

Recognition of overseas flight crew licences and ratings

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Introduction

New Zealand Civil Aviation Rules make provision for the Director of Civil Aviation to recognise current flight crew licences which have been issued by the licensing authority of an ICAO member state. Subject to the holder meeting specific requirements, such qualifications may be accepted as a basis for the issue of a NZ flight crew licence or a short-term NZ validation permit.

Reference to the appropriate requirements detailed in this document will provide guidance to overseas flight crew seeking the issue of a NZ validation permit or NZ flight crew licence.

The term 'current' when used in relation to overseas qualifications throughout the following text means that at the time of presentation for recognition purposes the holder of an overseas licence must meet all currency requirements laid down for the use of that document in the country of issue. This means that the licence holder must have completed a Biennial

Flight Review (BFR) or operational equivalent in the country of issue and hold an appropriate unexpired medical certification, issued in that country.

Background information

To determine that the appropriate recognition requirements are met, all overseas pilots who seek the issue of a NZ Commercial Pilot Licence (CPL) or an Airline Transport Pilot Licence (ATPL) are required to have their flight experience and qualifications assessed. These assessments are carried out on behalf of the CAANZ by Aspeq and are completed in accordance with the appropriate requirements prescribed by CAANZ.

In addition, acting under delegation from the Director of Civil Aviation, Aspeq administer all NZ flight crew written examinations and initial issue flight tests for the CPL, flight instructor and instrument ratings.

Overseas pilot licence holders who seek the issue of a NZ CPL or ATPL should initially contact Aspeq at the following address:

Aspeq
PO Box 30343
Lower Hutt, 5011
NEW ZEALAND
Telephone: +64-4-913 9812
Website: www.aspeq.com
Email: info@aspeq.com

For assessment purposes, any person seeking the issue of a NZ flight crew licence will be required to support each application for assessment by producing their pilot logbook(s), current overseas pilot licence, unexpired overseas medical certification and any other evidence that may assist in establishing the applicant's qualifications and flight experience. Evidence of holding a flight radio telephone operator rating (or equivalent) and ICAO English Language Proficiency will also be required.

Following completion of the assessment, each applicant who meets the eligibility requirements for recognition will be advised in writing by Aspeq as to what they must complete prior to making an application for a NZ flight crew licence.

When all the appropriate requirements have been completed applications for validations or overseas flight crew licence and rating recognition may be completed online using **MyAviation**, CAA's online portal for licensing requests located on the [CAANZ website](http://www.caa.govt.nz). Click the 'Online services' button in the top right corner of the CAA home page to get started. Where it is not practicable to apply online, applications should be submitted to:

Civil Aviation Authority of New Zealand
PO Box 3555
Wellington, 6140
NEW ZEALAND
Telephone: +64-4-560 9400
Email: lic.applications@caa.govt.nz

Short term validation of overseas flight crew licences

A current PPL, CPL or ATPL issued by the licensing authority of an ICAO member state may be recognised for the issue of a NZ Validation Permit. A Validation Permit is not a pilot licence but a short-term document which facilitates the exercise of overseas flight crew licence privileges in NZ registered aircraft. An overseas pilot licence will only be considered for validation to an equivalent or lower level of NZ licence. All applicants are required to meet the ICAO English Language Proficiency (ELP) requirements to at least level 4 which must be endorsed on each applicant's overseas licence.

The successful completion of a NZ Biennial Flight Review is a prerequisite to the issue of a validation permit for visiting pilots intending to engage in private flying activities under visual flight rules (VFR) within NZ. Application for a NZ PPL Validation Permit should be made using form [CAA 24061/18](#).

Each Validation Permit will specify a maximum validity period of six months; however, this period will not extend beyond the expiry date of the applicant's overseas licence or medical certificate under any circumstances.

If the privileges of an overseas licence presented for validation exceed those permitted by NZ Civil Aviation Rules, NZ rule requirements will take precedence. Each NZ Validation Permit will clearly specify all privileges that have been granted and show any appropriate limitations.

