

**MEMORANDUM OF COOPERATION
ON MUTUAL RECOGNITION OF LICENSING SYSTEMS
BETWEEN
CIVIL AVIATION AUTHORITY OF NEW ZEALAND
AND
GENERAL AUTHORITY OF CIVIL AVIATION OF
THE KINGDOM OF SAUDI ARABIA**

The Civil Aviation Authority of New Zealand (CAA) and the General Authority of Civil Aviation of the Kingdom of Saudi Arabia (GACA) (hereinafter together referred to as "the Participants"),

Working under the umbrella of Air Services Agreement (ASA) that was signed between the two countries dated in Feb. 4th 2016.

Recognising their shared interest in and the benefit of strengthening their relationship and cooperation to enhance aviation safety,

Mindful of the manifest practical utility and reciprocal benefits that can be obtained by leveraging the efforts of each other, and

Acknowledging the benefit of shared recognition of the respective licensing systems,

HAVE REACHED THE FOLLOWING UNDERSTANDINGS:

Paragraph 1 – Mutual Recognition of Licencing Systems and Licences

The Participants accept to recognise each other's licencing system and licences, subject to certain listed conditions as detailed within the Annex to this Memorandum of Cooperation (MOC).

Paragraph 2 – Implementation and Coordination

The implementation of this MOC and the coordination between the Participants will be detailed in the Annex to this MOC and Technical Arrangements, to be accepted to by the Participants, as appropriate.

Paragraph 3 – Financial Matters

Unless otherwise accepted, each Participant will bear its own costs for all matters under and related to this MOC.

Paragraph 4 – Amendments

The Participants may amend this MOC by shared agreement. The amendment(s) will be formalised by an appropriate Supplementary MOC signed by duly authorised representatives of the Participants.

The Participants further recognize that significant revision by either Participant to its organisation, regulations, procedures or standards may affect the basis on which this MOC is executed. Accordingly, each Participant accepts to advise the other for such changes. Upon notice of such changes by one Participant, the other Participant may request consultation to review the need for amendment to the MOC as to either scope or substance.

Paragraph 5 – Resolution of Differences

In the spirit of co-operation and friendly relations, the Participants will resolve any differences that may arise, through appropriate consultation and no difference arising under this MOC will be referred to any court, international tribunal or any third party for settlement. In accordance with Paragraph 4, resolution of such differences may be recorded as an amendment or as an Annex to this MOC.

When urgent or unusual situations develop that are within the scope of, but not specifically addressed by this MOC, the Participants will consult, and take appropriate action, including developing amendments to this MOC, including the Annexes, if required, as set forth under Paragraph 4.

Paragraph 6 – Confidentiality

Neither Participant will, at any time, disclose to each other, or any third party, any confidential information provided by the other Party within the framework of this MOC without the prior written consent of the other Participant. Any agreement to share information is also subject to privacy legislation in each Participant's State.

Confidential information is information that:

- a) is by its nature confidential;
- b) is marked by either Participant as 'confidential', 'in confidence', restricted, or 'commercial in confidence';
- c) is provided by either Participant or a third party 'in confidence'; or
- d) either Participant knows or ought to know is confidential; or
- e) is of a sensitive nature or commercially sensitive to either Participant.

Paragraph 7 – Entry into Effect and Termination

This MOC will enter into effect on 30 September 2019 and will remain in effect unless either Participant terminates it by giving three months' prior written notice.

The Participants should take into account all programmes or arrangements which are ongoing at the time of the giving of notice and should endeavour to provide for their completion and/or satisfactory termination with the least possible disruption to either of the Participants.

The Participants may, by agreement, provide for the survival of any Technical Arrangement upon termination of this MOC.

This MOC replaces any previous MOCs entered into between the Participants on this matter.

This MOC is not legally binding on the Parties.

Paragraph 8 - Periodic Meetings

The Participants accept to meet to discuss the Implementation Procedures of this MOC when considered necessary by either Participant, but not less than once a year. Meetings will address on-going projects, changes in the Participants organisations, any revisions to the Participants requirements, or any other relevant matters relating to this MOC. Meeting frequency will depend on the resources available to each Participant, as well as the significance of any outstanding issues.

