

## Armed Forces Recognition Requirements: Flight Crew

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### General

In accordance with the provisions of Civil Aviation Rule Part 61 for Pilot Licences and Ratings and the associated Advisory Circulars, the Civil Aviation Authority (CAA) accepts specific military flight crew qualifications and associated flight experience towards a number of the prescribed eligibility requirements for the issue of a New Zealand pilot licence and associated ratings.

This acceptance of military flight crew qualifications and flight experience applies to New Zealand Defence Force (NZDF) flight crew which includes RNZAF pilots and RNZN pilots. However, in some cases the acceptance only applies to RNZAF pilots.

Royal Australian Air Force (RAAF) pilots who wish to gain a NZ Commercial Pilot Licence (CPL) or a NZ Airline Transport Pilot Licence (ATPL) should initially obtain a CPL or ATPL issued by the Civil Aviation Safety Authority Australia (CASA), then make application for the issue of a NZ equivalent pilot licence under the provisions of the Trans-Tasman Mutual Recognition Act (TTMRA).

The acceptance of military flight crew qualifications and flight experience is only applicable to

flight crew who are in **current** military flying practice with the NZDF in either the RNZAF or RNZN. To be in current military flying practice the person must have logged military flight time in the applicable category of aircraft within the previous 12 months of applying for a logbook assessment.

The logbook assessments required by this document for considering the acceptability of military flight crew qualifications and associated military flight experience are carried out by Aspeq Ltd acting under a delegation from the Director of Civil Aviation.

A person wishing to submit their logbook for assessment in accordance with this document should initially contact Aspeq at the following address:

Aspeq  
PO Box 30343  
Lower Hutt, 5011  
Telephone +64 4 913 9812  
Website: [www.aspeq.com](http://www.aspeq.com)  
Email: [info@aspeq.com](mailto:info@aspeq.com)

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.

All applicants are required to pass the NZ Air Law written examination applicable to the licence applied for.

When all the appropriate requirements have been completed applications for armed forces recognition may be completed online using MyAviation, CAA's online portal for licensing requests located on the CAANZ website. 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](mailto:lic.applications@caa.govt.nz)

A NZDF flight crew member wishing to apply for a New Zealand pilot licence in accordance with Civil Aviation Rule Part 61 and the provisions of this document must—

- (1) hold an appropriate medical certificate issued under the Civil Aviation Act in accordance with the requirements of Civil Aviation Rule Part 67 or a Land Transport certificate (DL9), that is applicable for a Class 2, 3, 4 or 5 driver licence with passenger endorsement; and

- (2) meet the minimum flight experience requirements prescribed in the applicable Civil Aviation Rule Part and detailed in the associated Advisory Circular for the particular licence or rating; and
- (3) meet the ICAO English Language Proficiency requirement as detailed in Civil Aviation Advisory Circular AC61-1; and
- (4) submit a completed flight crew application to the Director together with the items listed thereon including the Aspeq logbook assessment and law exam credit with KDR's; and
- (5) submit a completed fit and proper person form CAA 24FPP or 24FPPDEC (as applicable) to the Director together with the required reports from the New Zealand Transport Agency (NZTA) and the Ministry of Justice (MOJ).

A Flight Radio Telephone Operator Rating and Basic Turbine Knowledge credit will be granted as a matter of course with each flight crew licence issued to military personnel.

## **Licence Issue**

### **Private Pilot Licence (Aeroplane)**

A NZDF pilot in current military flying practice in aeroplanes who wishes to apply for the issue of a NZ PPL(A), must meet the requirements prescribed in Civil Aviation Rule 61.153 for the issue of a PPL except for the following:

1. Military flight time experience may be accepted as meeting the requirements of rule 61.153(a)(3) if the pilot produces their pilot logbook for assessment by Aspeq and the logbook provides evidence that the pilot has accumulated the minimum flight time experience specified in the rule and detailed in AC61-3 for a PPL(A).
2. The examination pass results gained by a NZDF pilot who has successfully completed at least the basic phase of the NZDF ground and flight training for aeroplanes will be accepted as approved equivalents to the written examinations required by rule 61.153(a)(6) for the issue of a PPL(A) except for the required Air Law written examination.
3. NZDF pilots are not required to meet the requirement in CAR 61.153(a)(7) to successfully demonstrate competence in a flight test.
4. The privileges of the PPL(A) issued under these provisions are not to be exercised until the holder has completed a Biennial Flight Review (BFR) and a type rating in an aeroplane held on the NZ civil aircraft register.

