



Australian Government
Civil Aviation Safety Authority

Instrument number CASA EX65/25

I, ANDREAS MARCELJA, Acting Director of Aviation Safety, on behalf of CASA, make this instrument under regulations 11.160, 11.205 and 11.245 of the *Civil Aviation Safety Regulations 1998*.

[Signed A. Marcelja]

Andreas Marcelja
Acting Director of Aviation Safety

29 July 2025

**CASA EX65/25 — Flight of Certain Ultralight Aeroplanes in Class D
Airspace (Approved Flight Training Schools) Instrument 2025**

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Part 1 — Preliminary

1 Name

This instrument is *CASA EX65/25 — Flight of Certain Ultralight Aeroplanes in Class D Airspace (Approved Flight Training Schools) Instrument 2025*.

2 Duration

This instrument:

- (a) commences on 1 August 2025; and
- (b) is repealed at the earlier of:
 - (i) the end of the period of 5 years following the repeal of CAO 95.55; and
 - (ii) the end of 31 July 2033.

Note Under subsections 6(3) and 13(3), the exemptions in, respectively, subsections 6(1) and 13(1) cease to be in force on 31 July 2028. Therefore, the conditions in sections 7, 7A, 8, 10, 14, 15, 15A, 18 and 19 also cease to have effect on that date. For regulation 11.250 of CASR:

- (a) the directions in sections 9, 11, 12, 16 and 17 cease to be in force on 31 July 2028: see, respectively, subsections 9(4), 11(2), 12(6), 16(2) and 17(6); and
- (b) the directions in subsections 20(1), (2) and (3) continue to be in force until the repeal of this instrument: see subsection 20(4).

3 Repeal of CASA EX55/22

Instrument *CASA EX55/22 – Flight of Certain Ultralight Aeroplanes in Class D Airspace (Approved Flight Training Schools) Instrument 2022* is repealed.

4 Interpretation — the Dictionary

- (1) The Dictionary in Schedule 1 consists of 2 parts.

Note A Schedule to this instrument is taken to form part of the instrument — see subsection 13(1) of the *Acts Interpretation Act 1901* and subsection 13(1) of the *Legislation Act 2003*.

- (2) Part 1 contains:

- (a) references to certain terms and expressions that have the same meaning as they have in the *Civil Aviation Act 1988* and the regulations; and
- (b) definitions of certain words or expressions.

- (3) Part 2 interprets certain other references or expressions not contained or defined in Part 1.

Part 2 — Approval of flight training schools

5 Approval and application process

Who may apply to CASA for approval?

- (1) A person approved by RAAus, in accordance with the RAAus exposition, to carry out flight training may apply to CASA, in writing, for approval as an approved flight training school.

Approval process, including matters CASA must consider

- (2) After receiving a written application from a person of the kind mentioned in subsection (1), CASA may, by instrument in writing, approve the person as an approved flight training school for one or more of the following:
- (a) a relevant private hire flight;
 - (b) a relevant solo training flight.
- (3) Without limiting the matters that CASA may consider for the purposes of the civil aviation legislation, in deciding whether to grant an approval to a person of the kind mentioned in subsection (1), CASA must consider whether the person has adequate personnel and procedures to ensure that the person will comply with the conditions on, and directions to, an approved flight training school under this instrument.

Part 2A — Online self-assessment of medical fitness

Note This Part sets out the steps involved in completing the online self-assessment of medical fitness process. If a person successfully completes the process, CASA will automatically acknowledge that completion with a record of class 5 medical self-declaration.

5A Applicant must be at least 16

A person is eligible to apply for the online self-assessment of medical fitness process only if the person is at least 16 years old.

5B Completing the online self-assessment of medical fitness process

A person has *successfully completed the online self-assessment of medical fitness process* if the person:

- (a) has applied in the approved application form on the online portal identified on the CASA website for that purpose and has paid the approved fee; and

- (b) has included with that application all the information required by the approved form or by this instrument; and
- (c) has been provided with a copy of, or link to, the Aviation Medical Guidelines; and
- (d) has declared that they have read and understood the Aviation Medical Guidelines and referred to them in the process of completing the online self-assessment of their medical fitness; and
- (e) has passed an online medical knowledge check that addresses the human factors syllabus, including medical fitness; and
- (f) has declared that they have referred to and followed medical guidance, where relevant, or appropriate advice from their healthcare practitioner (for example, their general medical practitioner or optometrist) when completing the online self-assessment of their medical fitness; and
- (g) has made full and accurate disclosure of the following health matters existing at the time of the self-assessment, whether or not the matters are covered by the Aviation Medical Guidelines:
 - (i) the state of the person's health generally;
 - (ii) the medical conditions, or symptoms of possible medical conditions, that the person is aware of having (if any);
 - (iii) the medical treatment (if any) the person is receiving, or was receiving during the 2 years before the online self-assessment of their medical fitness;
 - (iv) the medications or substances (if any) that the person is taking or using, or was taking or using during the 2 years before the online self-assessment of their medical fitness;
 - (v) any change in health, medical conditions, symptomology or medications or substances taken or used (if any) since last attending or consulting with a medical practitioner; and
- (h) has declared that they:
 - (i) have never had a private driver licence refused or cancelled on the grounds that they did not comply with the required medical standards or had failed to undergo a required medical examination; and
 - (ii) have never had a class 1, 2 or 3 medical certificate refused or cancelled by CASA or by a medical practitioner; and
 - (iii) do not have an established medical history or clinical diagnosis of a disqualifying medical condition; and
 - (iv) are not regularly taking or using a disqualifying medication or substance; and
 - (v) do not have a personal history of problematic use of a substance; and

Note A person with a personal history of problematic use of a substance may be able to get a Class 1 medical certificate, one aspect of which is that the medical practitioner certifies that the person has recovered or is in treatment.
- (i) in the case of a person who has been required by a driver licensing authority of a State or Territory to undergo a medical assessment for fitness to drive — has provided CASA with a copy of a current medical assessment for fitness to drive, obtained in accordance with a law in force in a State or Territory, advising a driver licensing authority of a State or

Territory that the person meets the appropriate medical standards under that law.

Part 3 — Relevant solo training flights by RAAus restricted pilots

6 Exemption — relevant solo training flights by RAAus restricted pilots

- (1) Each of the following is exempt from complying with subparagraphs 9A.3(c) and (d) of CAO 95.55 in relation to a relevant solo training flight of an approved flight training school that is flown by an RAAus restricted pilot:
 - (a) the school, if approved for a relevant solo training flight;
 - (b) the RAAus restricted pilot.
- (2) The exemption in subsection (1):
 - (a) is subject to the conditions mentioned in sections 7 and 8, subsection 10(1) and section 19; and
 - (b) if the RAAus restricted pilot holds a current record of class 5 medical self-declaration but does not hold a current certificate of a kind mentioned in subparagraph 7(a)(i), (ii), (iii) or (iv) — is also subject to the conditions mentioned in section 7A and subsections 10(3), (4) and (5).
- (3) The exemption in subsection (1) ceases to be in force at the end of 31 July 2028.

7 Conditions – RAAus restricted pilots – certificates, records and documents

An RAAus restricted pilot must not fly a relevant aeroplane of an approved flight training school for a relevant solo training flight at the controlled aerodrome where the school carries out flight training unless the RAAus restricted pilot:

- (a) holds a current certificate or record of one of the following kinds:
 - (i) an Aviation Medical Certificate (Basic Class 2);
 - (ii) a class 1 medical certificate;
 - (iii) a class 2 medical certificate;
 - (iiia) a record of class 5 medical self-declaration;
 - (iv) a recreational aviation medical practitioner's certificate; and
- (b) holds a current document of one of the following kinds:
 - (i) a flight radiotelephone operator licence;
 - (ii) a radio operator endorsement issued by, or under the delegated authority of, RAAus.

7A Conditions — RAAus restricted pilots holding current record of class 5 medical self-declaration only

Application — particular kind of RAAus restricted pilot

- (1) This section applies to an RAAus restricted pilot who holds a current record of class 5 medical self-declaration but does not hold a current certificate of a kind mentioned in subparagraph 7(a)(i), (ii), (iii) or (iv).