Overseas aircraft type ratings held at the time of application for a NZ Validation Permit will be endorsed on the permit if required, provided that the type is listed in the NZ civil aircraft register. It is not possible to add any type rating to a NZ Validation Permit if the applicant does not already hold the applicable type rating overseas.

A NZ medical examination is not required for the issue of a NZ Validation Permit. Applicants must produce appropriate and unexpired overseas medical certification.

Any person who has been denied the issue of a NZ pilot licence or medical certificate is not eligible for the issue of a NZ Validation Permit.

Validation permits granting commercial privileges will not be issued to overseas CPL or ATPL holders who intend undertaking commercial operations in NZ unless they produce a letter from the certificated NZ aviation organisation confirming their employment.

Overseas CPL holders seeking the initial issue of a NZ Validation Permit to undertake VFR operations in NZ airspace are required to pass a NZ CPL Air Law written examination.

Applicants who hold an overseas CPL and an instrument rating, who intend operating under IFR in NZ airspace, are required to pass both NZ CPL Air Law and NZ Instrument Rating Air Law written examinations.

Applicants who hold an overseas ATPL who wish to exercise the privileges of an ATPL in NZ airspace are required to pass a NZ ATPL Air Law written examination.

Participants who are required to hold a Validation Permit to conduct ferry flights from NZ to overseas destinations in NZ registered aircraft, or to operate on international operations between overseas countries, are not required to pass a NZ Air Law examination.

Participants who are requiring a Validation Permit to conduct specific approved tasks such as flying at a NZ air show or flight-testing activity where there is no suitable NZ applicant, are not required to pass a NZ Air Law examination.

Although a Validation Permit is not a renewable document, previous certificate holders may apply for a new certificate if the need arises. Where appropriate, provided that a period of not more than five years has elapsed since the applicant gained their NZ Air Law written examination, a resit of this examination will not be required.

Applicants seeking a NZ validation permit, for use within NZ, are required to have flight experience that is equivalent to that prescribed in the applicable Part 61 Advisory Circular for the appropriate level of NZ licence. That is, for a validation that grants PPL privileges, applicants must have the equivalent of all the NZ PPL minimum flight experience requirements, including dual instrument instruction, PPL weather and terrain awareness and so on. The same principles apply at CPL and ATPL level. The applicable Part 61 Advisory Circulars are located on the CAANZ website: <https://www.aviation.govt.nz/rules/advisory-circulars>.

Prior to undertaking commercial flight crew duties in NZ, persons holding a NZ Validation Permit at CPL or ATPL level must complete all appropriate competency checks within the training and checking system of the NZ certificated organisation concerned.

Application for a NZ CPL or ATPL Validation Permit should be made using form [CAA 24061/19](#).

Flight crew licence issue - General information

An unrestricted current flight crew licence issued by the licensing authority of an ICAO member state may be recognised and accepted as a basis for the issue of an equivalent or lower-level NZ flight crew licence.

The term 'current' when used in relation to overseas qualifications, means that at the time of application for recognition, the holder of the licence must meet all the currency requirements laid down for the use of that document in the country of issue.

All persons who seek the issue of either a CPL or ATPL are required to have their overseas qualifications and experience assessed. These assessments are carried out on behalf of the CAANZ by Aspeq (see contact details on page 2).

Applicants seeking a NZ flight crew licence are required to meet all the minimum eligibility and flight experience requirements as laid down in Civil Aviation Rules Part 61, and the appropriate Part 61 Advisory Circular for the level of NZ licence being sought.

To be eligible for the examination exemption available under this recognition process for a NZ CPL or ATPL, applicants are required to provide evidence of having completed prescribed levels of commercial experience. Commercial experience is flight experience that has been gained whilst exercising the privileges of the overseas CPL or ATPL. This experience must have been completed subsequent to the issue of the current overseas CPL or ATPL that has been presented for recognition. In addition, such experience must have been gained in countries that come under the jurisdiction of the overseas authority which issued the licence.

Details of the commercial experience requirements are contained in the parts of this document which relate to the specific CPL and ATPL recognition requirements.

