



## REGULATION REFORM

# Aircraft type ratings (overview)



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Learn about the new rules for aircraft type ratings  
– in effect since 1 September 2014.

The full rules are contained in Part 61 of the Civil  
Aviation Safety Regulations.

### What is a type rating?

A type rating authorises a pilot or flight engineer to operate a particular type of aircraft.

If the aircraft is certified for multi-crew operations, both the captain and co-pilot need to hold the type rating. The aircraft operator is responsible for assigning one pilot as the captain and another as co-pilot for a multi-crew aircraft and ensuring both pilots are properly trained and qualified to perform their respective roles.

Flight crew licensing type ratings are listed in a legislative instrument. It is updated when new aircraft are introduced or ratings are changed.

Some type ratings include different models. For example, the DHC8 (Bombardier Dash-8) type rating covers the DHC 8-100 series, 200 series, 300 series and 400 series aircraft.

### Which aircraft require a type rating?

All aircraft that are certified for multi-crew operations have a type rating.

All multi-engine helicopters are type-rated.

Some complex single-pilot aircraft are designated as type-rated aircraft, as they require additional training to ensure the pilots flying these aircraft are competent.

Examples of single-pilot type rated aircraft are:

- › helicopters – AS355, A109, BH214, S76 series
- › aeroplanes – BE350/1900, C550, Dornier 228 series
- › type-rated aircraft that are not included in a class rating.



# FACT SHEET



## What changes are there in Part 61 for aircraft type ratings?

- › Some aircraft are included in a class rating and don't require a specific rating (endorsement) such as most light multi-engine aeroplanes and some single-engine helicopters.
- › There are no separate aircraft ratings for co-pilots.
- › There is a new cruise-relief type rating.
- › Multi-crew cooperation training is required for all pilots in multi-crew operations.
- › Type-specific instrument proficiency checks are required every 24 months (12 months for single-pilot turbo-jet aeroplanes).

## Why has the co-pilot type rating been removed?

Australia is aligning its licensing and operational requirements with the International Civil Aviation Organization and other countries which do not have a separate co-pilot endorsement/rating. Both pilots of a multi-crew aircraft need to be competent operating the aircraft as pilot-flying and pilot-monitoring including normal, non-normal and emergency aspects of an operation.

## I have a Lear 45 co-pilot endorsement. What rating do I get under Part 61?

You get a Lear 45 type rating and it has a condition that limits your privileges to acting as co-pilot (subregulations 202.226(7) and (8)).





### How do I have the co-pilot limitation removed from my licence?

You have to complete appropriate training and a flight test for the rating. This training covers any gaps between your previous co-pilot endorsement training and what is prescribed in Part 61. A flight test is also required (regulation 61.822).

### What is a cruise-relief co-pilot rating?

This rating authorises you to act as co-pilot of an aircraft of the specified type. However, some limitations apply:

- › you can only act as co-pilot with an operator that has an approved cyclic training and proficiency program
- › you can only act as co-pilot while the aircraft is at Flight Level 200 or above.

### Do I need to complete my training at a flying school?

You need to complete training for the aircraft type rating at a Part 142 school. In some cases, aircraft type ratings can be done at a Part 141 school. These aircraft are listed in a legislative instrument (paragraph 142.015 (2)(d)), which is available at [www.casa.gov.au/licensingregs](http://www.casa.gov.au/licensingregs)

### How do I obtain my new aircraft type rating?

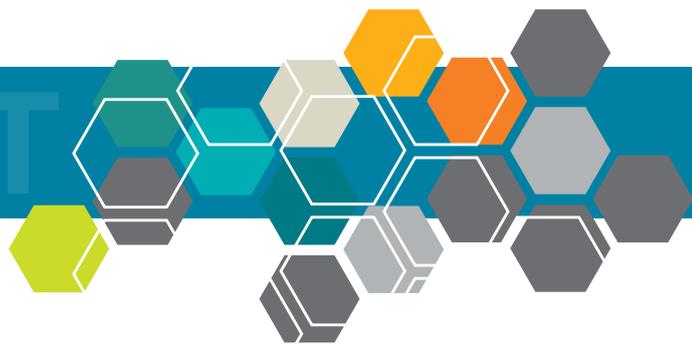
After completing your training, you need to complete a type rating flight test. At the end of the test, assuming you pass, the examiner will enter details of the rating in your licence and send a report to CASA so that your records can be updated. You can exercise the privileges of your licence in that type of aircraft as soon as the examiner has issued the rating.