Paragraph 9 - Information


The Participants will provide each other information and assistance regarding the licences and certificates under the terms of this MOC, and will develop appropriate documentation and circulate these documents in the customary manner in their respective countries to:

- (a) inform the public of the terms of these Implementation Procedures and subsequent amendments; and
- (b) explain the procedures to be followed by pilots interested in applying for the conversion of a licence or certificate.

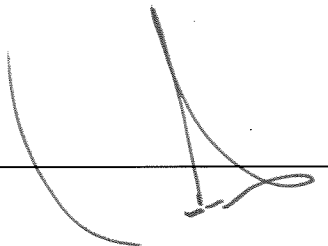
Paragraph 10 – Implementation Date

The Participants accept to begin accepting applications for and processing the issuance of conversion certificates and licences in accordance with this MOC no later than ninety (90) days from the date of entry into effect .

IN WITNESS WHEREOF, this MOC is signed, in duplicate, for and on behalf of the Participants by the undersigned, as their duly authorised representatives.



Graeme Harris
Director of Civil Aviation
Civil Aviation Authority of New Zealand
New Zealand
30 September 2019



Yassir Al-Mayoof
Assistant President of Aviation Standards
General Authority of Civil Aviation
Kingdom of Saudi Arabia
30 September 2019

Annex

1 – Scope

The aviation licences/rating subject of this MOC are:

- Private Pilot Licence for Aeroplane (PPL A) only;
- Commercial Pilot Licence for Aeroplane (CPL A) only;
- Instrument Rating for Aeroplane only; and
- Air Traffic Control (ATC) Licence.

2 – Exclusions

This MOC excludes the following ICAO licences:

- Aircraft Maintenance Engineer Licences;
- Air Transport Pilot Licences;
- Private Pilot Licence for Helicopters; and
- Commercial Pilot Licence for Helicopters.

3 - Designated Offices for Technical Oversight of the MOC Implementation Procedures:

- GACA: Certification and Licensing Standards; and
- CAA: Licensing and Standards.

4 - Sharing of Safety Information

Subject to any legal obligations the Participants may have in relation to the protection of safety information, confidentiality or privacy, the Participants may share relevant safety information such as information on participants holding documents granted under this mutual recognition scheme, as required in the interest of aviation safety.

To facilitate this information flow the respective point of contact are:

- GACA: General Manager Certification and Licensing Standards; and
- CAA: Manager Licensing and Standards, or equivalent.

5 - Notification of Administrative Decisions

If either Participant makes a decision to take administrative action to either suspend or revoke a licence that is subject to joint recognition then subject to any legal obligations the Participants may have in relation to the protection of safety information, confidentiality or privacy, will promptly notify the other Participant of the action taken and the reasons for the action.

To facilitate this information flow the respective point of contact are:

- GACA: General Manager Certification and Licensing Standards; and
- CAA: Manager Licensing and Standards, or equivalent.

6 - Notification of Non-compliance and Safety Issues

In the case of a pilot who has converted a GACA pilot certificate to a CAA pilot licence under these Implementation Procedures:

- (a) CAA accepts to notify the GACA of each case of non-compliance with CAA regulations that affect the validity of the CAA pilot licence; and
- (b) GACA accepts to notify CAA of each case of non-compliance with GACA regulations that affect the validity of the GACA pilot certificate.

In the case of a pilot who has converted a CAA pilot licence to a GACA pilot certificate under these Implementation Procedures:

- (c) GACA accepts to notify CAA of each case of non-compliance with GACA regulations that affect the validity of the GACA pilot certificate; and
- (d) CAA accepts to notify GACA of each case of non-compliance with CAA regulations that affect the validity of the CAA pilot licence.

Notification of non-compliance will be sent to the other Participant's representative of the office identified in Paragraph 3. The requirement to send such a notification will provide critical data to assist in measuring the safety performance of this MOC.

The Participants retain the right to take enforcement action, as appropriate, against their respective certificate or licence holders. Any enforcement action will follow existing national prescribed procedures.