All applicants holding an unrestricted current overseas CPL or ATPL who have been assessed as meeting the prescribed commercial experience will then be required to meet the requirements detailed on page 7 or 8 as appropriate.

All applicants for a NZ PPL are required to complete a NZ Biennial Flight Review.

All applicants for a NZ CPL are required to successfully complete a NZ CPL issue flight test with an Aspeq flight examiner. Each applicant is required to gain a NZ CPL Air Law credit prior to undertaking their NZ CPL issue flight test.

All applicants for a NZ ATPL are required to successfully complete a NZ ATPL issue flight test with a CAANZ approved NZ flight examiner. Each applicant is required to gain a NZ ATPL Air Law credit prior to undertaking their NZ ATPL issue flight test.

CAANZ does not recognise the UK Basic CPL-A or CPL(A)(R) for NZ CPL (A) equivalence purposes. Persons who hold this qualification are required to pass all the NZ CPL written examinations and successfully complete both a CPL cross country flight test and a CPL issue flight test.

CAANZ does not recognise overseas examination credits in isolation.

Notes

Persons who hold an overseas PPL, CPL or ATPL that is not fully current and/or cannot meet the levels of commercial experience prescribed for the issue of a NZ CPL or ATPL are not eligible to gain these documents.

Such persons are required to meet all the eligibility requirements prescribed for the issue of a NZ PPL, CPL or ATPL as applicable. Among other things, this includes passing all the applicable NZ examinations and issue flight tests for a PPL, CPL or ATPL as appropriate.

All applicants are required to meet the ICAO English Language Proficiency (ELP) requirements. Applicants must provide evidence of holding at least a current ICAO level 4 ELP; or if such an endorsement is not held, they are required to complete the ELP test in NZ.

Private Pilot Licence (PPL) issue

Applicants seeking the issue of a New Zealand PPL using a current unrestricted equivalent or higher licence issued by the authority of an ICAO member state as a basis for recognition, should approach a NZ flight training organisation, and:

1. Produce their current overseas pilot licence, current medical certification and pilot logbook to the Chief Flying Instructor for assessment,
2. Provided that all the prescribed minimum flight experience requirements for the issue of a NZ PPL as prescribed in AC61-3 are met:
 - Successfully complete a NZ Biennial Flight Review (BFR) to PPL standard with a current NZ Category A or B flight instructor, and then:
3. Apply to CAANZ for the issue of a PPL by submitting **all** of the following:
 - A completed application form [CAA 24061/02](#) (not required if applying through the MyAviation online portal), and
 - Receipt of online payment: <https://sec.caa.govt.nz/onlinepayment>, and
 - A completed CAA 24FPP or CAA 24FPPDEC form, as appropriate, including criminal and driving records from any country in which they have resided for a consecutive period of more than 6 months within the past 5 years, and
 - A photocopy of the applicants completed BFR certified by a NZ Category A or B flight instructor, and
 - A photocopy of the applicant's current overseas licence and medical certification, and
 - A photocopy of the applicant's flight experience assessment as completed by the NZ Category A or B flight instructor.

Notes for instructors and applicants

The successful completion of a NZ BFR to PPL standard fulfils the examination and flight test requirements for the issue of a NZ PPL for current overseas licence holders. The flight phase of every BFR will be conducted in accordance with the PPL Flight Test Standards Guide published by CAA. In addition, each BFR must include a comprehensive briefing covering all appropriate aspects of VFR operations in NZ airspace.

The term 'current' means that at the time of presentation for recognition purposes the holder of the overseas licence must meet all requirements laid down for the use of that document in the country of issue. This means that the licence holder must have an up-to-date Biennial Flight Review (BFR) or equivalent completed in the country of issue and also hold appropriate and unexpired overseas medical certification, issued in that country.

Applicants who do not meet the NZ PPL dual instrument instruction and/or PPL weather and terrain awareness requirements are not eligible for the issue of a NZ PPL until this requirement has been completed. Where applicable, this time may be completed in NZ.

