



Basic Guidelines for Overseas Applicants Applying for an Australian Air Transport Pilot Licence [ATP(A)L].

(# denotes compulsory requirements)

Applicant

- ◆ Is 21 years of age
- ◆ Holds, or has held, an overseas civilian pilot licence (ICAO) that is at least equivalent to the ATP(A)L, or an SCPL that authorises the holder to fly as PIC in air transport operations
- ◆ Holds a Flight Operator Radiotelephone Licence
- ◆ Holds, or has held, a CASA command (multi-engine aeroplane) grade of instrument rating
- ◆ Is competent in English - writing, speaking and understanding
- ◆ Pass background security check (see information about security checks at the following link : <http://www.casa.gov.au/fcl/asicavid.htm>)
- ◆ Pays the fee of A\$180

(Note: CASA does not recognise any overseas military qualifications. Applicants must first convert their military qualifications to the civilian equivalent in their home country before applying to CASA for recognition. CASA will recognise foreign military flight time accrued).

Aeronautical experience

Meets aeronautical experience requirements (CAR 5.172) of 1,500 hours total flight time that includes 750 hours as a pilot of a recognised or registered aeroplane (includes registered aeroplanes of an ICAO country). The 750 hours must include:

- ◆ 250 hours PIC (may include 150 hrs ICUS)
- ◆ 200 hours cross-country flight time (to include 100 hrs PIC or ICUS)
- ◆ 20 hours cross country as pilot in command
- ◆ 75 hours instrument flight time (may include not more than 30 hrs ground time)
- ◆ 100 hours of flight time at night

The remaining 750 hours may be flight time logged in aeroplanes, powered aircraft or gliders. The 750 hours may include up to 200 hours logged as a Flight Engineer or Flight Navigator.

There is no flight test for the ATP(A)L. However, applicants for an ATP(A)L must hold, or have held, an Australian command (multi-engine aeroplane) instrument rating (CIR). If a CIR was previously held and lapsed, issue of the ATPL will still proceed without having to renew the CIR. The requirements for initial issue of this rating include a theory exam (IREX) and a flight test (see below). The privileges of the Australian ATP(A)L do not include the privileges of an instrument rating.

If required, current Australian Command (multi-engine aeroplane) Instrument Rating

This means an instrument rating obtained in Australia issued by a CASA FOI or delegate. There are no CASA delegates overseas. An equivalent overseas rating cannot be accepted. However, the holder of an overseas instrument rating is exempt from the prescribed training course (40 hours) for the issue of a CIR.

To be eligible to attempt a Command (multi-engine aeroplane) instrument rating flight test a person must satisfy the requirements for the grant of the rating. That includes holding an Australian PP(A)L, CP(A)L or ATP(A)L with current medical, or an equivalent Certificate of Validation and current overseas medical.

– refer to CAO 40.2.1 para 8.2 - (<http://www.casa.gov.au/download/orders/cao40/400201.pdf>).

Note a Certificate of Validation can only be issued to a person if the overseas licence is current.

Applicant is still required to pass:

- ◆ [IREX](#) theory exam
- ◆ flight test for the initial issue of a CIR (M/E)

(Note: it is a requirement under the Civil Aviation Orders (CAO) 40.2.1 Paragraph 8.2 and 8.2.1 that a person seeking an aeroplane or helicopter instrument rating must hold either an Australian PPL, CPL, ATPL or a current Certificate of Validation

FLIGHT INSTRUCTOR RATING (OPTIONAL)

Overseas civilian instructor ratings are recognised in Australia. However, an applicant must meet Australian CAO 40.1.7 paragraph 6 ‘**Exemptions**’ requirements ([exemptions](#)) and pass the appropriate flight test for the issue of the relevant Grade of Instructor Rating desired. In certain circumstances, a pilot with a military instructional background may be granted, at CASA’s discretion, a partial or full exemption against the course syllabus requirements. In both cases, the applicant must hold either an Australian Night VFR (NVFR) Rating or a Command Instrument Rating (CIR) before a Grade 3 Instructor Rating can be issued.

MEDICAL CERTIFICATE

An overseas pilot requiring the issue of an Australian Pilot Licence is required to hold a current Australian Medical Certificate to exercise the privileges of that licence. This certificate is normally obtained in Australia (NB. there are numerous overseas doctors approved to conduct medical examinations for applicants on behalf of CASA - refer our website address: [overseas DAMEs](#)

A class 2 medical is all that is required to undergo the CIR (m/e) flight test (if required). Privileges of the ATP(A)L cannot be exercised until issue of the Class 1 medical certificate (ie. you do not have to hold a current class 1 medical for issue of the licence).

EXAMS

Pass the Australian CPL Flight Rules & Air Law Exam (**CLWA**) + ATPL Air Law Exam (**AALW**) – on **CyberExams:** [overseas conversion exams](#)

(NB. If applicant already holds an Australian CPL, there is no requirement to sit the CLWA exam)

Note: CASA exams are now conducted by a company called [ASL](#) (Assessment Services Pty. Ltd.) under contract to CASA.