Must not fly unless not required to surrender record and flight operated before renewal date

- (2) An RAAus restricted pilot of the kind mentioned in subsection (1) must not fly a relevant aeroplane of an approved flight training school for a relevant solo training flight at the controlled aerodrome where the school carries out flight training unless:
- (a) CASA has given the RAAus restricted pilot a record of class 5 medical self-declaration to acknowledge their successful completion of the online self-assessment of medical fitness process; and
 - (b) the RAAus restricted pilot has not been required to surrender that record of class 5 medical self-declaration by the condition mentioned in subsection (4); and
 - (c) the relevant solo training flight is operated by the school before the renewal date specified in the RAAus restricted pilot's record of class 5 medical self-declaration.

Obligation to notify CASA of certain matters and surrender record of class 5 medical self-declaration

- (3) An RAAus restricted pilot of the kind mentioned in subsection (1) must notify CASA within 30 days if the RAAus restricted pilot:
- (a) knows, or has reasonable grounds to believe, that they have a medically significant condition that impairs their ability to fly a relevant solo training flight and that condition has lasted for more than 60 days; or
 - (b) has a private driver licence refused or cancelled on the grounds that they do not comply with the required medical standards or has failed to undergo required medical examination; or
 - (c) is clinically diagnosed with a disqualifying medical condition; or
 - (d) is regularly taking or using a disqualifying medication or substance; or
 - (e) is experiencing problematic use of a substance.
- (4) An RAAus restricted pilot of the kind mentioned in subsection (1) must surrender their record of class 5 medical self-declaration to CASA as soon as practicable if:
- (a) the renewal date specified in their record of class 5 medical self-declaration has passed; or
 - (b) the RAAus restricted pilot is required to notify CASA of any matter mentioned in subsection (3).

Obligation to notify CFI — required to surrender record of class 5 medical self-declaration

- (5) An RAAus restricted pilot of the kind mentioned in subsection (1) who has been required to surrender their record of class 5 medical self-declaration by the condition mentioned in subsection (4) must notify the CFI of an approved flight training school that they have been required to surrender their record before:
- (a) booking to fly a relevant aeroplane of the approved flight training school for a relevant solo training flight at the controlled aerodrome where the school carries out flight training; or

- (b) flying a relevant aeroplane of the approved flight training school for a relevant solo training flight at the controlled aerodrome where the school carries out flight training.

Note Such notification is important for aviation safety purposes. It is an important indication to CASA of willingness to comply with the conditions in this section.

RAAus restricted pilots must not fly unless medically fit

- (6) An RAAus restricted pilot of the kind mentioned in subsection (1) must not fly a relevant aeroplane of an approved flight training school for a relevant solo training flight at the controlled aerodrome where the school carries out flight training if the RAAus restricted pilot:
 - (a) knows that they have a medically significant condition that impairs their ability to fly a relevant solo training flight; or
 - (b) has reasonable grounds to believe that they have a medically significant condition that impairs their ability to fly a relevant solo training flight.
- (7) An RAAus restricted pilot of the kind mentioned in subsection (1) must, as soon as practicable, cease flying a relevant aeroplane for a relevant solo training flight at the controlled aerodrome where the school carries out flight training if:
 - (a) there are any changes in their health circumstances, whether involving temporary or longer-term impairment or incapacitation, which:
 - (i) may affect their ability to continue to fly the relevant solo training flight; or
 - (ii) may otherwise have an impact on aviation safety; or
 - (b) any issue arises in flight that causes them to have reduced capacity to control the relevant aeroplane for any period, or to change the flight plan, such as land early, divert or change altitude.
- (8) Subsection (7) does not apply if, in the circumstances, the relevant act was a reasonable measure to save life (including the RAAus restricted pilot's own life) or avoid damage to property.

Obligation to notify CASA — medically significant condition

- (9) An RAAus restricted pilot of the kind mentioned in subsection (1) must notify CASA within 30 days if:
 - (a) the RAAus restricted pilot knows, or has reasonable grounds to believe, that they have a medically significant condition that impairs their ability to fly a relevant solo training flight; and
 - (b) that condition has lasted for more than 30 days.

Note Such notification is important for aviation safety purposes. It is an important indication to CASA of willingness to comply with the conditions in this section.

Correcting lenses must be worn if needed

- (10) An RAAus restricted pilot of the kind mentioned in subsection (1) who needs correcting lenses must not fly a relevant aeroplane of an approved flight training school for a relevant solo training flight at the controlled aerodrome where the school carries out flight training unless, throughout the relevant solo training flight, the RAAus restricted pilot:
 - (a) has acceptable correcting lenses available for use; and
 - (b) has within reach a spare pair of spectacles for each pair of correcting lenses that the RAAus restricted pilot requires to comply with this subsection.

Record of class 5 medical self-declaration must be carried on relevant aeroplane and produced for inspection

- (11) An RAAus restricted pilot of the kind mentioned in subsection (1) must not fly a relevant aeroplane of an approved flight training school for a relevant solo training flight at the controlled aerodrome where the school carries out flight training unless the RAAus restricted pilot is carrying a copy of their record of class 5 medical self-declaration on the relevant aeroplane in which the flight is flown.
- (12) An RAAus restricted pilot of the kind mentioned in subsection (1) must, on request of any of the following persons, produce their record of class 5 medical self-declaration for inspection by the person:
 - (a) an authorised person;
 - (b) an RAAus appointed person;
 - (c) a person who is one of RAAus's key personnel.

8 Condition – approved flight training school of RAAus restricted pilots – certificates, records and documents

An approved flight training school must ensure that an RAAus restricted pilot, in relation to a relevant solo training flight, complies with the requirements to hold certificates, records and documents mentioned in section 7.

9 Directions – CFI of approved flight training school – authorising relevant solo training flights

Assessment and related records — controlled aerodrome competence

- (1) The CFI of an approved flight training school must not authorise an RAAus restricted pilot to fly a relevant solo training flight of the school within an aerodrome traffic circuit unless:
 - (a) the CFI or a senior instructor of the school has assessed that the RAAus restricted pilot for the relevant solo training flight has demonstrated each element of the competency requirements for a controlled aerodrome endorsement:
 - (i) mentioned in column 1 of an item in Table 1; and
 - (ii) according to the performance criteria, for the element, mentioned in column 2 of Table 1; and
 - (b) the CFI or a senior instructor who assesses the RAAus restricted pilot for the relevant solo training flight has, in relation to each element of the competency requirements for a controlled aerodrome endorsement mentioned in column 1 of Table 1, entered, in writing, in the school's records:
 - (i) that the CFI or the senior instructor assessed the RAAus restricted pilot according to the performance criteria, for each element, mentioned in column 2 of Table 1; and
 - (ii) for each of the performance criteria — that the CFI or the senior instructor assessed the RAAus restricted pilot as competent; and
 - (iii) if a senior instructor of the school has made an assessment mentioned in paragraph (a) — that the CFI is satisfied, on reasonable grounds, that the RAAus restricted pilot has demonstrated each element of the competency requirements mentioned in column 1 of Table 1.