### **Private Pilot Licence (Helicopter)**

A NZDF pilot in current military flying practice in helicopters who wishes to apply for the issue of an NZ PPL(H), must meet the requirements prescribed in Civil Aviation Rule 61.153 for the issue of a PPL(H) except for the following:

1. Military flight time experience may be accepted as meeting the requirements of rule 61.153(a)(3) if the pilot produces their pilot logbook for assessment by Aspeq and the logbook provides evidence that the pilot has accumulated the minimum flight time experience specified in the rule and detailed in AC61-3 for a PPL(H).
2. The examination pass results gained by a NZDF pilot who has successfully completed at least the first pilot day/night qualification for helicopters will be accepted as approved equivalents to the written examinations required by rule 61.153(a)(6) or PPL(H) except for the required Air Law written examination.
3. NZDF pilots are not required to meet the requirement in rule 61.153(a)(7) to successfully demonstrate competence in a flight test.
4. The privileges of the PPL(H) issued under these provisions are not to be exercised until the holder has completed a Biennial Flight Review (BFR) and a type rating in a helicopter held on the NZ civil aircraft register.

Apply to CAANZ for the issue of a PPL by submitting **all** of the following:

- A completed [application form](#) (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 and civil aircraft type rating certified by a NZ Category A or B flight instructor, and
- Photocopies of the applicants NZ PPL Air Law examination pass slip (including a completed Knowledge Deficiency Report) and CAANZ Class 2 Medical Certificate or DL9, and
- A photocopy of the applicant's flight experience assessment as completed by the NZ Category A or B flight instructor.

### **Commercial Pilot Licence (Aeroplane)**

A NZDF pilot who has been awarded pilot wings<sup>1</sup> and is in current military flying practice in aeroplanes who wishes to apply for the issue of a NZ CPL(A), must meet the requirements prescribed in Civil Aviation Rule 61.203 for the issue of a CPL(A) except for the following:

1. Military flight time experience may be accepted as meeting the requirements of rule

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<sup>1</sup> The RNZAF T-6C 'wings' course is deemed to be equivalent of the approved 150-hour course as required by CAR 61.203(a)(4)(i).

61.203(4) if the pilot produces their pilot logbook for assessment by Aspeq and the logbook provides evidence that the pilot has accumulated the minimum flight time experience specified in the rule and detailed in AC61-5 for a CPL(A).

2. The examination pass results gained by a NZDF pilot who has successfully completed the NZDF ground and flight training for aeroplanes will be accepted as approved equivalents to the written examinations required by rule 61.203(6) for the issue of a CPL(A) except for the required Air Law written examination.
3. NZDF pilots are not required to meet the requirements in:
  - rule 61.203(2) to hold a current private pilot licence; and
  - rule 61.203(7) to successfully demonstrate competence in a flight test.
4. A CPL holder may not exercise the privileges of the licence until either a CPL(A) BFR or an operational competency demonstration has been completed by a Part 119 organisation, or to exercise any lower licence privilege, the PPL(A) Biennial Flight Review (BFR) has been completed.
5. A type rating must be held on an aeroplane on the NZ civil aircraft register.

#### **Commercial Pilot Licence (Helicopter)**

A NZDF pilot who has been awarded pilot wings and is in current military flying practice in helicopters who wishes to apply for the issue of a NZ CPL(H), must meet the requirements prescribed in Civil Aviation Rule 61.203 for the issue of a CPL(H) except for the following:

1. Military flight time experience may be accepted as meeting the requirements of rule 61.203(4) if the pilot produces their pilot logbook for assessment by Aspeq and the logbook provides evidence that the pilot has accumulated the minimum flight time experience specified in the rule and detailed in AC61-5 for a CPL(H).
2. The examination pass results gained by a NZDF pilot who has successfully completed the NZDF ground and flight training for helicopters will be accepted as approved equivalents to the written examinations required by rule 61.203(6) for the issue of a CPL(H) except for the required Air Law written examination.
3. NZDF pilots are not required to meet the requirements in:
  - rule 61.203(2) to hold a current private pilot licence; and
  - rule 61.203(7) to successfully demonstrate competence in a flight test.
4. A CPL holder may not exercise the privileges of the licence until a CPL(H) BFR or an operational competency demonstration has been completed by a Part 119 organisation, or to exercise any lower licence privilege, the PPL(H) Biennial Flight Review (BFR) has been completed.
5. A type rating must be held on a helicopter on the NZ civil aircraft register.