In some cases, where permitted under the applicable laws governing a Participant, the Participant may choose to defer to an enforcement action taken by the other Participant. The enforcement consultation process under these Implementation Procedures will be subject to a regular joint review by both Participants.

7 - General Eligibility Requirements

- (a) GACA accepts that a person holding a valid CAA licence, and has complied with any applicable conditions, is eligible for a GACA certificate; and
CAA accepts that a person holding a valid GACA certificate, and has complied with any applicable conditions, is eligible for a CAA licence.
- (b) GACA pilot certificates issued on the basis of a foreign licence are not eligible for conversion to a CAA pilot licence under this MOC; and
CAA pilot licences issued on the basis of a foreign licence are not eligible for conversion to a GACA pilot certificate under this MOC.
- (c) GACA, upon converting a CAA pilot licence, does not require, in any way, the surrender of that CAA pilot licence; and
CAA, upon converting a GACA pilot certificate, does not require, in any way, the surrender of that GACA pilot certificate.

8 - Conditions for Conversion.

Private Pilot Licence – Aeroplane, PPL (A)

CAA to GACA	Topic	GACA to CAA
Minimum age: 17	Age	Minimum age: 17
GACA Class 2 medical certificate.	Medical Certificate	CAA Class 2 medical certificate.
<p>Hold a CAA PPL with the Landplane rating.</p> <ul style="list-style-type: none"> • To obtain the single engine landplane rating, applicants must show Pilot-in-Command (PIC) flight time in a single engine landplane. • To obtain the multi engine landplane rating, applicants must show PIC flight time in a multi engine landplane. 	Eligibility and Flight Experience (Hours)	<p>Hold a GACA PPL with a relevant single engine and/or multi engine Aeroplane class rating.</p> <ul style="list-style-type: none"> • Pilots holding a GACA PPL will be required to complete Basic Mountain Flying training as outlined in the CAA PPL (A) training syllabus. • Individual Aeroplane type ratings will be added to the PPL license subject to logbook evidence of 5 hours PIC on each type for Aeroplanes <5700 kg MAUW.
Pass an examination in air law as specified by the GACA.	Theoretical Knowledge	Pass the CAA PPL (A) Air Law theory examination.
No further skill/practical testing required. Before exercising the privileges of the converted pilot license/ certificate, the pilot must meet the recency and operational requirements of the State converting the pilot license/certificate.	Practical Skill	No further skill/practical testing required. Before exercising the privileges of the converted pilot license/ certificate, the pilot must meet the recency and operational requirements of the State converting the pilot license/ certificate.
GACA will limit the private pilot certificate - Aeroplane to day VFR Only unless applicant holds CAA night qualification or meets GACA night experience requirements.	Additional Requirements Night Qualification	CAA will limit the PPL (A) to Day/VFR operations unless the applicant holds a GACA night qualification or meets CAA night experience requirements.
ICAO English Language Proficiency, Level 4 minimum.	English Language Proficiency Endorsement	ICAO English Language Proficiency, Level 4 minimum.

Commercial Pilot – Aeroplane Ratings, CPL (A)

CAA to GACA	Topic	GACA to CAA
Minimum age: 18	Age	Minimum age: 18
Hold a GACA Class 1 medical certificate to obtain the GACA CPL.	Medical Certificate	Hold a CAA Class 1 medical certificate.
<p>Hold a CAA CPL with the Landplane rating with a minimum of 250 hours flight time.</p> <ul style="list-style-type: none"> • To obtain the single engine landplane rating, applicants must show PIC flight time in a single engine landplane. • To obtain the multiengine landplane rating, applicants must show PIC flight time in a multiengine landplane. 	Eligibility and Flight Experience (Hours)	<p>Hold a GACA CPL with a minimum of 250 hours operational flight time post license issue.</p> <ul style="list-style-type: none"> • Pilots holding a GACA CPL will be required to complete Basic Mountain Flying training outlined in the CAA CPL (A) training syllabus. Logbook evidence of equivalent training will be assessed and may be counted towards this requirement. • Hold a relevant GACA single engine and/or multi engine aeroplane class rating. Individual aeroplane type ratings will be added to the CPL license subject to logbook evidence of 5 hours PIC on each type for Aeroplanes <5700 kg MAUW.
Pass an examination in air law and communications as specified by GACA.	Theoretical Knowledge	Pass the CAA CPL (A) Air Law theory examination.
No further skill/practical testing required. Before exercising the privileges of the converted pilot licence/certificate, the pilot must meet the recency and operational requirements of the State converting the pilot licence/certificate.	Practical Skill	No further skill/practical testing required. Before exercising the privileges of the converted pilot licence/certificate, the pilot must meet the recency and operational requirements of the State converting the pilot licence/certificate.
ICAO English Language Proficiency, Level 4 minimum.	English Language Proficiency Endorsement	ICAO English Language Proficiency, Level 4 minimum.