Table 1 Elements of competency requirements and performance criteria — controlled aerodrome endorsement

Item	Element of competency requirement (column 1)	Performance criteria for the element (column 2)
1	CTR.1 – Controlled aerodrome pre-flight preparation	The performance criteria mentioned, for the element, in each paragraph of subclause 2.1 of section 3 of Schedule 2 to the Part 61 MOS
2	CTR.2 – Taxi aircraft at a controlled aerodrome	The performance criteria mentioned, for the element, in each paragraph of subclause 2.2 of section 3 of Schedule 2 to the Part 61 MOS
3	CTR.3 – Perform departure from controlled aerodrome	The performance criteria mentioned, for the element, in each paragraph of subclause 2.3 of section 3 of Schedule 2 to the Part 61 MOS, other than paragraphs (f) and (i)
4	CTR.4 – Perform arrival and landing at controlled aerodrome	The performance criteria mentioned, for the element, in each paragraph of subclause 2.4 of section 3 of Schedule 2 to the Part 61 MOS, other than paragraphs (a) and (c)

Assessment and related records — controlled airspace competence

- (2) The CFI of an approved flight training school must not authorise an RAAus restricted pilot to fly a relevant solo training flight of the school within an aerodrome traffic circuit unless:
- (a) the CFI or a senior instructor of the school has assessed that the RAAus restricted pilot for the relevant solo training flight has demonstrated the CTA.1 elements according to the applicable CTA.1 performance criteria; and
 - (b) the CFI or a senior instructor who makes an assessment mentioned in paragraph (a) has, in relation to each CTA.1 element, entered the following, in writing, in the school's records:
 - (i) that the CFI or the senior instructor assessed the RAAus restricted pilot according to the applicable CTA.1 performance criteria;
 - (ii) for the applicable CTA.1 performance criteria — that the CFI or the senior instructor assessed the RAAus restricted pilot as competent;
 - (iii) if a senior instructor of the school has made an assessment mentioned in paragraph (a) — that the CFI is satisfied, on reasonable grounds, that the RAAus restricted pilot demonstrated each CTA.1 element.

Assessment and related records — flight radio competence

- (3) The CFI of an approved flight training school must not authorise an RAAus restricted pilot to fly a relevant solo training flight of the school within an aerodrome traffic circuit unless:
 - (a) the CFI or a senior instructor of the school has assessed that the RAAus restricted pilot for the relevant solo training flight has demonstrated the C3 elements according to the C3 performance criteria; and
 - (b) the CFI or a senior instructor who makes an assessment of an RAAus restricted pilot mentioned in paragraph (a) has, in relation to each C3 element, entered the following, in writing, in the school's records:
 - (i) that the CFI or the senior instructor has assessed the RAAus restricted pilot according to the C3 performance criteria for the C3 element;
 - (ii) for each C3 performance criteria — that the CFI or the senior instructor assessed the RAAus restricted pilot as competent;
 - (iii) if a senior instructor of the school has made an assessment mentioned in paragraph (a) — that the CFI is satisfied, on reasonable grounds, that the RAAus restricted pilot has demonstrated the C3 elements.
- (4) The directions in subsections (1), (2) and (3) cease to be in force at the end of 31 July 2028.

10 Conditions – approved flight training school – permitting relevant solo training flights

RAAus restricted pilots holding current certificate mentioned in subparagraph 7(a)(i), (ii), (iii) or (iv)

- (1) An approved flight training school must not permit an RAAus restricted pilot who holds a current certificate of a kind mentioned in subparagraph 7(a)(i), (ii), (iii) or (iv) to commence a relevant solo training flight of the school unless the CFI has:
 - (a) authorised the RAAus restricted pilot, in writing, to fly the relevant solo training flight; and
 - (b) recorded the authorisation in accordance with subsection 11(1).

RAAus restricted pilots holding current record of class 5 medical self-declaration only

- (2) The conditions in subsections (3), (4) and (5) apply to an approved flight training school in relation to an RAAus restricted pilot who holds a current record of class 5 medical self-declaration but does not hold a current certificate of a kind mentioned in subparagraph 7(a)(i), (ii), (iii) or (iv).
- (3) Unless subsection (4) applies, an approved flight training school must not permit an RAAus restricted pilot of the kind mentioned in subsection (2) to commence a relevant solo training flight of the school unless the CFI has:
 - (a) authorised the RAAus restricted pilot, in writing, to fly the relevant solo training flight; and
 - (b) recorded the authorisation in accordance with subsection 11(1).
- (4) The CFI of an approved flight training school must not authorise an RAAus restricted pilot of the kind mentioned in subsection (2) to fly a relevant solo training flight of the school if the CFI knows, or has reasonable grounds to

believe, that the RAAus restricted pilot has a medically significant condition that impairs their ability to fly a relevant solo training flight.

- (5) However, if subsection (4) applies, the CFI of the school must:
- (a) enter related information, in writing, in the school's records in accordance with subsection 11(1A); and
 - (b) notify CASA, in writing, as soon as practicable (but no later than 7 days) after the CFI knows, or has reasonable grounds to believe, the matters mentioned in subsection (4).

11 Directions – CFI of approved flight training school – relevant solo training flights – recording authorisations and other information

- (1) The CFI of an approved flight training school must record, in writing, the authorisation mentioned in paragraph 10(1)(a):
- (a) for an RAAus restricted pilot's first relevant solo training flight of the school — in the RAAus restricted pilot's logbook; and
 - (b) for any other relevant solo training flight of the school by an RAAus restricted pilot — in the school's records.
- (1A) If subsection 10(4) applies, the CFI of an approved flight training school must enter, in writing, in the school's records, the following:
- (a) that, in relation to that RAAus restricted pilot, the CFI knew, or had reasonable grounds to believe, the matters mentioned in subsection 10(4);
 - (b) the reasons the CFI knew, or had reasonable grounds to believe, those matters.
- (2) The directions in subsections (1) and (1A) cease to be in force at the end of 31 July 2028.

12 Directions – CFI of approved flight training school – authorising relevant solo training flights involving airspace transitions

Assessment and related records — controlled aerodrome competence

- (1) The CFI of an approved flight training school must not authorise an RAAus restricted pilot to fly a relevant solo training flight involving one or more transitions between Class D and Class G airspace unless:
- (a) the CFI or a senior instructor of the school has assessed that the RAAus restricted pilot for the relevant solo training flight has demonstrated the competency requirements mentioned in the Part 61 MOS for a controlled aerodrome endorsement; and
 - (b) the CFI or a senior instructor who makes an assessment of an RAAus restricted pilot mentioned in paragraph (a) has, in relation to each element of the competency requirements for a controlled aerodrome endorsement mentioned in column 1 of Table 2, entered, in writing, in the school's records:
 - (i) whether the CFI or the senior instructor assessed the RAAus restricted pilot according to the performance criteria, for each element, mentioned in column 2 of Table 2; and
 - (ii) for each of the performance criteria — that the CFI or the senior instructor assessed the RAAus restricted pilot as competent; and

- (iii) if a senior instructor of the school has made an assessment mentioned in paragraph (a) — that the CFI is satisfied, on reasonable grounds, that the RAAus restricted pilot for the relevant solo training flight has demonstrated each element of the competency requirements mentioned in column 1 of Table 2.

Table 2 Elements of competency requirements and performance criteria — controlled aerodrome endorsement

Item	Element of competency requirement (column 1)	Performance criteria for the element (column 2)
1	CTR.1 – Controlled aerodrome pre-flight preparation	The performance criteria mentioned, for the element, in each paragraph of subclause 2.1 of section 3 of Schedule 2 to the Part 61 MOS
2	CTR.2 – Taxi aircraft at a controlled aerodrome	The performance criteria mentioned, for the element, in each paragraph of subclause 2.2 of section 3 of Schedule 2 to the Part 61 MOS
3	CTR.3 – Perform departure from controlled aerodrome	The performance criteria mentioned, for the element, in each paragraph of subclause 2.3 of section 3 of Schedule 2 to the Part 61 MOS
4	CTR.4 – Perform arrival and landing at controlled aerodrome	The performance criteria mentioned, for the element, in each paragraph of subclause 2.4 of section 3 of Schedule 2 to the Part 61 MOS

Assessment and related records — controlled airspace and flight radio competence

- (2) The CFI of an approved flight training school must not authorise an RAAus restricted pilot to fly a relevant solo training flight involving one or more transitions between Class D and Class G airspace unless the requirements mentioned in subsections 9(2) and 9(3) have been met in relation to the RAAus restricted pilot.

Assessment and related records — practical training in-flight

- (3) The CFI of an approved flight training school must not authorise an RAAus restricted pilot's first relevant solo training flight involving transitions between Class D and Class G airspace unless the CFI has made a record in the RAAus restricted pilot's logbook stating that the CFI is satisfied, on reasonable grounds, that the RAAus restricted pilot has demonstrated:
- (a) the CTA.1 elements mentioned in paragraph 9(2)(a) according to the applicable CTA.1 performance criteria; and
 - (b) the C3 elements mentioned in paragraph 9(3)(a) according to the C3 performance criteria; and
 - (c) the competence requirements for a controlled aerodrome endorsement mentioned in paragraph 12(1)(a).