Those who do not meet the NZ PPL night flight minimum times must have their logbooks endorsed to the effect that NZ PPL privileges may not be exercised at night.

Instructors must ensure that persons affected by **any** limitation fully understand its meaning.

Persons who cannot produce a current overseas licence, unexpired overseas medical certification and their pilot logbook are not eligible for issue of a NZ PPL under the above provisions.

Persons who successfully complete this process may fly in NZ using their current overseas medical certification. However, the overseas medical may only be used until the expiry date shown on that medical certification at the time of entry into the NZ system, and after this date, a CAANZ Class 2 or DL9 medical certificate must be gained.

Commercial Pilot Licence (CPL) issue

For the issue of a New Zealand CPL using an unrestricted current equivalent or higher licence issued by the Authority of an ICAO member state as a basis for recognition, each applicant will be required to:

1. Complete a qualification and experience assessment with Aspeq, as detailed on page 2 of this document. As part of this process, applicants will be required to:
 - Produce evidence that they have completed at least 250 hours experience as pilot in command on commercial operations, subsequent to the issue of the flight crew licence that has been presented for recognition. Such experience must have been gained in countries which come under the jurisdiction of the overseas authority that issued the licence, and
 - Have completed all the minimum flight experience requirements prescribed for the issue of an NZ CPL as prescribed in AC61-5.
2. When Aspeq has confirmed that the applicant is eligible for the NZ recognition provisions, a personal letter will be provided to the applicant detailing the licence conversion requirements. In most cases this will require the applicant to:
 - Obtain a CAANZ Class 1 Medical Certificate, and
 - Pass a NZ CPL Air Law written examination, and
 - Pass the appropriate CPL issue flight test with an Aspeq examiner, and then:
3. Apply to CAANZ for the issue of a CPL by submitting **all** of the following:
 - A completed application form [CAA 24061/02](#) (not required if applying through the MyAviation online portal), and
 - Receipt of online payment: <https://sec.caa.govt.nz/onlinepayment>, and

- A completed CAA 24FPP or CAA 24FPPDEC form, as appropriate, including criminal and driving records from any country in which they have resided for a consecutive period of more than 6 months within the past 5 years, and
- Photocopies of all completed flight test paperwork including the flight experience assessment, and
- A photocopy of the applicant's current overseas licence and medical certification, and
- Photocopies of the applicants NZ CPL Air Law examination pass slip (including a completed Knowledge Deficiency Report) and NZ Class 1 Medical Certificate, and
- A photocopy of the letter issued by Aspeq following completion of the qualification and experience assessment.

Airline Transport Pilot Licence (ATPL) issue

For the issue of a NZ ATPL using an unrestricted current equivalent licence and instrument rating issued by the Authority of an ICAO member state as a basis for recognition, each applicant will be required to:

1. Complete a qualification and experience assessment with Aspeq as detailed on page 2 of this document. As part of this process, applicants will be required to:
 - Produce evidence of having completed at least 500 hours as pilot in command or 1000 hours as co-pilot on multi-crew operations, in multi-engine aircraft, on commercial IFR operations subsequent to the issue of the flight crew licence that has been presented for recognition. Such experience is to have been gained in countries which come under the jurisdiction of the overseas authority that issued the licence, and;
 - Show that they have completed all the minimum flight experience requirements for the issue of a NZ ATPL as prescribed in AC61-7.
2. When Aspeq has confirmed that the applicant is eligible for the NZ recognition provisions, a personal letter will be provided to the applicant detailing the licence conversion requirements. In most cases this will require the applicant to:
 - Obtain a CAANZ Class 1 Medical Certificate, and
 - Pass a NZ ATPL Air Law written examination, and
 - Pass an ATPL issue flight test with a Civil Aviation Authority or approved airline flight examiner, (this flight test is subject to CAA resources, for ATPL (A) flight test issue please contact certification@caa.govt.nz prior to the Aspeq assessment above); or
 - If the applicant is going to be employed by a New Zealand operator certified under Part 121 or 125 that has ATPL issue privileges, then the initial check-to-line/operational competency assessment conducted by an approved airline flight examiner belonging to that organisation who holds the ATPL issue privilege may be

deemed equivalent to the ATPL flight test so long as all the elements required for an initial ATPL flight test have been assessed to at least the required ATPL standard.

