



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX41/16

I, MARK ALAN SKIDMORE, Director of Aviation Safety, on behalf of CASA, make this instrument under regulation 11.160 of the *Civil Aviation Safety Regulations 1998*.

[Signed M. Skidmore]
Mark Skidmore AM
Director of Aviation Safety

7 March 2016

Exemption — instrument proficiency check for single-pilot turbojet aeroplane type rating

1 Duration

This instrument:

- (a) commences on the day after registration; and
- (b) expires at the end of 28 February 2018, as if it had been repealed by another instrument.

2 Definitions

In this instrument:

- (a) *CASR 1998* means the *Civil Aviation Safety Regulations 1998*; and
- (b) a reference to a provision that includes the numerals 61, is a reference to the provision in Part 61 of CASR 1998.

3 Application

This instrument applies to the holder of a single-pilot turbojet aeroplane type rating (the *SP type rating holder*) for the exercise of privileges under the IFR.

4 Exemptions

- (1) The SP type rating holder is exempted from subregulation 61.805 (1), to the extent of the requirement to have a valid instrument proficiency check (*IPC*) for the aeroplane type in accordance with subregulation 61.805 (3).
- (2) The SP type rating holder is exempted from subregulations 61.805 (5) and (6).
- (3) The exemptions in subsections (1) and (2) are subject to the conditions in section 5.

5 Conditions

- (1) The SP type rating holder must have a valid IPC for any single-pilot turbojet aeroplane type, as if the requirements under subregulations 61.805 (1) and (3), to have successfully completed a valid IPC for the aeroplane type covered by the rating, applied as a requirement to have successfully completed a valid IPC for any single-pilot turbojet aeroplane type.

Note Thus, for an SP type rating holder, the 12 monthly IPC requirement under subregulations 61.805 (1) and (3) may be satisfied by an IPC in **any** single-pilot turbojet aeroplane type.

- (2) The SP type rating holder must have a valid IPC for the aeroplane type covered by the rating, as if the requirements under subregulations 61.805 (1) and (2) for the holder of a pilot type rating other than a single-pilot turbojet aeroplane type rating, to have successfully completed a valid IPC for any aircraft type covered by the rating, also applied to the holder of a single-pilot turbojet aeroplane type rating.

Note Thus, an SP type rating holder must have successfully completed a 24 monthly IPC for any single-pilot turbojet aeroplane type **covered by the rating held**, in order to be authorised to pilot any aircraft type covered by the rating under the IFR.

- (3) Subregulations 61.805 (5) and (6) must be complied with as if they applied despite the exemption in subsection 4 (2) of this instrument, except that references to “relevant aircraft” for paragraphs 61.805 (3) (e) and (f) must be taken to be references to any single-pilot turbojet aeroplane type (rather than the particular single-pilot turbojet aeroplane type covered by the holder’s rating).

Note Thus, it is a condition of the exemption from the requirements in subregulations 61.805 (5) and (6), that subregulations 61.805 (5) and (6) be complied with, but in the particular context of the operation of the exemption.