- (4) The CFI of an approved flight training school must not authorise an RAAus restricted pilot to fly a relevant solo training flight involving transitions between Class D and Class G airspace unless:
- (a) the CFI or a senior instructor of the school has conducted one or more flights with the RAAus restricted pilot that:
 - (i) depart from, and arrive at, the controlled aerodrome where the school carries out flight training; and
 - (ii) involve one or more transitions to Class G airspace; and
 - (iii) involve one or more transitions from Class G airspace; and
 - (b) the RAAus restricted pilot has received practical training in-flight on the airspace management procedures for Class D airspace at the controlled aerodrome where the school carries out flight training; and
 - (c) if a senior instructor of the school conducts one or more of the flights mentioned in paragraph (a) with the RAAus restricted pilot — the CFI of the school is satisfied, on reasonable grounds, that the RAAus restricted pilot has received practical training in-flight on the airspace management procedures for Class D airspace at the controlled aerodrome where the school carries out flight training.
- (5) However, an RAAus restricted pilot is not required to receive the practical training mentioned in paragraph (4)(b) from the CFI or a senior instructor of an approved flight training school if the CFI of the school is satisfied, on reasonable grounds, that the records of another approved flight training school at the same controlled aerodrome demonstrate that the RAAus restricted pilot has received the practical training at the other school.
- (6) The directions in subsections (1), (2), (3), (4) and (5) cease to be in force at the end of 31 July 2028.

Part 4 — Relevant private hire flights by RAAus pilots

13 Exemption — relevant private hire flights by RAAus pilots

- (1) Each of the following is exempt from complying with subparagraphs 9A.3(c) and (d) of CAO 95.55 in relation to a relevant private hire flight of an approved flight training school:
- (a) the school, if approved for a relevant private hire flight;
 - (b) an RAAus pilot who is the pilot in command of the relevant private hire flight.
- (2) The exemption in subsection (1):
- (a) is subject to the conditions mentioned in subsection 14(1) and sections 15, 18 and 19; and
 - (b) if the RAAUS pilot holds a current record of class 5 medical self-declaration but does not hold a current certificate of a kind mentioned in subparagraph 15(a)(i), (ii), (iii) or (iv) — is also subject to the conditions mentioned in subsections 14(3), (4) and (5) and section 15A.
- (3) The exemption in subsection (1) ceases to be in force at the end of 31 July 2028.

14 Conditions – approved flight training school – permitting relevant private hire flights

RAAus pilots holding current certificate mentioned in subparagraph 15(a)(i), (ii), (iii) or (iv)

- (1) An approved flight training school must not permit an RAAus pilot who holds a current certificate of a kind mentioned in subparagraph 15(a)(i), (ii), (iii) or (iv) to commence a relevant private hire flight of the school unless the CFI of the school has authorised the RAAus pilot, in writing, to conduct the relevant private hire flight.

RAAus pilots holding current record of class 5 medical self-declaration only

- (2) The conditions in subsections (3), (4) and (5) apply to an approved flight training school in relation to an RAAus pilot who holds a current record of class 5 medical self-declaration but does not hold a current certificate of a kind mentioned in subparagraph 15(a)(i), (ii), (iii) or (iv).
- (3) Unless subsection (4) applies, an approved flight training school must not permit an RAAus pilot of the kind mentioned in subsection (2) to commence a relevant private hire flight of the school unless the CFI has authorised the RAAus pilot, in writing, to conduct the relevant private hire flight.
- (4) The CFI of an approved flight training school must not authorise an RAAus pilot of the kind mentioned in subsection (2) to conduct a relevant private hire flight of the school if the CFI knows, or has reasonable grounds to believe, that the RAAus pilot has a medically significant condition that impairs their ability to conduct a relevant private hire flight.
- (5) However, if subsection (4) applies, the CFI of the school must:
 - (a) enter related information, in writing, in the school's records in accordance with subsection 16(1A); and
 - (b) notify CASA, in writing, as soon as practicable (but no later than 7 days) after the CFI knows, or has reasonable grounds to believe, the matters mentioned in subsection (4).

15 Conditions – RAAus pilots – certificates, records and documents

An RAAus pilot must not fly as the pilot in command of a relevant private hire flight of an approved flight training school at the controlled aerodrome where the school carries out flight training, unless the RAAus pilot:

- (a) holds a current certificate or record of one of the following kinds:
 - (i) an Aviation Medical Certificate (Basic Class 2);
 - (ii) a class 1 medical certificate;
 - (iii) a class 2 medical certificate;
 - (iiia) a record of class 5 medical self-declaration;
 - (iv) a recreational aviation medical practitioner's certificate; and
- (b) holds a current document of one of the following kinds:
 - (i) a flight radiotelephone operator licence;
 - (ii) a radio operator endorsement issued by, or under the delegated authority of, RAAus.

15A Conditions — RAAus pilots holding current record of class 5 medical self-declaration only

Application — particular kind of RAAus pilot

- (1) This section applies to an RAAus pilot who holds a current record of class 5 medical self-declaration but does not hold a current certificate of a kind mentioned in subparagraph 15(a)(i), (ii), (iii) or (iv).

Must not fly unless not required to surrender record and flight operated with school authorisation before renewal date

- (2) An RAAus pilot of the kind mentioned in subsection (1) must not fly as the pilot in command of a relevant private hire flight of an approved flight training school at the controlled aerodrome where the school carries out flight training unless:
- (a) CASA has given the RAAus pilot a record of class 5 medical self-declaration to acknowledge their successful completion of the online self-assessment of medical fitness process; and
 - (b) the RAAus pilot has not been required to surrender that record of class 5 medical self-declaration by the condition mentioned in subsection (4); and
 - (c) the relevant private hire flight is operated with the authorisation of the school before the renewal date specified in the RAAus pilot's record of class 5 medical self-declaration.

Obligation to notify CASA of certain matters and surrender record of class 5 medical self-declaration

- (3) A RAAus pilot of the kind mentioned in subsection (1) must notify CASA within 30 days if:
- (a) the renewal date specified in their record of class 5 medical self-declaration has passed; or
 - (b) the RAAus pilot:
 - (i) knows, or has reasonable grounds to believe, that they have a medically significant condition that impairs their ability to fly a relevant private hire flight and that condition has lasted for more than 60 days; or
 - (ii) has a private driver licence refused or cancelled on the grounds that they do not comply with the required medical standards or has failed to undergo required medical examination; or
 - (iii) is clinically diagnosed with a disqualifying medical condition; or
 - (iv) is regularly taking or using a disqualifying medication or substance; or
 - (v) is experiencing problematic use of a substance.

- (4) An RAAus pilot of the kind mentioned in subsection (1) must surrender their record of class 5 medical self-declaration to CASA as soon as practicable if:
- (a) the renewal date specified in their record of class 5 medical self-declaration has passed; or
 - (b) the RAAus pilot is required to notify CASA of any matter mentioned in subsection (3).

Obligation to notify CFI — required to surrender record of class 5 medical self-declaration

- (5) An RAAus pilot of the kind mentioned in subsection (1) who has been required to surrender their record of class 5 medical self-declaration by the condition

mentioned in subsection (4) must notify the CFI of an approved flight training school that they have been required to surrender their record before:

- (a) booking to fly as the pilot in command of a relevant private hire flight of the approved flight training school at the controlled aerodrome where the school carries out flight training; or
- (b) flying as the pilot in command of a relevant private hire flight of the approved flight training school at the controlled aerodrome where the school carries out flight training.

Note Such notification is important for aviation safety purposes. It is an important indication to CASA of willingness to comply with the conditions in this section.

