rating is authorised to pilot a multi-engine helicopter under the IFR only if the holder:
 - (a) has successfully completed a flight review for the rating in a multi-engine helicopter or an approved flight simulator for the flight review within the previous 24 months; or
 - (b) has passed a flight test for the rating in a multi-engine helicopter or an approved flight simulator for the flight test within the previous 24 months; or
 - (c) has passed a flight test for the grant of a private instrument endorsement in a multi-engine helicopter or an approved flight simulator for the flight test:
 - (i) within the previous 24 months; but
 - (ii) more than 6 months after passing the flight test for the rating; or

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Division 61.N.1 Privileges and requirements for grant of private instrument ratings

Regulation 61.930

- (d) has successfully completed an instrument proficiency check in a multi-engine helicopter within the previous 24 months.

Note: For general rules in relation to flight reviews, see regulation 61.400.

61.930 Requirements for grant of private instrument ratings

- (1) An applicant for a private instrument rating must:
- (a) hold a private pilot licence or commercial pilot licence; and
 - (b) meet the requirements for the grant of at least:
 - (i) one endorsement mentioned in column 1 of an item in Part 1 of table 61.935; and
 - (ii) one endorsement mentioned in column 1 of an item in Part 2 of table 61.935.

Note: Paragraph (a) is satisfied if the applicant holds a certificate of validation of an overseas flight crew licence that is equivalent to a private pilot licence, commercial pilot licence or air transport pilot licence: see item 36 of Part 2 of the Dictionary.

- (2) The applicant must also have:
- (a) passed:
 - (i) the aeronautical knowledge examination for the instrument rating; or
 - (ii) a private instrument rating aeronautical knowledge examination set and conducted by:
 - (A) CASA; or
 - (B) a Part 141 or 142 operator that is authorised to conduct training for the grant of an instrument rating; and
 - (b) completed flight training for the private instrument rating; and
 - (c) passed the flight test mentioned in the Part 61 Manual of Standards for the private instrument rating; and
 - (d) completed at least 20 hours of instrument time, including at least 10 hours of dual instrument flight time.

Note 1: For subparagraph (a)(i), for the conduct of aeronautical knowledge examinations, see Division 61.B.3.

Note 2: For paragraph (b), for the requirements for flight training, see Division 61.B.2.

Note 3: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.

Note 4: For paragraph (d), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

- (3) The aeronautical experience required by paragraph (2)(d) must have been completed:
- (a) while receiving instrument training conducted by a flight instructor who holds an instrument rating training endorsement; or
 - (b) while receiving training for a private pilot licence, commercial pilot licence or air transport pilot licence or a night VFR rating; or
 - (c) as a member of the Australian Defence Force.

- (4) The holder of an instrument rating is taken to meet the requirements for the grant of a private instrument rating.

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Division 61.N.2 Privileges and requirements for grant of private instrument endorsements

Regulation 61.935

Division 61.N.2—Privileges and requirements for grant of private instrument endorsements

61.935 Kinds of private instrument endorsement

The kinds of private instrument endorsement are set out in column 1 of table 61.935.

Table 61.935 Private instrument endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
<i>Part 1—Aircraft category/class endorsements</i>			
1	Single-engine aeroplane private instrument endorsement	Pilot an aeroplane of the single-engine aeroplane class under the IFR	Single-engine aeroplane class rating At least 10 hours of dual instrument flight time in an aeroplane
2	Multi-engine aeroplane private instrument endorsement	Pilot an aeroplane under the IFR	Multi-engine aeroplane class rating At least 10 hours of dual instrument flight time in a multi-engine aeroplane
3	Single-engine helicopter private instrument endorsement	Pilot a single-engine helicopter under the IFR	Single-engine helicopter class rating At least 10 hours of dual instrument flight time in a helicopter
4	Multi-engine helicopter private instrument endorsement	Pilot a helicopter under the IFR	Multi-engine helicopter class rating or multi-engine helicopter type rating At least 10 hours of dual instrument flight time in a multi-engine helicopter
5	Powered-lift aircraft private instrument endorsement	Pilot a powered-lift aircraft under the IFR	Powered-lift aircraft category rating At least 10 hours of dual instrument flight time in a powered-lift aircraft
6	Gyroplane private instrument endorsement	Pilot a gyroplane under the IFR	Gyroplane category rating At least 10 hours of dual instrument flight time in a gyroplane