3. Apply to CAA for the issue of an ATPL by submitting **all** of the following:

- A completed application form CAA 24061/02 (not required if applying through the MyAviation online portal), and
- Receipt of online payment: <https://sec.caa.govt.nz/onlinepayment>, and
- A completed CAA 24FPP or CAA 24FPPDEC form, as appropriate, including criminal and driving records from any country in which they have resided for a consecutive period of more than 6 months within the past 5 years, and
- A photocopy of the flight experience assessment, and
- A photocopy of the applicant's current overseas licence and medical certificate, and
- Photocopies of the applicant's NZ ATPL Air Law examination pass slip (including a completed Knowledge Deficiency Report) and CAANZ Class 1 Medical Certificate, and
- A photocopy of the letter issued by Aspeq following completion of the qualification and experience assessment, and
- A copy of the airline's competency assessment form or ATPL issue flight test report (as applicable).

Notes

Applicants for an ATPL who require the issue flight test to be conducted by a CAANZ flight examiner should contact CAANZ for ATPL (A): certification@caa.govt.nz and ATPL (H): pft.admin@caa.govt.nz, to ensure resources are available before applying to the CAANZ for the flight test on form CAA 24061/03 together with receipt of the applicable application fee, as shown on the form. If undertaking an ATPL issue flight test within a New Zealand airline training system, application for a flight test to the CAANZ, is not required.

Each ATPL issued will include a NZ Instrument Rating (issue fee applicable).

Persons wishing to undertake ATPL issue tests in approved simulators should note that the only approved devices in New Zealand are owned by external certificated operators, and availability is subject to their resources. You must arrange the simulator, operator, and support pilot yourself.

It is possible to utilise overseas approved devices as noted on the CAA website, however use of these devices will require a CAANZ flight examiner to undertake the ATPL issue assessment. All associated flight examiner travel costs will be at the expense of the applicant in addition to the standard flight test fee.

Please note that, P1 under supervision, ICUS or similar time is not acceptable in lieu of the minimum flight experience requirements laid down in AC61-7 for the ATPL(A).

ATPL issue flight tests include multi-crew elements and must be undertaken in multi-engine aircraft types of suitable complexity that are acceptable to the Director, or in approved airline flight simulators. A type rating for the aircraft must be held prior to the flight test.

Ratings

Instrument Rating issue (not applicable to ATPL holders)

The following information is not applicable to ATPL applicants who will have an instrument rating issued at the time of NZ ATPL issue.

For the issue of a New Zealand Instrument Rating using an unrestricted equivalent command level instrument rating issued by the Authority of an ICAO member state as a basis for recognition, each applicant will be required to:

1. Have been issued with a NZ PPL or CPL (A) or (H) (as applicable), and
2. Meet all the minimum flight experience requirements for the issue of a NZ I/R as prescribed in AC61-17, and
3. Pass a NZ I/R Air Law written examination, and
4. Pass an NZ I/R issue flight test with an Aspeq flight examiner, and then:
5. Apply to CAANZ for the issue of an Instrument Rating by submitting **all** of the following:
 - A completed application form [CAA 24061/01](#) (not required if applying through the MyAviation online portal), and
 - Receipt of online payment: <https://sec.caa.govt.nz/onlinepayment>, and
 - A completed CAA 24FPP or CAA 24FPPDEC form, as appropriate, including criminal and driving records from any country in which they have resided for a consecutive period of more than 6 months within the past 5 years, and
 - Photocopies of all completed flight test paperwork, including the flight experience assessment, and
 - A photocopy of the NZ I/R Air Law examination pass slip (including a completed Knowledge Deficiency Report), and
 - A photocopy of the applicant's NZ flight crew licence and current medical certificate (or overseas licence and medical if applying at the same time as a licence issue), and
 - A photocopy of the letter issued by Aspeq following completion of the qualification and experience assessment.