RAAus pilots must not fly unless medically fit

- (6) An RAAus pilot of the kind mentioned in subsection (1) must not fly as the pilot in command of a relevant private hire flight of an approved flight training school at the controlled aerodrome where the school carries out flight training if the RAAus pilot:
 - (a) knows that they have a medically significant condition that impairs their ability to fly a relevant private hire flight; or
 - (b) has reasonable grounds to believe that they have a medically significant condition that impairs their ability to fly a relevant private hire flight.
- (7) An RAAus pilot of the kind mentioned in subsection (1) must, as soon as practicable, cease flying as the pilot in command of a relevant private hire flight of an approved flight training school at the controlled aerodrome where the school carries out flight training if:
 - (a) there are any changes in their health circumstances, whether involving temporary or longer-term impairment or incapacitation, which:
 - (i) may affect their ability to continue to fly the relevant private hire flight; or
 - (ii) may otherwise have an impact on aviation safety; or
 - (b) any issue arises in flight that causes them to have reduced capacity to control the relevant aeroplane for any period, or to change the flight plan, such as land early, divert or change altitude.
- (8) Subsection (7) does not apply if, in the circumstances, the relevant act was a reasonable measure to save life (including the RAAus pilot's own life) or avoid damage to property.

Obligation to notify CASA — medically significant condition

- (9) An RAAus pilot of the kind mentioned in subsection (1) must notify CASA within 30 days if:
 - (a) the RAAus pilot knows, or has reasonable grounds to believe, that they have a medically significant condition that impairs their ability to fly a relevant private hire flight; and
 - (b) that condition has lasted for more than 30 days.

Note Such notification is important for aviation safety purposes. It is an important indication to CASA of willingness to comply with the conditions in this section.

Correcting lenses must be worn if needed

- (10) An RAAus pilot of the kind mentioned in subsection (1) who needs correcting lenses must not fly as the pilot in command of a relevant private hire flight of an

approved flight training school at the controlled aerodrome where the school carries out flight training unless, throughout the relevant private hire flight, the RAAus pilot:

- (a) has acceptable correcting lenses available for use; and
- (b) has within reach a spare pair of spectacles for each pair of correcting lenses that the RAAus pilot requires to comply with this subsection.

Record of class 5 medical self-declaration must be carried on relevant aeroplane and produced for inspection

- (11) An RAAus pilot of the kind mentioned in subsection (1) must not fly as the pilot in command of a relevant private hire flight of an approved flight training school at the controlled aerodrome where the school carries out flight training unless the RAAus pilot is carrying a copy of their record of class 5 medical self-declaration on the relevant aeroplane in which the flight is flown.
- (12) An RAAus pilot of the kind mentioned in subsection (1) must, on request of any of the following persons, produce their record of class 5 medical self-declaration for inspection by the person:
 - (a) an authorised person;
 - (b) an RAAus appointed person;
 - (c) a person who is one of RAAus's key personnel.

16 Directions – CFI of approved flight training school – certificates, records and documents for relevant private hire flights

- (1) The CFI of an approved flight training school must not authorise a relevant private hire flight of the school unless the CFI is satisfied that the RAAus pilot who is the pilot in command for the relevant private hire flight complies with the requirements to hold certificates, records and documents mentioned in paragraphs 15(a) and (b).
- (1A) If subsection 14(4) applies, the CFI of an approved school must enter, in writing, in the school's records, the following:
 - (a) that, in relation to that RAAus pilot, the CFI knew, or had reasonable grounds to believe, the matters mentioned in subsection 14(4);
 - (b) the reasons the CFI knew, or had reasonable grounds to believe, those matters.
- (2) The directions in subsections (1) and (1A) cease to be in force at the end of 31 July 2028.

17 Directions – CFI of approved flight training school – authorising first relevant private hire flight

Requirements — practical training in-flight and conducting flights involving transitions

- (1) The CFI of an approved flight training school must not authorise an RAAus pilot's first relevant private hire flight in a relevant aeroplane of the school unless the CFI:
 - (a) is satisfied, on reasonable grounds, that the RAAus pilot has received practical training in-flight on the airspace management procedures for Class D airspace at the controlled aerodrome where the school carries out flight training; and

- (b) has conducted one or more flights with the RAAus pilot that:
 - (i) depart from, and arrive at, the controlled aerodrome where the school carries out flight training; and
 - (ii) involve one or more transitions to Class G airspace; and
 - (iii) involve one or more transitions from Class G airspace.
- (2) However, an RAAus pilot is not required to receive the practical training mentioned in paragraph (1)(a) if the CFI of the school is satisfied, on reasonable grounds, that the records of another approved flight training school at the same controlled aerodrome demonstrate that the RAAus pilot has received the practical training at the other school.

Assessment and related records — controlled aerodrome competence

- (3) The CFI of an approved flight training school must not authorise an RAAus pilot's first relevant private hire flight in a relevant aeroplane of the school unless the CFI of the school has:
 - (a) assessed that the RAAus pilot has demonstrated the competency requirements mentioned in the Part 61 MOS for a controlled aerodrome endorsement; and
 - (b) in relation to each element of the competency requirements for a controlled aerodrome endorsement mentioned in column 1 of Table 3, entered, in writing, in the school's records:
 - (i) that the CFI has assessed the RAAus pilot according to the performance criteria, for each element, mentioned in column 2 Table 3; and
 - (ii) for each of the performance criteria — that the CFI assessed the RAAus pilot as competent.

Table 3 Elements of competency requirements and performance criteria — controlled aerodrome endorsement

Item	Element of competency requirement (column 1)	Performance criteria for the element (column 2)
1	CTR.1 – Controlled aerodrome pre-flight preparation	The performance criteria mentioned, for the element, in each paragraph of subclause 2.1 of section 3 of Schedule 2 to the Part 61 MOS
2	CTR.2 – Taxi aircraft at a controlled aerodrome	The performance criteria mentioned, for the element, in each paragraph of subclause 2.2 of section 3 of Schedule 2 to the Part 61 MOS
3	CTR.3 — Perform departure from controlled aerodrome	The performance criteria mentioned, for the element, in each paragraph of subclause 2.3 of section 3 of Schedule 2 to the Part 61 MOS

Item	Element of competency requirement (column 1)	Performance criteria for the element (column 2)
4	CTR.4 — Perform arrival and landing at controlled aerodrome	The performance criteria mentioned, for the element, in each paragraph of subclause 2.4 of section 3 of Schedule 2 to the Part 61 MOS

Assessment and related records — controlled airspace competence

- (4) The CFI of an approved flight training school must not authorise an RAAus pilot's first relevant private hire flight in a relevant aeroplane of the school unless the CFI of the school has:
- (a) assessed that the RAAus pilot for the relevant private hire flight has demonstrated the CTA.1 elements according to the applicable CTA.1 performance criteria; and
 - (b) in relation to each CTA.1 element — entered the following, in writing, in the school's records:
 - (i) that the CFI assessed the RAAus pilot according to the applicable CTA.1 performance criteria;
 - (ii) for each applicable CTA.1 performance criteria — that the CFI assessed the RAAus pilot as competent.

Assessment and related records — flight radio competence

- (5) The CFI of an approved flight training school must not authorise an RAAus pilot's first relevant private hire flight in a relevant aeroplane of the school unless the CFI of the school has:
- (a) assessed that the RAAus pilot for the relevant private hire flight has demonstrated the C3 elements according to the C3 performance criteria; and
 - (b) in relation to each C3 element, entered the following, in writing, in the school's records:
 - (i) that the CFI has assessed the RAAus pilot according to the C3 performance criteria;
 - (ii) for each C3 performance criteria — that the CFI assessed the RAAus pilot as competent.
- (6) The directions in subsections (1), (2), (3), (4) and (5) cease to be in force at the end of 31 July 2028.