Apply to CAANZ for the issue of a CPL by submitting **all** of the following:

- A completed [application form](#) (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
- Photocopies of the applicants NZ CPL 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.

### **Airline Transport Pilot Licence (Aeroplane)**

An RNZAF pilot who holds a current RNZAF aeroplane instrument rating and has reached command status and is in current military flying practice on operational roles in C130, B757, P8 or Beech King Air 350 aircraft, **or** holds a current RNZAF Cat A or B QFI qualification for the Beech King Air who wishes to apply for the issue of a NZ ATPL(A), must meet the requirements prescribed in Civil Aviation Rule 61.253 for the issue of an ATPL(A) except for the following:

1. Military flight time experience may be accepted as meeting the requirements of rule 61.253(4) if the pilot produces their pilot logbook for assessment by Aspeq together with any other necessary evidence of their command status on the C130, B757, P8 and/or QFI qualification on the Beech King Air and the logbook provides evidence that the pilot has accumulated the minimum flight time experience specified in the rule and detailed in AC61-7 for an ATPL(A).
2. The examination pass results gained by an RNZAF pilot together with the command flight time experience gained on the C130, B757 or P8 or flight time experience plus Category A or B QFI qualification for the Beech King Air will be accepted as approved equivalents to the written examinations required by rule 61.253(a)(5) for the issue of an ATPL(A) except for the required Air Law written examination.

Non-multi-engine fixed wing experienced pilots who complete the flying instructor's course at the Central Flying School will be accepted as having gained credits as approved equivalents for the following written examinations for an ATPL(A):

- ATPL Meteorology
- Instruments and Navigation Aids (Aeroplane)
- Advanced Aerodynamics, Performance, and Systems Knowledge (Aeroplane)
- Human Factors

3. NZDF pilots are not required to meet the requirements in:
  - rule 61.253(a)(2) to hold a current commercial pilot licence;
  - rule 61.253(a)(3) to hold a current (civil) instrument rating;
  - rule 61.253(6) to successfully demonstrate competence in a flight test.
4. An ATPL holder may not exercise the privileges of the licence until an ATPL(A) issue flight tests (in lieu of a BFR) or operational competency demonstration has been completed by a Part 119 organisation, or to exercise any lower licence privilege, the appropriate Biennial Flight Review (BFR) has been completed.
5. A type rating must be held on an aeroplane on the NZ civil aircraft register.

### **Airline Transport Pilot Licence (Helicopter)**

An NZDF pilot who holds a current NZ military helicopter instrument rating, holds current command status at Category A or B level and is in current military flying practice on operational roles in Kaman Seasprite, Agusta A109 or NH 90 helicopters, or holds a current RNZAF Category A or B QHI qualification for the Augusta 109, who wishes to apply for the issue of a NZ ATPL(H), must meet the requirements prescribed in Civil Aviation Rule 61.253 for the issue of an ATPL(H) except for the following:

1. Military flight time experience may be accepted as meeting the requirements of rule 61.253(4) if the pilot produces their pilot log book for assessment by Aspeq together with any other necessary evidence of their command status on the Kaman Seasprite, Agusta A109 or NH-90 helicopters, and/or QHI qualification on the Augusta A109 and the logbook provides evidence that the pilot has accumulated the minimum flight time experience specified in the rule and detailed in AC61-7 for an ATPL(H).
2. The examination pass results gained by an NZDF helicopter pilot together with the command flight time experience gained on the Kaman Seasprite, Agusta A109 or NH-90 will be accepted as approved equivalents to the written examinations required by rule 61.253(a)(5) for the issue of an ATPL(H) except for the required Air Law written examination.
3. NZDF pilots are not required to meet the requirements in:
  - rule 61.253(a)(2) to hold a current commercial pilot licence;
  - rule 61.253(a)(3) to hold a current (civil) instrument rating; and
  - rule 61.253(6) to successfully demonstrate competence in a flight test
4. An ATPL holder may not exercise the privileges of the licence until an ATPL(H) issue flight test (in lieu of a BFR) or operational competency demonstration has been completed by a Part 119 organisation, or to exercise any lower licence privileges, the appropriate Biennial Flight Review (BFR) has been completed.
5. A type rating must be held on a helicopter on the NZ civil aircraft register.