Table 61.935 Private instrument endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
7	Airship private instrument endorsement	Pilot an airship under the IFR	Airship category rating At least 10 hours of dual instrument flight time in an airship
<i>Part 2—Navigation endorsements</i>			
8	Navigation – NDB private instrument endorsement	Conduct en-route navigation, including holding, under the IFR using a non-directional beacon navigation system	
9	Navigation – VOR/LLZ private instrument endorsement	Conduct en-route navigation, including holding, under the IFR using a VHF omni-range/localiser navigation system	
10	Navigation – GNSS private instrument endorsement	Conduct en-route navigation, including holding, under the IFR using a global navigation satellite system	
<i>Part 3—Departure endorsements</i>			
11	Departure – single-engine aircraft private instrument endorsement	Conduct a take-off and departure, other than a standard instrument departure, under the IFR in a single-engine aircraft	Any of the following: (a) single-engine aeroplane private instrument endorsement; (b) single-engine helicopter private instrument endorsement; (c) gyroplane private instrument endorsement
12	Departure – multi-engine aeroplane private instrument endorsement	Conduct a take-off and departure, other than a standard instrument departure, under the IFR in a multi-engine aeroplane	Multi-engine aeroplane private instrument endorsement
13	Departure – multi-engine helicopter private instrument endorsement	Conduct a take-off and departure, other than a standard instrument departure, under the IFR in a multi-engine helicopter	Multi-engine helicopter private instrument endorsement
14	Departure – powered-lift aircraft private instrument endorsement	Conduct a take-off and departure, other than a standard instrument departure, under the IFR in a powered-lift aircraft	Powered-lift aircraft private instrument endorsement

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Division 61.N.2 Privileges and requirements for grant of private instrument endorsements

Regulation 61.935

Table 61.935 Private instrument endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
15	Departure – airship private instrument endorsement	Conduct a take-off and departure, other than a standard instrument departure, under the IFR in an airship	Airship private instrument endorsement
16	Standard instrument departure private instrument endorsement	Conduct a take-off and departure, including a standard instrument departure, under the IFR	Any of the endorsements mentioned in items 11 to 15
<i>Part 4—Approach/arrival endorsements</i>			
17	STAR private instrument endorsement	Conduct an arrival under the IFR using a procedure published in the AIP and a navigation system for which the pilot holds an endorsement mentioned in column 1 of an item in Part 2 of this table	
18	Approach – NDB private instrument endorsement	Conduct an instrument approach operation under the IFR using a non-directional beacon navigation system	
19	Approach – VOR/LLZ private instrument endorsement	Conduct an instrument approach operation under the IFR using a VHF omni-range/localiser navigation system	
20	Approach – DME or GNSS arrival procedure private instrument endorsement	Conduct an instrument approach operation under the IFR using distance measuring equipment or a global navigation satellite system	
21	Approach – RNP APCH-2D private instrument endorsement	Conduct a required navigational performance instrument approach operation without vertical guidance using: (a) a global navigation satellite system; or (b) another kind of area navigation-based system	Navigation – GNSS private instrument endorsement
22	Approach – RNP APCH-3D private instrument endorsement	Conduct a required navigational performance instrument approach operation using barometric-aided vertical guidance	Navigation – GNSS private instrument endorsement Approach – RNP APCH-2D private instrument endorsement