In addition to meeting all the above requirements, applicants holding an overseas I/R and a NZ Private Pilot Licence, are required to pass the IR Operational Knowledge examination and be assessed as fit to the CAANZ Class 1 medical standard in hearing. A copy of the additional examination pass slip, including KDR's and Class 1 hearing must accompany the items listed above where appropriate.

Flight Instructor Rating issue

For the issue of a New Zealand Category A, B, or C Flight Instructor Rating using an unrestricted equivalent category, grade or class of flight instructor rating issued by the Authority of an ICAO member state, each applicant will be required to:

1. Have been issued with either an NZ CPL or ATPL, and
2. Meet all the minimum flight and training experience requirements for issue of the appropriate category of NZ Flight Instructor Rating as prescribed in AC61-18, and
3. Pass the appropriate instructor rating issue flight test with an Aspeq flight examiner, and then:
4. Apply to the CAANZ for the issue of an Instructor Rating by submitting **all** of the following:
 - A completed application form [CAA 24061/01](#) (not required if applying through the MyAviation online portal), and
 - Receipt of online payment: <https://sec.caa.govt.nz/onlinepayment>, and
 - A completed CAA 24FPP or CAA 24FPPDEC form, as appropriate, including criminal and driving records from any country in which they have resided for a consecutive period of more than 6 months within the past 5 years, and
 - Photocopies of all completed flight test paperwork including the flight experience assessment, and
 - A photocopy of the applicant's NZ flight crew licence and current medical certificate (or overseas licence and medical if applying at the same time as a licence issue).
 - A photocopy of the letter issued by Aspeq following completion of the qualification and experience assessment if issued along with a licence conversion application.

Notes for NZ Category C applicants

Following the issue of a NZ Category C flight instructor rating:

1. Persons who have held the overseas equivalent of a NZ Category C Flight Instructor Rating, must operate under the direct supervision of a current NZ Category A or B flight instructor for at least the first six months and for at least the first 100 hours of flight instruction (this requirement applies to all Category C Flight Instructor holders).
2. Persons who have completed the requirement in 1 above, must then operate in accordance with Civil Aviation Rule 61.305 which requires the holders of Category C Flight Instructor Ratings to be supervised (indirectly) by a current NZ Category A or B flight instructor.

Aircraft type ratings

Candidates must hold a type rating for the aircraft type utilised in any flight test. Details regarding the recognition of aircraft type ratings that have been gained overseas are

published in Advisory Circular AC61-10: <https://www.aviation.govt.nz/rules/advisory-circulars/show/AC61-10>.

A written examination credit in the subject of basic turbine knowledge which has been obtained in an ICAO Contracting State may be recognised in New Zealand if the applicant has obtained a type rating on a turbine powered aircraft in that country.

For single pilot certificated aircraft, on the New Zealand civil aircraft register, for which a type rating or validation has been issued by a foreign Contracting State to the Convention, may be endorsed on a New Zealand licence provided the applicant produces evidence of having completed at least five hours as pilot in command on type, or the type is endorsed in the logbook by the holder of an appropriately qualified New Zealand flight instructor rating.

For multi-crew aircraft, evidence the applicant has completed 500 hours as pilot in command or 1000 hours as first officer on the type is acceptable to the Director.

For Boeing 737 type ratings CAANZ recognises the following series as separate type ratings:

1. 737 Classic 100-200
2. 737 300-900
3. 737 Max

Approved differences training for variants within a series is required to be undertaken within the training system of certified organisations.

For multi-engine helicopters, evidence that the applicant has completed 250 hours as pilot in command or 500 hours as co-pilot on the type is acceptable to the Director.

Notes: CAA will neither recognise nor issue overseas type ratings for aircraft types that do not appear on the NZ civil register.

Aircraft type ratings are commonly endorsed on the licence at the time of issue. However, additional type ratings may be endorsed after licence issue using CAA form [CAA 24061/04](#) if the appropriate conditions above are met.

