



Jandakot Flight Centre

4 Baron Way, Jandakot Airport, W.A. Australia, 6164. Tel: (08) 9417 2258. Fax: (08) 9414 1008.
jfc@iinet.net.au www.jfc

Overseas Licence – Full Conversion

The following information is for pilots who wish to obtain a full Australian licence, and not just a short term validation.

What is involved

The conversion process is quite simple to outline. For more information than is provided here you can download the official guide to the recognition of licences from the Australian Civil Aviation web site. <http://www.casa.gov.au/fcl/overbr.htm>

To obtain a full Australian licence or rating you will be required to:

- Pass an Australian medical examination.
- Pass a written examination (normally a conversion examination).
- Undertake training to reach the required standard.
- Pass the full licence/rating flight test.

In order to undertake the conversion - make sure you bring your original licence, medical and logbook. If your logbook is not in English, please also bring a certified translation into English.

Private Pilot Licence (PPL):

1. You must pass an Australian Class Two (at least) Aviation medical examination. Doctors are located in other countries as well as Australia - you can find their contact details at <http://www.casa.gov.au/avmed/search.htm>
2. You must complete a conversion theory examination - PPL Overseas Conversion examination. This is primarily flight rules and air law. You can sit this examination any time at Jandakot Flight Centre.
3. You must then undertake training to reach the PPL flight test standard. Most people will take around 2 or 3 flights, each one around 2.5 hours to reach the required standard. These will normally be conducted over 3 or 4 days.
4. You will then undertake the full Australian PPL flight test. This flight is around 2 - 3 hours in length and will cover general handling, as well as visual navigation. Please note - the navigation component has only very limited radio navigation component - it is almost all visual navigation.



Jandakot Flight Centre

4 Baron Way, Jandakot Airport, W.A. Australia, 6164. Tel: (08) 9417 2258. Fax: (08) 9414 1008.
jfc@iinet.net.au www.jfc

Commercial Pilot Licence (CPL):

1. You must pass an Australian Class One Aviation medical examination. Doctors are located in other countries as well as Australia - you can find their contact details <http://www.casa.gov.au/avmed/search.htm>
2. You must complete a conversion examination - CPL Overseas Conversion examination. You can sit this examination at a designated CASA examination testing centre. One is located near Jandakot Airport. These have to be pre-booked and there is a limited number of sitting sessions.
3. You must then undertake training to reach the CPL flight test standard. Most people will take around 3 to 5 flights, each one around 3 hours to reach the required standard. These will normally be conducted over 6 or 7 days.
4. You will then undertake the full Australian CPL flight test. This is a VFR flight simulating a charter exercise. The flight is around 3-4 hours in length and will cover general handling, as well as visual navigation. Please note - the navigation component has only very limited radio navigation component - it is almost all visual navigation. This flight test must be conducted in an aircraft with a constant speed propeller plus a cruise speed of at least 120kt (i.e. M20J Mooney or higher).

Command Instrument Rating

1. You must first convert your licence as above otherwise you will not be able to use the Command Instrument Rating in Australia.
2. You must complete the Instrument Rating theory examination (IREX). You can sit this examination at a designated CASA examination testing centre. One is located near Jandakot Airport. These have to be pre-booked and there is a limited number of sitting sessions.
3. You must then undertake training to reach the IFR flight test standard. This is done in a single or a twin depending on which rating you seek - the single engine rating only allows IFR flight in singles, whereas the multi engine rating allows IFR flight in singles & multi engine aircraft. Most people will take around 3 to 5 flights, each one around 3 hours to reach the required standard. These will normally be conducted over 6 or 7 days.
4. You will then undertake the full Australian Command Instrument Rating flight test. The flight is around 2-3 hours in length and will cover en-route flight, departures and instrument approaches. You must be tested on all approaches that you would like your rating valid for.



Jandakot Flight Centre

4 Baron Way, Jandakot Airport, W.A. Australia, 6164. Tel: (08) 9417 2258. Fax: (08) 9414 1008.
jfc@iinet.net.au www.jfc

Flight Instructor Rating

Some overseas flight instructor ratings are recognized by CASA and some are not. Graduates of the Australian, New Zealand and British Air Force flight instructor schools are fully recognized. Graduates of other military flight instructor schools are able to apply to CASA for exemption. Persons holding a civil flight instructor rating, the syllabus of which matches the CASA flight instructor syllabus, may apply for recognition of that rating.

Details of these rules are found in Civil Aviation Orders (CAO) Section 40.1.7 Paragraph 6. CAO can be viewed at <http://www.casa.gov.au/rules/orders/index.htm>

Documentation

You will need to purchase documentation for your flights in Australia. The minimum documentation includes:

- Aeronautical Information Publication (AIP).
- En-route supplement.
- Civil Aviation Orders
- Civil Aviation Regulations (for CPL candidates)
- Maps and charts for the areas in which you want to fly.

If you wish to have these documents sent to you before you arrive in Australia then you can order them at <http://www.airservices.gov.au/publications/>

Alternatively, you can purchase them at Jandakot Airport.

Key study areas

The main areas to study before arriving in Australia are:

- Flight rules and procedures - Australia basically follows the ICAO airspace model, but we do have some airspace that is unique to Australia (e.g. GAPP procedures). Jandakot Airport follows GAAP procedures.
- Navigation - radio navigation is not the preferred means of VFR navigation in Australia since nav aids are few and far between. We do not have VORTACs, and the main emphasis is on NDBs rather than VORs. The population centres of Australia are separated by vast distances, and therefore so are the nav aids.
- Meteorology - you may not be used to some of the typical weather conditions in Australia. Almost all types of weather can be experienced - and it may not be as you expect. Summers can be characterised with rain in the afternoons - often from thunderstorms. The middle arid regions can be very hot during the day (approaching



Jandakot Flight Centre

4 Baron Way, Jandakot Airport, W.A. Australia, 6164. Tel: (08) 9417 2258. Fax: (08) 9414 1008.
jfc@iinet.net.au www.jfc

50°C during the day) and yet very cold at night during summer. You can find out more at the Bureau of Meteorology at <http://www.bom.gov.au>.