Table 61.935 Private instrument endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
23	Approach – ILS private instrument endorsement	Conduct an instrument approach operation, using: (a) an instrument landing system; or (b) a microwave landing system; or (c) a global navigation satellite system with ground-based augmentation	
<i>Part 5—Approach/arrival endorsements—category specific</i>			
24	Approach and landing – multi-engine aeroplane private instrument endorsement	Conduct an instrument approach operation under the IFR in a multi-engine aeroplane using a navigation system for which the pilot holds an instrument approach endorsement	Multi-engine aeroplane private instrument endorsement Any of the endorsements mentioned in items 18 to 23
25	Approach and landing – multi-engine helicopter private instrument endorsement	Conduct an instrument approach operation under the IFR in a multi-engine helicopter using a navigation system for which the pilot holds an instrument approach endorsement	Multi-engine helicopter private instrument endorsement Any of the endorsements mentioned in items 18 to 23
<i>Part 6—Night endorsement</i>			
26	Night private instrument endorsement (category specific)	Pilot an aircraft of the specified category under the IFR at night	At least 10 hours of aeronautical experience at night in an aircraft or an approved flight simulation training device for the purpose, including at least: (a) 3 hours of dual cross-country flight time at night; and (b) 5 hours of flight time at night in an aircraft of the same category; and (c) 1 hour of solo night circuits

61.940 Privileges of private instrument endorsements

- (1) Subject to Subpart 61.E, Division 61.N.1 and regulations 61.942 and 61.945, the holder of an endorsement mentioned in column 1 of an item in table 61.935 is authorised to conduct the activity mentioned in column 2 of the item.

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Division 61.N.2 Privileges and requirements for grant of private instrument endorsements

Regulation 61.942

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

- (2) For each endorsement mentioned in column 1 of an item in Part 3 of table 61.935, the privileges include conducting, under the IFR, a climb to the published lowest safe altitude for the first route segment of the flight.

Note: For the definition of *published lowest safe altitude*, see regulation 61.010.

61.942 Limitations on exercise of privileges of private instrument endorsements—visibility and cloud

The holder of an endorsement mentioned in column 1 of an item in Part 1, 2 or 6 of table 61.935 is authorised to conduct the activity authorised in column 2 of the item below the published lowest safe altitude only if:

- (a) visibility is at least 5 000 m; and
- (b) the aircraft is clear of cloud.

61.945 Limitations on exercise of privileges of private instrument endorsements

- (1) The holder of an endorsement mentioned in column 1 of an item in Part 2 of table 61.935 is authorised to conduct an instrument approach operation in IMC using a navigation system of a particular kind only if the holder has previously conducted:
 - (a) an instrument approach operation in an aircraft; or
 - (b) a simulated instrument approach operation in a flight simulation training device;using a navigation system of that kind.
- (2) The holder of an endorsement mentioned in column 1 of an item in Part 4 of table 61.935 is authorised to conduct an instrument approach operation under the IFR in a multi-engine aeroplane only if the holder also holds an approach and landing – multi-engine aeroplane private instrument endorsement.
- (3) The holder of an endorsement mentioned in column 1 of an item in Part 4 of table 61.935 is authorised to conduct an instrument approach operation under the IFR in a multi-engine helicopter only if the holder also holds an approach and landing – multi-engine helicopter private instrument endorsement.

61.950 Requirements for grant of private instrument endorsements

- (1) An applicant for an endorsement mentioned in column 1 of an item in table 61.935 must hold:
 - (a) a private instrument rating; and
 - (b) each rating or endorsement (if any) mentioned in column 3 of the item.

Note: Subregulation (1) is satisfied, in relation to a required rating or endorsement, if the applicant holds a certificate of validation of an overseas flight crew licence, rating or endorsement that is equivalent to the required rating or endorsement: see item 36 of Part 2 of the Dictionary.

- (2) The applicant must also have:
- (a) completed flight training for the endorsement; and
 - (b) met the aeronautical experience requirements (if any) mentioned in column 3 of the item; and
 - (c) passed the flight test mentioned in the Part 61 Manual of Standards for the endorsement.

Note 1: For paragraph (a), for the requirements for flight training, see Division 61.B.2.

Note 2: For paragraph (b), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

Note 3: For paragraph (c), for the conduct of flight tests, see Division 61.B.4.

- (3) A person who holds a private instrument rating and an instrument endorsement is taken to meet the requirements for the grant of the private instrument endorsement (if any) that is equivalent to the instrument endorsement.

