



REGULATION REFORM

The Part 61 Manual of Standards



Learn about the Part 61 Manual of Standards – in effect since 1 September 2014.

Who should read this information sheet?

- › Flying training organisations.
- › Examiners/approved testing officers.
- › Flying instructors.
- › Pilots and flight engineers, including trainees.

What is included in the new licensing rules?

- › **Part 61** contains the rules relating to flight crew licensing including the requirements to obtain and maintain licences, ratings and endorsements and the limitations that apply to exercising their privileges.
- › **Part 64** covers authorisations for non-licensed personnel to operate aeronautical radios and taxi aeroplanes.
- › **Part 141** and **Part 142** cover the requirements for flying training organisations.

What is the Part 61 Manual of Standards (MOS)?

The Part 61 Manual of Standards (MOS) contains the aeronautical knowledge and practical competency standards for all Part 61 licences, ratings and endorsements, as well as the standards for Part 64 authorisations.

The MOS is published by CASA under regulation 61.035 as a legislative instrument.

The MOS replaces the Day VFR Syllabuses for aeroplane and helicopter licences and the knowledge and practical standards contained in a number of Civil Aviation Orders.

Why are licensing standards published in the Part 61 MOS?

Flight crew licensing encompasses many licences, ratings and endorsements. Together, they cover a wide spectrum of aeronautical knowledge and a diverse range of practical skills. These skills and knowledge standards need to be specified and published so that minimum training and testing standards are achieved and the licensing system functions properly and effectively.



FACT SHEET



While these standards could be published in the regulations, their size - and the need for regular updates - makes them better suited for publication in a MOS, which is a separate legislative instrument.

What is the purpose of the MOS?

The Part 61 MOS supports the licensing regulations. It is a reference document, rather than a 'how to' guide.

The rationale behind Part 61 is that a pilot may be authorised to fly a particular class or type of aircraft in a particular kind of operation only if they have done sufficient training and been assessed as competent against the prescribed standards.

These standards are used by training organisations and instructors to develop and conduct training courses; by instructors and examiners to conduct competency assessments, flight tests, proficiency checks and flight reviews; and by CASA for approving and monitoring training courses.

How is it structured?

The Part 61 MOS is made up of eight schedules.

- › **Schedule 1** provides a reference for identifying all the units of knowledge and competency standards that are required for each Part 61 licence, rating and endorsement and each authorisation in Part 64.
- › **Schedule 2** prescribes, for each competency unit referenced in Schedule 1, the elements, performance criteria, underpinning knowledge and ranges of variables.
- › **Schedule 3** prescribes, for each knowledge unit referenced in Schedule 1, the aeronautical knowledge standards.
- › **Schedule 4** prescribes the theory examination standards including which subjects apply to each licence, rating and endorsement, exam pass marks and duration.
- › **Schedule 5** prescribes the applicable flight test standards for each Part 61 flight test.





- › **Schedule 6** prescribes the applicable standards for each Part 61 proficiency check.
- › **Schedule 7** prescribes the applicable standards for each Part 61 flight review.
- › **Schedule 8** prescribes general flight tolerances and language proficiency rating scales.

How do I use the MOS?

Information on how to use the MOS is included in the introduction to each schedule.

In summary, for training, the essential requirements are in the first three schedules.

Schedule 1 is the starting point to determine the standards that apply to qualify for a flight test or an assessment that has to be passed in order to gain a licence, rating or endorsement.

Schedule 2 is used to determine what must be in a training course including the essential underpinning knowledge and practical flight standards.

Schedule 3 is used to determine the aeronautical knowledge a person should study before sitting an examination and to prepare for flight training.

Schedule 4 is a single reference for examinations.

Schedules 5, 6, and 7 are the starting points for flight tests, proficiency checks and flight reviews.

How is the MOS different to the Day VFR Syllabus?

In contrast to the Day VFR Syllabus which contains administration requirements for training, the MOS only includes the end-point standards (outcomes). However, while Day VFR syllabuses only cover licensing requirements, the MOS covers all licences, ratings and endorsements.

The MOS also allows training organisations some flexibility in how they structure their training courses to enable students to meet the required outcomes. In other words, the MOS prescribes what trainees need to achieve; training organisations decide how they will achieve it.

Can I keep using the Day VFR Syllabus?

The standards described in the Day VFR Syllabus and the MOS are generally the same, meaning training organisations who currently deliver a day VFR-compliant syllabus can continue to deliver that course and be compliant in Part 61.

However, minor changes have been made in some areas to improve the quality of the standards, so a review and comparison of your Day VFR Syllabus against the MOS is advised.

Courses associated with other ratings need to be reviewed and possibly adapted to ensure they are competency-based and aligned to the MOS. Organisations have three years to make this transition from 1 September 2014.



How is the MOS published?

The content of the MOS will be published in two forms:

- › the official version will be published as a legislative instrument and will be accessible via the CASA website
- › separate guides are also being progressively published on the CASA website. These will incorporate all of the relevant MOS content for each licence and category rating, and for each operational rating and associated endorsements.

Want to know more?

Visit www.casa.gov.au/licensingregs or email clarc@casa.gov.au

The regulations for the Part 61 Manual of Standards are contained in Parts 61 and 64 of the Civil Aviation Safety Regulations. There are many references throughout the regulations; however, the main regulations are:

- › **Regulation 61.035** for the power to issue a MOS and the content of the MOS
- › **Regulation 61.195** – for flight training
- › **Regulation 61.215** – for aeronautical knowledge examinations
- › **Regulation 61.225** – for aeronautical knowledge examinations – pass standards
- › **Regulation 61.250** – for pass standards for flight tests
- › **Regulation 61.400** – for flight review standards (general)
- › **Regulation 61.010** – for the definitions of proficiency checks which refer to standards in the MOS

This information sheet was updated September 2014