### What is 'differences training' and who can provide that training?

Where the aircraft systems, performance and operating procedures of one model of an aircraft type are sufficiently different to other models of the same aircraft type, CASA will prescribe differences training.

The aircraft rating legislative instrument lists the aircraft models that require differences training.

Differences training can be done by a training organisation that is authorised to conduct the type rating training. In most cases that will be the holder of a Part 142 certificate, although in some cases, Part 141 certificate holders could be authorised to conduct that training.



## Do I need to do a type rating flight review?

Yes. Regulation 61.800 requires you to have a valid flight review for the aircraft type.

You don't need to do a separate flight review if you have a valid proficiency check that was conducted in that type of aircraft. For example, Paul has an instructor rating and a C510 type rating training endorsement. Paul completes his instructor rating proficiency check in the C510, which also covers his C510 type rating flight review requirement.

Other proficiency checks that satisfy the flight review requirement are: instrument proficiency check, night vision imaging system proficiency check, aerial application proficiency check and flight examiner proficiency check.

If you successfully participate in an operator's approved training and checking system that covers that type of aircraft, you meet the flight review requirement for that type. The operator must hold a regulation 61.040 approval for this purpose.

## What do I need to do to conduct an IFR flight in a type-rated aircraft?

To fly IFR in a particular type of aircraft, you need to have a valid instrument proficiency check (IPC) that was done in that aircraft type within the previous 24 months. You also need to have a current IPC for the aircraft category. If the aircraft is a multi-engine aeroplane or helicopter, the IPC must have been in a multi-engine aeroplane or helicopter, as applicable (regulations 61.805 and 61.880). See CASA's *Proficiency checks* information sheet for more details.

## I hold a single-pilot type rating and need to fly the aircraft in a multi-crew operation. Are there any special requirements?

Yes. To fly in a multi-crew operation each pilot must have completed an approved course of training in multi-crew cooperation. Alternatively, the pilots must hold a multi-crew type rating (regulation 61.785).

In some cases, a single-pilot type-rated aircraft has to be operated as a multi-crew operation. For example, the regulations require aircraft carrying more than nine passengers in regular public transport operations to have two pilots regardless of the aircraft certification. In that case, the aircraft is a multi-crew operation.

## Are there any special requirements if the aircraft rating is done in a simulator?

If the flight test for a turbine-powered aircraft type rating is passed in a flight simulator, the pilot must have at least 25 hours of flight time as pilot of an aircraft covered by that rating to exercise the privileges of the type rating as pilot-in-command.

However, there are other ways to meet that requirement.

For example, Pauline completes a Dash 8 type rating in a flight simulator, although she hasn't logged 25 hours in that type of aircraft. However, Pauline has over 1000 hours of flight time as pilot-in-command of other turbo-prop aeroplanes. Therefore, Pauline can operate as pilot-in-command of the Dash 8 as long as other operational requirements are complied with.

See regulation 61.775 for more details.

## Want to know more?

- › Read CASA's *Aircraft ratings and Aircraft class ratings* information sheets.
- › Visit [www.casa.gov.au/licensingregs](http://www.casa.gov.au/licensingregs)

### The new rules for aircraft type ratings are contained in Part 61 of the Civil Aviation Safety Regulations:

- › **Regulations 61.770 to 61.822** – pilot type ratings
- › **Regulation 61.800** – flight review for pilot type ratings
- › **Regulations 61.805 and 61.880** – instrument proficiency checks for type-rated aircraft
- › **Regulations 61.825 to 61.850** – for cruise-relief co-pilot rating
- › **Regulation 61.780** – differences training for model variants.