

2017

CONVERSION OF OVERSEAS ICAO ATPL TO AUSTRALIAN ATPL.



with

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Avfacts

AIRCREW THEORY TRAINING

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CONVERSION OF AN ICAO ATPL TO AND AUSTRALIAN ATPL

The Theory Part

I have a web page which is approved by CASA and details what you need to know about ATPL conversions.

http://www.avfacts.com.au/aaos_info.htm

It also sets out the course I provide to address the theory components. This course is the same as traditionally used by Australian airlines when hiring/converting overseas pilots. The course is primarily based online and is tailored to your purposes. I can prepare you for the theory element (study overseas). Cost (see following details) is Aust \$1370.00 if payment is by bank transfer, or \$1425 if payment is by Paypal using your credit card, including the Meteorology subject component that makes up the Composite ATPL conversion exam (CASA exam code AOSA) that became effective from September 1st 2014. Also included is postage to most overseas destinations of the 4 manuals that support the online material.

From September 1st 2014 onwards

Theory Exams (3)

- AOSA Composite Exam (AOSA) = 3 hrs/Minimum overall score 80%/Includes examination questions on Meteorology + CPL LAW + ATPL Law. Individual subject passes are not assessed, only the total % score.
- ATPL Human Factors (AHUF) = 1.25 hrs 70%
- IFR Law theory exam (IREX) = 3.5 hrs/Min score 70%.

I have questioned CASA about what is to happen to those who have passed some but not all the theory exams come Sept 1st. CASA say they will honour an IREX pass, an ATPL Human Factors pass, or if a candidate has passed both the current CPL Law + ATPL law exam, they will not be required to sit the composite exam. This is good news so I feel you could get now on with your studies with the confidence that you will not lose the credits provided you use the pathway outlined above.

NOTE:

The three theory exams above need to be passed within a two year window of attempting the first exam. Thereafter they remain yours permanently (frozen). Any existing exam subject credit will need to be sat again if you have not passed all three exams within the 2 year rolling window, so get them all passed within 2 years.

NOT included in my "theory only course" are:

- CASA exam fees (about \$170 per exam).
- MCC course/Flight training/ATPL Flight test.
- CASA conversion charges (minimal at present)
- Accommodation.
- Flights to/from Australia.

- Transport within Australia during your stay.
- Medical testing fees.
- The cost of supporting CASA manuals such as AIP, and App/Dep plates, charts, reg's etc. These cost about Aust \$800, though you can leave buying these until you get to Aust as weight is about 30 kg and freight cost is about Aust \$400 extra. On course I point you to online free versions of these and advice on how to save money in this regard. You can do all your study overseas, as there are no in-class sessions involved or required !
- I will require your postal address by email (can not be a Post Office box) and a contact phone number that the courier (typically TNT express) can use to liaise with you about a delivery time that suits.

References from some Previous Conversion Students

July 2011

"G'day Rob,

Just a quick note to let you know I passed the ATPL Air Law exam. 97% and I was done in 30 mins, although I re checked every answer again before submitting.

All in all mate bloody brilliant package, I will send anyone wanting to do the ATPL your way. I was very confident going into the exam and pretty much answered everything without needing to reference."

Sacha G

26-3-12

Hi Rob

Just to let you know that I have finished my four conversion exams. I found your material to be invaluable, particularly for the IREX (managed to scrape 93% so pretty chuffed there). Let me take this opportunity to say a big thank you.

Ken K

29-11-12

Very happy with the course. I found your initial explanation on how to go about getting everything incredibly useful and I am sure that the info you provided me was the only thing that allowed me to complete everything in the 15 days I actually had in Australia. Would recommend to anyone !

Now for the tough part. All those CASA forms!

Thanks again,

Jenn S

4-5-10

Yep all good Rob, got through all the exams first go. Been at Jetstar for a little over 6 months. Settling down ok, albeit working too hard out of Sydney.

The course was spot on !
Cheers
David H

28-4-10

Hi Rob, Thanks for the heads up. Your notes and guidance were great. I passed all the subjects first time. I wrote them in May 2009.