18 Conditions – approved flight training school – logbook and school records for first relevant private hire flight

- (1) An approved flight training school must not permit an RAAus pilot to commence the RAAus pilot's first relevant private hire flight of the school unless the CFI of the school has recorded in the RAAus pilot's logbook:
- (a) the authorisation mentioned in subsection 14(1), for the RAAus pilot's first relevant private hire flight; and
 - (b) that the RAAus pilot has received the practical training mentioned in paragraph 17(1)(a); and

- (c) that the RAAus pilot has demonstrated:
 - (i) the competency requirements for a controlled aerodrome endorsement mentioned in paragraph 17(3)(a); and
 - (ii) the competency requirements for a controlled airspace endorsement mentioned in paragraph 17(4)(a); and
 - (iii) the competency requirements for a flight radio endorsement mentioned in paragraph 17(5)(a).
- (2) For each relevant private hire flight of an approved flight training school that is conducted by a particular RAAus pilot, other than the first relevant private hire flight mentioned in subsection (1), the school must ensure that the CFI of the school has included the authorisation mentioned in section 14, for that RAAus pilot, in the school's records.

Part 5 – Condition and directions – reporting, record retention and audit – approved flight training schools

19 Condition – approved flight training school – information about accident or incident

If an approved flight training school reports an accident or incident under the *Transport Safety Investigation Act 2003* or the *Transport Safety Investigation Regulations 2021*, in relation to a relevant private hire flight or a relevant solo training flight, the school must, as soon as practicable after reporting the accident or incident, provide a copy of the report to SPORT@casa.gov.au.

20 Directions – approved flight training school – record retention and audit

- (1) An approved flight training school must retain the following records for a minimum of 5 years from the date the school completes the assessment of an RAAus restricted pilot for the purposes of this instrument:
 - (a) a copy of the certificate or record held by an RAAus restricted pilot to comply with paragraph 7(a);
 - (b) a copy of the document held by an RAAus restricted pilot to comply with paragraph 7(b);
 - (ba) a record of the notification made by an RAAus restricted pilot of the kind mentioned in subsection 7A(1) to comply with subsection 7A(5);
 - (c) the assessment that an RAAus restricted pilot has demonstrated each element of the competency requirements for a controlled aerodrome endorsement mentioned in column 1 of an item of Table 1 according to the performance criteria mentioned, for the item, in column 2 of Table 1;
 - (d) a copy of the records, related to an RAAus restricted pilot, mentioned in subparagraphs 9(1)(b)(i) to (iii);
 - (e) the assessment that an RAAus restricted pilot has demonstrated each CTA.1 element mentioned in paragraph 9(2)(a) according to the applicable CTA.1 performance criteria;
 - (f) a copy of the records, related to an RAAus restricted pilot, mentioned in subparagraphs 9(2)(b)(i) to (iii);

- (g) the assessment that an RAAus restricted pilot has demonstrated the C3 elements mentioned in paragraph 9(3)(a) according to the C3 performance criteria;
 - (h) a copy of the records, related to an RAAus restricted pilot, mentioned in subparagraphs 9(3)(b)(i) to (iii);
 - (i) the authorisation, related to an RAAus restricted pilot, mentioned in paragraph 10(1)(a);
 - (ia) the authorisation, related to an RAAus restricted pilot, mentioned in paragraph 10(3)(a);
 - (ib) a copy of the notification, related to an RAAus restricted pilot, mentioned in paragraph 10(5)(b);
 - (j) a copy of the records, related to an RAAus restricted pilot, mentioned in paragraphs 11(1)(a) and (b);
 - (ja) a copy of the entry, related to an RAAus restricted pilot, made in an approved flight training school's records by the CFI of the approved flight training school to comply with subsection 11(1A);
 - (k) the assessment that an RAAus restricted pilot has demonstrated the competency requirements for a controlled aerodrome endorsement mentioned in paragraph 12(1)(a);
 - (l) a copy of the records, related to an RAAus restricted pilot, mentioned in subparagraphs 12(1)(b)(i) to (iii);
 - (m) a copy of the records, related to an RAAus restricted pilot, mentioned in paragraphs 12(3)(a), (b) and (c);
 - (n) a copy of the records, related to an RAAus restricted pilot, mentioned in subsection 12(5).
- (2) An approved flight training school must retain the following records for a minimum of 5 years from the date the school completes the assessment of an RAAus pilot for the purposes of this instrument:
- (a) the authorisation, related to an RAAus pilot, mentioned in subsection 14(1);
 - (aa) the authorisation, related to an RAAus pilot, mentioned in subsection 14(3);
 - (ab) a copy of the notification, related to an RAAus pilot, mentioned in paragraph 14(5)(b);
 - (b) a copy of the certificate or record held by an RAAus pilot to comply with paragraph 15(a);
 - (c) a copy of the document held by an RAAus pilot to comply with paragraph 15(b);
 - (ca) a record of the notification made by an RAAus pilot of the kind mentioned in subsection 15A(1) to comply with subsection 15A(5);
 - (cb) a copy of the entry, related to an RAAus pilot, made in an approved flight training school's records by the CFI of the approved flight training school to comply with subsection 16(1A);
 - (d) the grounds for reaching the satisfaction, related to an RAAus pilot, mentioned in paragraph 17(1)(a);
 - (e) a copy of the records, related to an RAAus pilot, mentioned in subsection 17(2);

- (f) the assessment that an RAAus pilot has demonstrated the competency requirements for a controlled aerodrome endorsement mentioned in paragraph 17(3)(a);
 - (g) a copy of the records, related to an RAAus pilot, mentioned in subparagraphs 17(3)(b)(i) and (ii);
 - (h) the assessment that an RAAus pilot has demonstrated each CTA.1 element mentioned in paragraph 17(4)(a) according to the applicable CTA.1 performance criteria;
 - (i) a copy of the records, related to an RAAus pilot, mentioned in subparagraphs 17(4)(b)(i) and (ii);
 - (j) the assessment that an RAAus pilot has demonstrated the C3 elements mentioned in paragraph 17(5)(a) according to the C3 performance criteria;
 - (k) a copy of the records, related to an RAAus pilot, mentioned in subparagraphs 17(5)(b)(i) and (ii);
 - (l) a copy of the records, related to an RAAus pilot, mentioned in paragraphs 18(1)(a), (b) and (c);
 - (m) a copy of the records, related to an RAAus pilot, mentioned in subsection 18(2).
- (3) If CASA notifies an approved flight training school, in writing, that it intends to audit the school's records and facilities to assess whether this instrument is being, or has been, complied with, and provides reasonable notice of the audit, the school must:
- (a) make the records available to CASA; and
 - (b) provide CASA with access to the facilities.
- (4) The directions in subsections (1), (2) and (3) cease to be in force at the end of:
- (a) 31 July 2033; or
 - (b) the date of any earlier repeal of this instrument under subparagraph 2(b)(i).

Schedule 1 — Dictionary

(section 4)

Note In this instrument, certain terms and expressions have the same meaning as they have in the *Civil Aviation Act 1988* and the regulations. These include: **approved function**, of an ASAO, **ASAO**, **authorised person**, **CASR**, **civil aviation legislation**, **controlled aerodrome**, **control zone**, **exposition**, for an ASAO, **key personnel**, for an ASAO, **medical certificate**, **Part 149 Manual of Standards**, **pilot certificate**, **pilot in command**, in relation to a flight of an aircraft and **solo**, in relation to a flight of an aircraft.

Part 1 — Definitions

In this instrument:

acceptable correcting lenses means correcting lenses (which may be a pair of spectacles or a combination of contact lenses and a pair of spectacles) to satisfy the requirements of item 1.36 of table 67.150 of CASR.

aerodrome traffic circuit means the path that a relevant aeroplane must fly when entering, flying in, or leaving the traffic circuit at a controlled aerodrome where an approved flight training school carries out flight training.

applicable CTA.1 performance criteria means the performance criteria for a CTA.1 element mentioned in subclause 2.1.1 of section 3 of Schedule 2 to the Part 61 MOS, to the extent that the performance criteria for the CTA.1 element apply to either of the following:

- (a) a relevant solo training flight, flown in a control zone at the controlled aerodrome where a school carries out flight training;
- (b) a relevant private hire flight, conducted in a control zone at the controlled aerodrome where a school carries out flight training.

approved flight training school or **school** means a flight training school approved by CASA in accordance with section 5.

Aviation Medical Certificate (Basic Class 2) means a certificate issued by CASA to a person, under a legislative instrument made by CASA, on the basis that the person meets the medical standard basic class 2, as the medical standard exists at the time CASA issues the certificate.