Instrument Rating - Aeroplane

CAA to GACA	Topic	GACA to CAA
Minimum age: 17 for PPL holder.	Age	Minimum age: 17 for PPL holder, 18 for CPL holder.
Hold a GACA Class 1 medical certificate.	Medical Certificate	Hold a CAA Class 1 medical certificate (CPL), or Class 2 medical certificate with Class 1 hearing (PPL).
Hold a CAA Instrument Rating – Aeroplane.	Eligibility and Flight Experience (Hours)	Hold a GACA Instrument Rating (A). Competency in the VOR approach is mandatory for the issue of a CAA instrument rating; logbook evidence will be required for each approach type to be added to the instrument rating.
Pass an examination in Air Law as specified by the GACA.	Theoretical Knowledge	Pass a CAA Instrument Air Law theory examination.
No further skill/practical testing required. Before exercising the privileges of the converted pilot licence/ certificate, the pilot must meet the recency and operational requirements of the State converting the pilot licence/ certificate.	Practical Skill	No further skill/practical testing required. Before exercising the privileges of the converted pilot licence/ certificate, the pilot must meet the recency and operational requirements of the State converting the pilot licence/ certificate.
ICAO English Language Proficiency, Level 4 minimum.	English Language Proficiency Endorsement	ICAO English Language Proficiency, Level 4 minimum.

Conf

Air Traffic Control (ATC) Licence

CAA to GACA	Topic	GACA to CAA
Minimum age: 18 for Student ATC Licence or 21 for ATC Licence.	Age	Minimum age: 21.
Holds a valid GACA Class 3 medical certificate.	Medical Certificate	Hold a valid CAA Class 3 medical certificate.
<p>GACA Student/Trainee Licence:</p> <ul style="list-style-type: none"> • Hold a CAA-approved course of ATC initial training diploma; and • Hold a CAA Student/Trainee ATC Licence. <p>GACA ATC Licence:</p> <ul style="list-style-type: none"> • Hold a CAA ATC Licence with at least one ATC rating; • Two years' experience within New Zealand, exercising the privileges of a CAA ATC Licence; and • Have at least 10 hours experience on the flight deck of an aircraft in controlled airspace. 	Eligibility and Experience	<p>Either has: three months' experience exercising the privileges of an ATC Trainee Licence within New Zealand, or</p> <p>At least two years' experience within the Kingdom of Saudi Arabia, exercising the privileges of a GACA ATC licence; and</p> <p>At least 10 hours' experience on the flight deck of an aircraft in controlled airspace.</p>
<p>Pass examinations in:</p> <ul style="list-style-type: none"> (a) ATC Air law (b) Aircraft operations (c) Human factors (d) Operational procedures (e) Meteorology (f) Navigation 	Theoretical Knowledge	<p>Pass examinations in:</p> <ul style="list-style-type: none"> (a) ATC Air law (b) ATC equipment (c) Human factors (d) Operational procedures
<p>GACA Student/Trainee Licence:</p> <ul style="list-style-type: none"> • No further skill/practical testing required. <p>GACA ATC Licence:</p> <ul style="list-style-type: none"> • Demonstrated to a holder of an air traffic service examiner rating the ability to perform competently. 	Practical Skill	<p>Hold at least one ATC rating.</p> <p>Demonstrated to a holder of an air traffic service examiner rating the ability to perform competently.</p>
ICAO English Language Proficiency, Level 4 minimum.	English Language Proficiency Endorsement	ICAO English Language Proficiency, Level 4 minimum.