Agricultural and chemical ratings

For the issue of either a New Zealand Grade 1 or Grade 2 Agricultural Rating using an unrestricted equivalent rating issued by the Authority of an ICAO member state, each applicant will be required to:

1. Have been issued with either a NZ CPL or ATPL, and
2. Hold a current NZ Chemical Rating, and
3. For Grade 2, meet the experience requirements of CA Rule 61.701(a)(2), or
4. For Grade 1, meet the experience requirements of CA Rule 61.701(b)(2) and

5. Undertake an issue flight test in an agricultural aircraft with the holder of a current NZ Agricultural Flight Examiner Rating in accordance with the Flight Test Standards Guide, and then:
4. Apply to the CAANZ for the issue of an Agriculture and Chemical Rating by submitting **all** of the following:
 - A completed application form [CAA 24061/01](#) (not required if applying through the MyAviation online portal), and
 - Receipt of online payment: <https://sec.caa.govt.nz/onlinepayment>, and
 - A completed CAA 24FPP or CAA 24FPPDEC form, as appropriate, including criminal and driving records from any country in which they have resided for a consecutive period of more than 6 months within the past 5 years, and
 - Photocopies of all completed flight test paperwork including the flight experience assessment, and
 - A photocopy of the applicant's NZ flight crew licence and current medical certificate (or overseas licence and medical if applying at the same time as a licence issue), and
 - A photocopy of the letter issued by Aspeq following completion of the qualification and experience assessment if issued along with a licence conversion application.

Notes:

To facilitate the completion of a pre-training/test assessment of overseas agricultural qualifications and flight experience; pilot logbooks, course certificates and any other relevant information should be made available to the agricultural training organisation concerned.

Following satisfactory completion of the flight test, the Flight Examiner will enter a certification of competence in the applicant's pilot logbook. Such certification must state whether Grade 1 or Grade 2 Agricultural Rating privileges may be exercised. It will also include the type of activity authorised (topdressing, spraying and/or VTA) and the due date of the next demonstration to maintain currency.

Chemical Ratings or equivalent qualifications issued overseas are not recognised towards the issue of a NZ Chemical Rating.

Persons who wish to qualify for a NZ Chemical Rating must meet the eligibility requirements laid down in Civil Aviation Rule 61 Subpart P, Pilot Chemical Rating and AC61-16.

Recognition of overseas flight time towards a NZ licence or rating

Overseas flight time can be accumulated towards both NZ total time and Pilot in Command licence and rating upgrade issue requirements only when a valid overseas licence has been presented for conversion.

Post foreign PPL(A) licence conversion to a CAANZ PPL(A), additional flight time gained overseas can be recognised towards the issue of a higher CAANZ licence or rating on the following basis:

For CPL issue

Overseas cross-country hours can be utilised towards the 30-hour CPL (A) or 20 hours CPL(H) cross-country requirement, but not the specific 20-hour (A) or 16-hour (H) syllabus requirement. The cross-country flight test remains a requirement.

Only Instrument Flight Time accumulated overseas can be utilised towards the 10-hour instrument (A) requirement. Overseas Instrument Ground Time is not recognised. 10 hours is the minimum requirement, candidates must demonstrate proficiency in the NZ instrument CPL syllabus.

Pilot in Command time conducted overseas can be counted towards the 100-hour (A) or 35-hour (H) CPL issue requirement, but not towards any specific flight experience requirement beyond the PPL issue.

For IR issue

Overseas VFR cross-country flight experience as pilot in command, of which not less than 10 hours are in the appropriate category of aircraft, can be utilised towards the 50-hour Pilot in Command requirement.

The 10 hours of dual instrument cross country flight time under an IFR plan must have been completed in New Zealand.

Only Instrument Flight Time accumulated overseas can be utilised towards the 40-hour instrument requirement. Overseas Instrument Ground Time is not recognised.

Note: PICUS hours are not recognised in New Zealand for conversion or towards any experience requirements.