Irex	85%
Comm Law	85%
ATP Law	97%

Thanks and regards

Chris E

The Flying Part - Post September 1st 2014

The Flight Test

This is outside what I can assist you with as I run a theory school not a flight school. There is a specific single ATPL flight test which has to be done in a multi-engine turbine powered aircraft with a CASA approved testing officer (ATO) on-board. This aircraft must have an approved multi-pilot flight manual. e.g. A King Air with multi-pilot operations written in its operating manual I am told would suffice. Alternatively this test could be done in an approved simulator (e.g. b737 or A320 etc) with a CASA (ATO) on board. You would need to contact an Australian based simulator centre about this. Either way the purpose of this single flight test is to test both multi-crew coordination (MCC) and IFR flying standards.

The organisation you elect to do the ATPL flight test with must first approve you (sign you off) for the flight test. To do this they must first present to you a multi-crew coordination (MCC) course that is CASA approved. Most if not all simulator companies would have such a course already at hand.

Note: CASA advise that if you have significant flight time in a multi-crew environment, then you may not be required to undertake the MCC course. Dispensations on the MCC requirement are done on a case by case basis.

You may wish to avert the cost of the ATPL flight test by waiting until you are employed by an Australian airline. They will have you sit the ATPL flight test syllabus/MCC as part of their simulator check. Airlines in Australia are CAR217 operations whereby they have their own in-house checking and training system and their own CASA approved testing officers (ATO).

You can sit the CASA medicals overseas. Guidance is given on this and other issues once enrolled.

A VFR CPL type flight test currently not required provided you put in the required paperwork - I give guidance on this when you are enrolled on course.

Let me know if you wish to enrol or require further info and I will be happy to assist further. I will need your postal and contact details including a phone number and preferred email address.

Aircraft Endorsement Conversion

You can get your current ICAO endorsements crossed over - I gather this is a quite simple process and does not involve a flight test in that aircraft type. You would confirm this with CASA though.

When can I start Studying ?

If you want to start studying straight away (time being an issue) I can get you access to the online sections while the course books are en-route by airmail to you. So you could start in 24 hrs. There are no in-class lectures required. It is rare that a student of mine ever has to re-sit a CASA exam given the extent of the training/guidance I provide on-course.

Study time:

- Allow 45 hours for CPL Law studies including the online assignments and practice exams.
- Allow 50 hours for IFR Law (IREX) studies including the online assignments and practice exams.
- Allow 40 hours for ATPL Law studies including the online assignments and practice exams.
- Allow 45 hours for Human Factors study including the online assignments and practice exams.
- Allow 25 hours for Meteorology study including the online assignments and practice exams.

NOTE: Unlike the FAA, CASA do not publish their question database, but over the years we know what they concentrate on and I focus you on this.

CASA Paperwork

I assist you with guidance as to the CASA required paperwork to smooth and speed things up. You must liaise with CASA directly though on this.

English Proficiency Check

You would need to contact CASA about whether your current ICAO English certificate is acceptable to them. Minimum of Level 4 required.

Read the above and the special conversion website above get back to me with any residual questions or to enrol.

To pay for the course you can either:

I do not take credit card directly, but you can use a credit card via the secure **Paypal system**. In this case I would need to send you a Paypal "money

request". There is a small Paypal service fee additive of Aust \$55 = course **cost of Aust\$1425.00.**

OR...

transfer money by inter-bank transfer. In this last case my banking details are as follows ...

Bank: ANZ

Branch: Bassendean, Western Australia

Account name: Robert Avery, trading as AV-FACTS

Branch BSB: 016-255

Account number: 3511 - 86185

Swift code: ANZBAU3M

Cost of Aust\$1370.00.

Let me know which method you prefer and I can get the ball rolling promptly for you.

NOTE: The above reflects my personal understanding at this time but as I have no control over the processes I cannot be held responsible for the guidance given above. It is given in good faith only as a courtesy to you as a fellow professional pilot.

CASA OVESEAS ATPL CONVERSION INFO WEBSITES

<https://www.casa.gov.au/manuals-and-forms/standard-page/flight-crew-licensing-procedures-manual>

And ...

<https://www.casa.gov.au/standard-page/convert-overseas-licences>

And ...

<https://www.casa.gov.au/standard-page/overseas-licence-conversion-examinations>

Best regards

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Australia

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