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

- A completed [application form](#) (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
- 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 including evidence of navigation aids and additional PBN specifications (as applicable).

#### **NZDF pilots not in current military flying practice or who are not "Wings" qualified**

Former NZDF personnel, personnel who are currently serving with the NZDF who are not in current military flying practice, or persons who have never graduated from an RNZAF pilot wings course are required to meet all the applicable eligibility requirements prescribed in CAR Part 61 except that applicable military flight time experience may be credited towards the flight time experience required by Part 61.

## **Ratings**

### **Instrument Rating**

- (a) Pursuant to CAA Rule 61.801(c), a NZDF pilot who holds a current NZ pilot licence and a current NZDF instrument rating that has been issued or renewed by NZDF within the immediately preceding 12 months may apply to the Director for the issue of an Instrument Rating.

The applicant must provide details of the navigational systems used during the military flight test (VOR and GNSS is mandatory for issue). ILS, NDB and additional PBN specifications may also be added if included in the military flight test.

- (b) A NZDF pilot who holds a current NZ pilot licence and a NZDF instrument rating that has not been issued or renewed within the immediately preceding 3 months must pass the instrument rating flight test required by rule 61.801(a)(6) before applying to the Director for the issue of an Instrument Rating.

*Note: An instrument rating issued without a flight test is not current for use in the civil environment.*



### **Flight Instructor Rating**

A NZDF pilot who holds a current NZ Commercial or Airline Transport pilot licence and a NZDF Category A or B flight instructor qualification may be eligible for the issue of a NZ Category C (out of direct supervision) or B flight instructor rating for the appropriate category of aircraft if:

1. The pilot submits their pilot logbook for assessment by Aspeq together with evidence that the pilot holds a current NZDF Category A or B flight instructor qualification; and
2. The logbook provides evidence that the pilot meets the flight time experience required for any additional instructor privileges requested (night, spinning, aerobatics or multi-engine as applicable); and
3. The pilot successfully completes a flight test required by rule 61.303(c)(9) or (d)(8) including any of the (optional) additional privileges of night flight, spinning, aerobatics or multi-engine (as applicable). The flight test will be conducted by an Aspeq examiner and be conducted as per the schedule for an annual flight instructor continued competency assessment.

#### ***Note for all applicants:***

A NZ flight instructor rating cannot be issued in isolation. A pilot who applies for such a rating must hold at least a NZ CPL.

NZDF flight instructors are not required to have completed an approved civilian instructional techniques course in the practice and theory of flight instruction.

### **Aircraft Type Rating**

A NZDF pilot who holds a NZ PPL, CPL or ATPL may apply to the Director to have their specific military aircraft type qualifications recognised as an applicable aircraft type rating and have that aircraft type rating endorsed on the pilot's licence if:

1. The pilot provides evidence of being qualified to pilot-in-command level on the aircraft type; and
2. The aircraft type appears as an entry in the NZ Civil Aircraft Register.

**NB:** The Boeing P8 Poseidon aircraft type may be recognised for the issue of a Boeing 737 NG (300-900 series) type rating with evidence of difference training undertaken within the civil system via an approved Part 119 certificated organisation operational competency demonstration.

### **Aerobatic Rating**

A NZDF pilot qualification meets the eligibility requirements of Rule 61.551(a) (1) and 2).

A NZDF pilot who holds a current (civil) pilot licence and has passed a NZDF aerobatic assessment in the 2 years prior to applying for an aerobatic flight rating is deemed to have

met all the eligibility requirements of paragraph 61.551(a) for the issue of an aerobatic flight rating.

*Note: Civil aerobatic ratings are current for 2 years from the last demonstration.*

### **Maintaining Licence Currency**

To exercise the privileges of a NZ issued civil licence a BFR is required every two years and is to be completed in a civil registered aircraft. BFR's conducted in military aircraft will only be recognised for maintaining activation of the lifetime licence within the civilian system, mitigating the requirement to complete the Air Law examination every five years.