



Civil Aviation Safety Authority
of Papua New Guinea

Advisory Circular

AC61-1

Pilot Licences and Ratings - General

Issue 1

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GENERAL

Civil Aviation Safety Authority Advisory Circulars (AC) contain information about standards, practices and procedures that the Director has found to be an Acceptable Means of Compliance (AMC) with the associated rule.

An AMC is not intended to be the only means of compliance with a rule, and consideration will be given to other methods of compliance that may be presented to the Director. When new standards, practices or procedures are found to be acceptable, they will be added to the appropriate Advisory Circular.

This Advisory Circular also includes Explanatory Material (EM) where it has been shown that further explanation is required. Explanatory Material must not be regarded as an acceptable means of compliance.

PURPOSE

This Advisory Circular provides methods, acceptable to the Director, for showing compliance with the pilot licences and ratings general requirements of Rule Part 61 and explanatory material to assist in showing compliance.

RELATED CAR

This AC relates specifically to Civil Aviation Rule Part 61 Subpart A

CHANGE NOTICE

This AC replaces Issue Initial Issue dated 1 March 2002.

APPROVAL

This AC has been approved for publication by the Director of Civil Aviation

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INTRODUCTION

Civil Aviation Rules, Part 61 – Pilot Licences and Ratings was introduced on 29 March 2002 and introduced the new pilot licensing requirements. Only those Rules that require further amplification are addressed in these Circulars, otherwise they are not identified. This Advisory Circular and the associated series of Advisory Circulars have been produced to support the Rule changes.

Note: AC61-1A has been split into separate Advisory Circulars — one for each Part 61 Subpart.

SUBPART A - GENERAL

Rule 61.3 Definitions

Definitions and abbreviations, which are used in more than one CAR Part, are transferred, at the first opportunity, into Part 1 - Definitions and Abbreviations. Any ordinary word not explained in this rule or in Part 1 has the meaning given to it in the Concise Oxford Dictionary.

Rule 61.11 Application and Qualifications

- (a) Rule 61.11 requires an application for a licence or rating to be made as specified on the appropriate form and to comply with all the eligibility requirements specified in the appropriate subpart
- (b) Where the advisory circular specifies a syllabus, compliance with that syllabus will satisfy the applicable requirements of the appropriate subpart. However the Director may also accept compliance with an alternative syllabus, or may accept alternative credits, provided the Director is satisfied that those alternatives are of a standard that is at least equivalent to the advisory circular syllabus and therefore meets the rule requirements.

Rule 61.21 Flight tests — prerequisites

- (a) The flight examiner will check that the applicant has completed the required training and required flight experience before conducting the flight test.
- (b) Part 61 requires flight test applicants to have passed all the written examinations for that licence before taking the flight test.

Rule 61.35 Medical requirements

There are a number of medical conditions that will cause either a temporary or permanent change in a person's health or fitness that renders them unfit to fly. These conditions are described in detail in Part 67, but for specific advice on whether a medical problem will result in a period of unfitness or not, a licence holder should consult an Aviation Medical Assessor before using the licence.

Rule 61.39 Biennial flight review

- (a) Rule 61.39 details the BFR requirements that apply to holders of lifetime licences.
- (b) The BFR replaces recent experience or renewal flight test requirements. It does not, however, replace the requirements for specified experience within the previous 90 days before carrying passengers, or replace experience required for exercising the privileges of any rating. It is required every 2 years, and it is required for all Part 61 licence holders.
- (c) The BFR is based on the United States FAA model as described in FAA AC 61-98A. It is not a flight test, but is intended to ensure that all pilots are assessed periodically by a flight instructor

and receive whatever instruction is required to ensure their continued proficiency.

- (d) A BFR will continue, and may be recorded in the pilot's logbook as flight instruction, until the flight instructor is satisfied that they can sign the flight review off in the pilot's logbook as having been satisfactorily completed.
- (e) The syllabus for the BFR is based on the flight test syllabus for the highest grade of licence required to be kept current by that flight review. However, the flight instructor should also take account of the pilot's practical flying requirements, and should agree with the pilot as to where the flight review emphasis should be.
- (f) This rule only requires a pilot to complete one BFR in order to keep their licence current. However, where a pilot is flying aircraft of very different types it is recommended that they undergo additional flight reviews in those different aircraft.
- (g) Where a pilot holds licences for more than one category of aircraft, a BFR is required for each category on which the pilot wishes to remain current.
- (h) A flight competency check under Part 119 is a flight review that meets the BFR requirements. It is to be recorded in the pilot's logbook.
- (i) The BFR may be combined with any other training or testing, provided the requirements of the BFR are fully met and recorded in the logbook.

Rule 61.41 Use of lower licence or rating

- (a) Rule 61.41 allows the holder of a licence or rating who does not meet the specified currency requirements for that licence or rating, but who meets the requirements for a lower licence or rating, to exercise the privileges of that lower licence or rating.
- (b) For example, the holder of an ATPL or CPL whose Class 1 medical certificate runs out of time may, subject to BFR, continue to exercise the privileges of a PPL by continuing to use that certificate as a Class 2 medical certificate for the longer currency period of the Class 2. If the Class 2 medical certificate expires, then PPL privileges can no longer be exercised, but a pilot may still fly dual as a Student Pilot and may still undergo any BFR while flying dual as a Student Pilot.
- (c) Similarly, for example, the holder of an ATPL who does not meet the BFR requirement for ATPL may, subject to medical certificate, continue to exercise the privileges of a CPL or PPL provided the BFR requirements for that lower licence have been met. If no BFR requirements have been met, but at least the Class 2 medical certificate is held, a pilot may still fly solo as a Student Pilot.
- (d) These arrangements give pilots the option of keeping their higher licence current at a lower level, if they feel they do not need the higher privileges at that time. The arrangements also allow a simple route to get back the privileges of a licence after its currency has been allowed to lapse for any reason.