Subpart 61.O—Night VFR ratings

Division 61.O.1—Privileges and requirements for grant of night VFR ratings

61.955 Privileges of night VFR ratings

Subject to Subpart 61.E and regulations 61.960 to 61.970, the holder of a pilot licence and a night VFR rating is authorised to pilot an aircraft at night under the VFR other than in:

- (a) an operation using a night vision imaging system; or
- (b) a night aerial application operation below 500 ft AGL.

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

61.960 Limitations on exercise of privileges of night VFR ratings—endorsements

The holder of a night VFR rating is authorised to conduct an activity mentioned in column 2 of an item in table 61.980 only if the holder also holds the endorsement mentioned in column 1 of the item.

61.965 Limitations on exercise of privileges of night VFR ratings—recent experience

The holder of a night VFR rating is authorised to exercise the privileges of the rating in an aircraft of a particular category only if the holder has, within the previous 6 months:

- (a) conducted:
 - (i) at least one night take-off; and
 - (ii) at least one night landing;in an aircraft of that category while controlling the aircraft; or
- (b) been assessed as competent to conduct a flight at night in an aircraft of that category by a flight instructor who holds a night VFR training endorsement.

Note: See also regulation 61.395 for recent experience requirements for certain flight activities involving the carriage of passengers.

61.970 Limitations on exercise of privileges of night VFR ratings—flight review

- (1) The holder of a night VFR rating is authorised to pilot an aircraft of a particular category, other than a multi-engine aeroplane, at night under the VFR only if:
 - (a) the holder has successfully completed a flight review for the rating in an aircraft of the same category or an approved flight simulator for the flight review within the previous 24 months; or

- (b) the holder has passed a flight test for the rating in an aircraft of the same category or an approved flight simulator for the flight test within the previous 24 months; or
 - (c) the holder has passed a flight test for the grant of a night VFR endorsement in an aircraft of the same category or an approved flight simulator for the flight test:
 - (i) within the previous 24 months; but
 - (ii) more than 6 months after passing the flight test for the rating; or
 - (d) the holder has successfully completed an operator proficiency check that covers night VFR operations in an aircraft of the same category within the previous 24 months; or
 - (e) both:
 - (i) the holder has, within the previous 24 months, successfully participated in an operator's training and checking system for an operation at night in an aircraft of the same category; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation and operations in aircraft of that category.
- (2) The holder of a night VFR rating is authorised to pilot a multi-engine aeroplane at night under the VFR only if:
- (a) the holder has successfully completed a flight review for the rating in a multi-engine aeroplane or an approved flight simulator for the flight review within the previous 24 months; or
 - (b) the holder has passed a flight test for the rating in a multi-engine aeroplane or an approved flight simulator for the flight test within the previous 24 months; or
 - (c) the holder has passed a flight test for the grant of a night VFR endorsement in a multi-engine aeroplane or an approved flight simulator for the flight test:
 - (i) within the previous 24 months; but
 - (ii) more than 6 months after passing the flight test for the rating; or
 - (d) the holder has successfully completed an operator proficiency check that covers night VFR operations in a multi-engine aeroplane within the previous 24 months; or
 - (e) both:
 - (i) the holder has, within the previous 24 months, successfully participated in an operator's training and checking system for an operation at night in a multi-engine aeroplane; and
 - (ii) the operator holds an approval under regulation 61.040 for the system for this subregulation.

Note: For general rules in relation to flight reviews, see regulation 61.400.

61.975 Requirements for grant of night VFR ratings

- (1) An applicant for a night VFR rating must:
-

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Division 61.O.1 Privileges and requirements for grant of night VFR ratings

Regulation 61.975

- (a) hold a private pilot licence, commercial pilot licence or air transport pilot licence; and
- (b) meet the requirements for the grant of at least one endorsement mentioned in column 1 of an item in table 61.980.

Note: Paragraph (a) is satisfied if the applicant holds a certificate of validation of an overseas flight crew licence that is equivalent to a private pilot licence, commercial pilot licence or air transport pilot licence: see item 36 of Part 2 of the Dictionary.

- (2) The applicant must also have:
 - (a) as a pilot, at least 10 hours of aeronautical experience at night in an aircraft or an approved flight simulation training device for the purpose, including at least 5 hours of dual cross-country flight time at night under the VFR in an aircraft; and
 - (b) passed the flight test mentioned in the Part 61 Manual of Standards for the night VFR rating.