*(NB. CASA does not recognise an overseas pilot’s theory credits [in isolation] if the pilot has not been issued with the actual licence **nor does it recognise “frozen” licences**)*

PLEASE NOTE:

An overseas pilot who has converted to an Australian Flight Crew Licence may not use the licence unless they hold a Class 1 Medical Certificate

A Class 1 Medical Certificate may take 4 to 6 weeks to obtain due delays in processing ECGs.

In Summary: What is Required

- + Read and comply with ASIC/AVID requirements of: <http://casa.gov.au/fcl/photo/index.htm>
- + Complete CASA form “**Application for Authorisation on the Basis of Overseas Qualifications**”: <http://www.casa.gov.au/manuals/regulate/fcl/form213.pdf> and submit with appropriate certified photocopies of licence/s and medicals held for an assessment
- + Fill out and submit form [1162](#) (Must hold either an Australian PPL, CPL, ATPL or current Certificate of Validation)
- + Pass the both [CLWA \(if required\)](#), [AALW exams + IREX](#)
- + Undergo [Class 1 medical examination](#)
- + Meet the 1500 hours broken-down (as per above requirements) + and hold an ICAO ATPL + FROL
- + Pass a CIR(m/e) flight test (if required) with an approved industry testing officer or CASA FOI

On completion of flight test:

- + Complete CASA form 196 ATPL Application form: <http://www.casa.gov.au/manuals/regulate/fcl/form196.pdf>
- + Complete CASA form 638, FROL form: <http://www.casa.gov.au/manuals/regulate/fcl/form638.pdf>
- + Pay the appropriate fee of \$180
- + Submit to CLARC, CASA

NB. Issue of an Australian licence will not void a pilot's existing licence issued by his/her own country.

Delays in Verification of Overseas Qualifications

Verification of all overseas qualifications will be conducted by CASA before recognising an overseas licence or qualification. This involves CASA checking qualifications with the overseas regulatory authority who initially issued the qualification to ascertain its validity and authenticity.

Delays may be experienced in verification and issuing of Australian licences and Certificates of Validation. The additional time should be taken into account when applying for conversion of a licence or a certificate of validation. FAA qualifications are more easily verifiable.

Special procedures for UK licence holders

The UK CAA will not provide verifications or release information about UK licence holders unless the licence holder completes a specific authority to allow the release of the information to CASA. Further information will be published on the [CAAUK Homepage](#)

The UK CAA authorisation form [SRG\1160](#)

(64Kb Adobe Acrobat file) must be completed by each individual and sent direct to the UK CAA with the prescribed payment. The CASA application form must be sent to CLARC, CASA. Both the UK CAA and CASA forms must be completed in all cases.

Once CASA receives the application, a formal request for verification of the information will be made to UK CAA. UK CAA will reply direct to the CASA office upon receipt of the authorisation form SRG\1160. CASA will not process an application further until a response is received from UK CAA. Inquiries about the progress of the verification need to be made with UK CAA.

Licence holders are advised to submit form SRG\1160 to UK CAA well before they intend to arrive in Australia to avoid unnecessary delays in the processing of paperwork.

ARN Application (including identification)

An ARN (Aviation Reference Number) is required before the issue of the first Australian flight crew licence (including TTMRA applications) or at the same time as the issue of a certificate of validation.

Applications for an ARN can be made on [form 1162](#) (32Kb Adobe Acrobat document). The original completed form and supporting identification documentation must be certified by a CASA Delegate (eg. CFI, DAME) and submitted to CLARC, CASA, GPO BOX 2005, CANBERRA CITY, ACT 2601

Where do I go to be trained?

Please note, on arrival in Australia, it is the visiting pilot's responsibility to seek out conversion course details from the various flying schools and academies around the country. CASA does not provide such information on course fees and time frames, as it is neither CASA's role nor mandate to know this kind of information. You must acquire this information directly from the schools themselves.

It is recommended that you contact several flying training organisations in the area of your intended abode, before undertaking any conversion training.

Most of the organisations can be found in your local telephone directory (or on the web) under the headings of 'Flying Schools' or 'Aero Clubs'. The larger flight schools and academies focus primarily on training for professional licences and ratings with some schools offering full-time courses with live-in facilities, see: [directory](#)

Employment

The Civil Aviation Safety Authority does not control the employment of flight crew in the Australian aviation industry; neither does it maintain details of available vacancies or aviation employment trends.

Persons intending to fly in a commercial operation or work in Australia will need to have the right to work in Australia (resident or appropriate visa) and should make their own inquiries about employment opportunities. Immigration requirements can be found on the website [Dept of Immigration](#).

Should you have any further questions, please contact CLARC as can be seen on our website: www.casa.gov.au