Note At the time of making this instrument, an Aviation Medical Certificate (Basic Class 2) is issued under *CASA EX11/25 — Medical Certification (Basic Class 2 Medical Certificate) Exemption 2025* (freely available to view or download at <https://www.legislation.gov.au/F2025L00270>).

Aviation Medical Guidelines means the document entitled *Guidelines – Medical Assessment for Aviation*, as published by CASA from time to time.

Note At the time of making this instrument, version 1.0 (dated January 2024) of the *Guidelines – Medical Assessment for Aviation* was freely available to view or download on CASA’s website at <https://casa.gov.au>.

C3 elements means the elements of the competency requirements for a flight radio endorsement mentioned under the following headings in section 2 of Schedule 2 to the Part 61 MOS:

- (a) “C3.1 – Operate radio equipment” in subclause 2.1;
- (b) “C3.2 – Manage R/T equipment malfunctions” in subclause 2.2;
- (c) “C3.3 – Operate transponder” in subclause 2.3.

C3 performance criteria means the performance criteria for a C3 element, mentioned in the following subclauses of section 2 of Schedule 2 to the Part 61 MOS:

- (a) for a C3 element mentioned under the heading “C3.1 – Operate radio equipment” — subclause 2.1;
- (b) for a C3 element mentioned under the heading “C3.2 – Manage R/T equipment malfunctions” — subclause 2.2;
- (c) for a C3 element mentioned under the heading “C3.3 – Operate transponder” — subclause 2.3.

CAO 95.55 means:

- (a) *Civil Aviation Order 95.55 (Exemptions from CAR and CASR — Certain Light Sport Aircraft, Lightweight Aeroplanes and Ultralight Aeroplanes) Instrument 2024*, as in force from time to time; and
- (b) any instrument, expressed to reissue the instrument mentioned in paragraph (a), as in force from time to time.

CFI means the person who performs the duties and responsibilities of the chief flying instructor of an approved flight training school.

conditional private driver licence means a private driver licence issued by a driver licensing authority of a State or Territory as a conditional licence in accordance with a law in force in the State or Territory and that is issued subject to any of the following conditions:

- (a) that the holder must wear correcting lenses at all times while driving;
- (b) that the holder is only authorised to drive during daylight hours;
- (c) that the holder must drive only a motor vehicle that is fitted with a specified driver aid or that is modified as directed by the driver licensing authority or as printed on the licence;
- (d) that the driver is regularly medically assessed for fitness to drive.

conduct, as a verb, in relation to a flight operation, has the meaning given by regulation 61.010 of CASR.

controlled aerodrome endorsement has the same meaning as in Division 61.G.2 of CASR.

controlled airspace endorsement has the same meaning as in Division 61.G.2 of CASR.

Cross Country Endorsement has the same meaning as in the RAAus exposition.

CTA.1 elements means the elements of the competency requirements for a controlled airspace endorsement, mentioned under the heading “CTA.1 – Operate aircraft in controlled airspace” in subclause 2.1.1 of section 3 of Schedule 2 to the Part 61 MOS.

current, for a record of class 5 medical self-declaration, means:

- (a) the renewal date specified in the record has not passed; and
- (b) the person to whom CASA gave the record has not been required to surrender the record for one of the reasons mentioned in:
 - (i) if the person is an RAAus restricted pilot — subsection 7A(4); or
 - (ii) if the person is an RAAus pilot — subsection 15A(4).

disqualifying medical condition means any of the following:

- (a) epilepsy and other seizure disorders, or diseases that could cause seizures;
- (b) blackouts or other sudden alterations of consciousness, or diseases that could cause these;
- (c) insulin-treated diabetes;
- (d) high-risk pregnancy;
- (e) lung disease that requires oxygen therapy;
- (f) intracranial malignancies;
- (g) visual field or visual acuity that does not meet the private vehicle driver standards set out in the publication *Assessing fitness to drive for commercial and private vehicle drivers*, as existing from time to time;

Note At the time of making this instrument, the publication titled *Assessing fitness to drive for commercial and private vehicle drivers*, 6th edition, 2022 is freely available by searching for the publication title on the Austroads Publications page, located at <https://austroads.gov.au/publications>.

- (h) hearing loss that means the person is unable to understand conversational voice at a distance of 2 metres at the time of the assessment, whether unaided or with the assistance of a medically prescribed hearing aid;
- (i) any neurological or other functional impairment that causes the person not to be able to operate the flight controls safely in all circumstances when in the flying environment;
- (j) any musculoskeletal disability, disorder or disease of the bones, joints, muscles, or tendons, which would limit or restrict the normal manipulation of aircraft controls, or would require physical modifications to the aircraft to enable appropriate manipulation of the controls;
- (k) any other abnormality, disability, or disease (active or latent) or injury that can become suddenly and unpredictably safety-relevant in the flying environment;
- (l) any other medical condition that makes a person unable to safely perform all required aspects of the flying task that the person intends to perform;
- (m) any disease or condition that reduces the capacity of a person to undertake the online self-assessment of medical fitness process, including to make a declaration or give an undertaking as part of that process, including, but not limited to, the following:
 - (i) dementia or other memory disorders, including, but not limited to, Alzheimer's disease, vascular dementia and Lewy Body dementia;
 - (ii) psychotic disorders or psychiatric diseases with psychotic features, including, but not limited to, schizophrenia and bipolar disorder;
 - (iii) any other disease that includes cognitive impairment or decline as a known part of the natural history of the disease, including, but not limited to, Parkinson's disease and traumatic brain injury.

disqualifying medication or substance means any of the following medications or substances that, if taken or used regularly at the dosage or amount taken by the person concerned, may reduce the person's capacity to safely perform all required aspects of the flying task that the person intends to perform, or to

undertake the online self-assessment of medical fitness process (including making a declaration or giving an undertaking as part of that process):

- (a) benzodiazepines and other sedatives, including, but not limited to, diazepam and alprazolam;
- (b) antipsychotics, including, but not limited to, olanzapine, quetiapine, and aripiprazole;
- (c) tricyclic antidepressants, including, but not limited to, amitriptyline;
- (d) mood stabilising medications, including, but not limited to, lithium and sodium valproate;
- (e) narcotic analgesics, including, but not limited to, hydromorphone, codeine, morphine, and oxycodone;
- (f) pain-modifying medications, including, but not limited to, gabapentin and pregabalin;
- (g) Δ 9-tetrahydrocannabinol;
- (h) 6-Acetyl morphine;
- (i) Amphetamine;
- (j) Benzoyllecgonine;
- (k) Cocaine;
- (l) Codeine;
- (m) Dexamphetamine;
- (n) Methylamphetamine;
- (o) Methylenedioxyamphetamine;
- (p) Methylenedioxymethylamphetamine;
- (q) Morphine;
- (r) any medication that causes the pilot to have an alteration in sensory function, motor function or cognition.

flight radio endorsement has the same meaning as in Division 61.G.2 of CASR.

medical condition — see Part 2.

medical practitioner means a person entitled to practice as a medical practitioner under a law of a State or Territory.

medically significant condition has the meaning given by subregulation 67.010(1) of CASR.

medical standard basic class 2 means the commercial vehicle driver medical standards that apply to drivers of heavy vehicles, public passenger vehicles or vehicles carrying dangerous goods, published by Austroads, without conditions or restrictions other than a requirement to wear glasses or a hearing aid.

Note At the time of making this instrument, the commercial vehicle driver medical standards mentioned in the definition of ***medical standard basic class 2*** are included in the publication titled *Assessing fitness to drive for commercial and private vehicle drivers*, 6th edition, 2022. That publication is freely available by searching for the publication title on the Austroads Publications page, located at <https://austroads.com.au/publications>.

needs correcting lenses, in relation to a person, means a person:

- (a) who would fail to qualify for a record of class 5 medical self-declaration where the only medical condition causing such a failure would relate solely

to the person's ophthalmic condition for which the normal use of prescribed refractive correcting lenses is the only medical requirement; and

- (b) whose visual acuity is corrected by their lenses to:
 - (i) at least $\frac{6}{12}$ in 1 eye; and
 - (ii) at least $\frac{6}{18}$ in the other eye; and
 - (iii) at least $\frac{6}{12}$ in both eyes together; and
- (c) whose record of class 5 medical self-declaration includes the following information:

“The person to whom this record of class 5 medical self-declaration relates must wear correcting lenses at all times when relying on this medical self-declaration in the exercise of functions and privileges for aviation purposes”.

online self-assessment of medical fitness process means the process described in section 5B.