Note 1: For paragraph (a), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

Note 2: For paragraph (b), for the conduct of flight tests, see Division 61.B.4.

- (3) The dual cross-country flight time required by paragraph (2)(a) must comprise at least 2 flights, each of which must include at least one landing at an aerodrome, other than the aerodrome from which the flight began, that is remote from extensive ground lighting.

Division 61.O.2—Privileges and requirements for grant of night VFR endorsements

61.980 Kinds of night VFR endorsement

The kinds of night VFR endorsement are set out in column 1 of table 61.980.

Table 61.980 Night VFR endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
1	Single-engine aeroplane night VFR endorsement	Pilot an aeroplane of the single-engine aeroplane class at night under the VFR	At least 5 hours of aeronautical experience at night as pilot of an aeroplane or an approved flight simulation training device for the purpose, including at least one hour of dual flight and one hour of solo night circuits At least 3 hours of dual instrument time
2	Multi-engine aeroplane night VFR endorsement	Pilot an aeroplane at night under the VFR	At least 5 hours of aeronautical experience at night as pilot of a multi-engine aeroplane or an approved flight simulation training device for the purpose, including at least one hour of dual flight and one hour of solo night circuits At least 3 hours of dual instrument time
3	Helicopter night VFR endorsement	Pilot a helicopter at night under the VFR	At least 5 hours of aeronautical experience at night as pilot of a helicopter or an approved flight simulation training device for the purpose, including at least 3 hours of dual flight and one hour of solo night circuits At least 3 hours of dual instrument time in a helicopter or approved flight simulation training device for the purpose

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Division 61.O.2 Privileges and requirements for grant of night VFR endorsements

Regulation 61.985

Table 61.980 Night VFR endorsements

Item	Column 1 Endorsement	Column 2 Activities authorised	Column 3 Requirements
4	Powered-lift aircraft night VFR endorsement	Pilot a powered-lift aircraft at night under the VFR	At least 5 hours of aeronautical experience at night as pilot of a helicopter or powered-lift aircraft or an approved flight simulation training device for the purpose, including at least 3 hours of dual flight and one hour of solo night circuits At least 3 hours of dual instrument time
5	Gyroplane night VFR endorsement	Pilot a gyroplane at night under the VFR	At least 5 hours of aeronautical experience at night as pilot of a helicopter or gyroplane or an approved flight simulation training device for the purpose, including at least 3 hours of dual flight and one hour of solo night circuits At least 3 hours of dual instrument time
6	Airship night VFR endorsement	Pilot an airship at night under the VFR	At least 5 hours of aeronautical experience at night as pilot of an airship or an approved flight simulation training device for the purpose, including at least 3 hours of dual flight and one hour of solo night circuits

61.985 Privileges of night VFR endorsements

Subject to Subpart 61.E and Division 61.O.1, the holder of an endorsement mentioned in column 1 of an item in table 61.980 is authorised to conduct the activity mentioned in column 2 of the item.

Note: Subpart 61.E sets out certain limitations that apply to all pilot licences, and ratings and endorsements on pilot licences.

61.990 Requirements for grant of night VFR endorsements

- (1) An applicant for an endorsement mentioned in column 1 of an item in table 61.980 must hold a night VFR rating.

Note: Subregulation (1) is satisfied, in relation to a required licence, rating or endorsement, if the applicant holds a certificate of validation of an overseas flight crew licence, rating or endorsement that is equivalent to the required licence, rating or endorsement: see item 36 of Part 2 of the Dictionary.

- (2) The applicant must also have:
- (a) completed flight training for the endorsement; and
 - (b) met the aeronautical experience requirements mentioned in column 3 of the item; and
 - (c) passed the flight test mentioned in the Part 61 Manual of Standards for the endorsement.

Note 1: For paragraph (a), for the requirements for flight training, see Division 61.B.2.

Note 2: For paragraph (b), for the determination of a person's flight time and other aeronautical experience, see Division 61.A.2.