Note The steps in the online self-assessment of medical fitness process, listed in section 5B, include a requirement that the person involved is provided with a copy of the Aviation Medical Guidelines.

Part 61 MOS means the *Part 61 Manual of Standards Instrument 2014*, as in force from time to time.

private driver licence means a private driver licence issued by a driver licensing authority of a State or Territory in accordance with a law in force in the State or Territory authorising the holder to drive:

- (a) a motor vehicle with a maximum loaded mass that is not greater than 4.5 tonnes and that is constructed or equipped to seat not more than 12 adults (including the driver); or
- (b) a car-based motor tricycle; or
- (c) a motor bike; or
- (d) a motor trike (other than a car-based motor tricycle) that does not have a body type commonly known as, or similar to, a sedan, station wagon, coupe, convertible, roadster, utility, tray top or van; or
- (e) any tractor or implement.

problematic use of a substance means the use of one or more psychoactive substances by aviation personnel in a way that:

- (a) constitutes a direct hazard to the user or endangers the lives, health or welfare of others; or
- (b) causes or worsens an occupational, social, mental or physical problem or disorder.

Note This definition is based on the definition of **Problematic use of substances** in section 1.1 of Annex 1, Personnel Licensing, to the Chicago Convention.

psychoactive substance means:

- (a) alcohol; or
- (b) opioids; or
- (c) cannabinoids; or
- (d) sedatives and hypnotics; or
- (e) cocaine; or

- (f) any other psychostimulants, hallucinogens, and volatile solvents, excluding caffeine or nicotine.

Note This definition is based on the definition of **Psychoactive substances** in section 1.1 of Annex 1, Personnel Licensing, to the Chicago Convention.

RAAus means Recreational Aviation Australia Limited, ARN 224806.

RAAus appointed person, in relation to the inspection of a record of class 5 medical self-declaration, means a person who:

- (a) is appointed by RAAus in its capacity as an ASAO to perform an approved function on its behalf; and
- (b) has duties and responsibilities, set out in the RAAus exposition for an appointed person, conducting audits or surveillance in relation to an approved function of RAAus mentioned in section 20 or 21 of the *Part 149 Manual of Standards*.

Note 1 Under subsection 149.220(2) of CASR, an ASAO must maintain a register containing particular information for each person appointed by the ASAO to perform an approved function on behalf of the ASAO.

Note 2 Subsection 20(1) of the *Part 149 Manual of Standards* prescribes the aviation administration function of administering the flight operations of a Part 149 aircraft, including authorising individuals to perform a duty essential to the operation of the aircraft. Subsections 20(2) to (6) set out the scope of the function, along with activities and authorisations administered under the function. Subsection 21(1) prescribes the aviation administration function of administering a person that conducts flying training, or flight tests, in relation to a Part 149 aircraft (a **Part 149 flying training organisation**). Subsections 21(2) to (4) set out the following:

- (a) the scope of the function;
- (b) under the function, a person may be authorised to be a Part 149 flying training organisation that, for the aircraft, does one or more of the activities mentioned in subsection (3);
- (c) the circumstances in which a Part 149 training organisation conducts flying training, or a flight test, in relation to the aircraft.

RAAus exposition means the exposition:

- (a) comprising the set of documents approved by CASA under regulation 149.080 of CASR in relation to RAAus as an ASAO, as existing at the time this instrument commences; or
- (b) if the set of documents mentioned in paragraph (a) is changed under regulation 149.115 or 149.120 of CASR, or in accordance with the process mentioned in paragraph 149.340(i) of CASR — the set of documents as changed, as existing from time to time.

Note The set of documents that the RAAus exposition comprises is listed in the Explanatory Statement.

RAAus pilot means a person who:

- (a) holds a pilot certificate issued by, or under the delegated authority of, RAAus; and
- (b) is authorised by an approved flight training school to conduct a relevant private hire flight.

RAAus restricted pilot means a person who:

- (a) holds a student pilot certificate, a converting pilot certificate or a pilot certificate, issued by or under the delegated authority of RAAus; and
- (b) is authorised by an approved flight training school to fly a relevant solo training flight.

record of class 5 medical self-declaration, in relation to a person, means a document given to the person by CASA to acknowledge that the person has successfully completed the online self-assessment of medical fitness process.

recreational aviation medical practitioner's certificate has the meaning given by regulation 61.010 of CASR.

regularly taking or using, in relation to the taking or using of a medication or substance by a particular person, means taking or using the medication or substance on most days, in circumstances in which the disease or symptoms for which the person is taking or using the medication or substance can be expected to become significantly worse if the medication or substance is not taken or used on most days.

relevant aeroplane, of an approved flight training school, means an aeroplane:

- (a) of a kind mentioned in subsection 4 of CAO 95.55; and
- (b) available for use by the school for flight training purposes at the controlled aerodrome where the school carries out flight training; and
- (c) maintained by a person authorised by the school.

relevant private hire flight, of an approved flight training school, means a flight, other than a flight involving the practical training mentioned in paragraph 17(1)(a) or a flight mentioned in paragraph 17(1)(b), that has the following characteristics:

- (a) the flight is operated with the authorisation of the school;
- (b) the flight is conducted:
 - (i) by an RAAus pilot, as the pilot in command; and
 - (ii) in a relevant aeroplane of the school; and
 - (iii) in Class D airspace at the controlled aerodrome where the school carries out flight training.

Note Class D airspace at various aerodromes is determined from time to time in a legislative instrument made under regulation 5 of the *Airspace Regulations 2007*. At the time of making this instrument, the legislative instrument is *CASA OAR 086/25 — Determination of Airspace and Controlled Aerodromes Etc. (Designated Airspace Handbook) Instrument 2025* (freely available to view or download at <https://www.legislation.gov.au/F2025L00669>).

relevant solo training flight, of an approved flight training school, means a solo flight that is operated:

- (a) by the school; and
- (b) in a relevant aeroplane of the school; and
- (c) in Class D airspace at the controlled aerodrome where the school carries out flight training; and
- (d) for the purpose of assessing if an RAAus restricted pilot qualifies for the issue of:
 - (i) a pilot certificate; or
 - (ii) a Cross Country Endorsement on a pilot certificate.

renewal date, in relation to a person's record of class 5 medical self-declaration, means the date specified in it as the date when the exemptions in this instrument

will stop applying to the person (unless the person has been earlier required to surrender the self-declaration), which will be:

- (a) 5 years after the date of successful completion of the self-assessment process set out in section 5B — in the case of a person who was younger than 40 when that process was successfully completed and does not also hold a conditional private driver licence; or
- (b) 2 years after the date of successful completion — in the case of a person:
 - (i) who was younger than 40 when that process was successfully completed and who holds a conditional private driver licence; or
 - (ii) who was between 40 and 75 years old when that process was successfully completed; or
- (c) 1 year after the date of successful completion — in the case of a person who was 75 years old or older when that process was successfully completed.

safety-relevant, in relation to a medical condition, means a condition that reduces, or is likely to reduce, the ability of someone who has it to:

- (a) in the case of an RAAus pilot — fly a relevant private hire flight; or
- (b) in the case of an RAAus restricted pilot — fly a relevant solo training flight.

senior instructor means a person who performs the duties and responsibilities of a senior instructor of an approved flight training school.

successfully completed the online self-assessment of medical fitness process — see section 5B.

Part 2 – Interpretation – references to medical conditions

In this instrument, a reference to a medical condition (other than pregnancy, a consequence of pregnancy or the termination of a pregnancy) includes both such a condition that is congenital and one that is the result of injury or illness.
