

Australian Professional Pilots wanting to have their CASA Licence Recognised by CAA

This page contains information about how Australian flight crew licence holders can apply to the Civil Aviation Authority of New Zealand (CAA) to have an equivalent New Zealand licence – and prime and aircraft type ratings – issued.

The [Trans-Tasman Mutual Recognition Act 1997](#) (TTMRA) is an agreement between the governments of Australia and New Zealand to recognise each other's regulatory standards relating to, among other things, occupations.

This means that the holders of Australian professional flight crew licences (CPL and ATPL) may be eligible for the grant of an equivalent New Zealand pilot licence. Under s14 of the TTMRA; an Australian occupation will be an equivalent occupation to the NZ occupation, if the *“activities authorised to be carried out under each registration are substantially the same”*.

Recognition

Once the Civil Aviation Safety Authority in Australia (CASA) verifies the authenticity of the pilot licence it is issued to the holder, each applicant, who wants that licence recognised by the CAA, submits a correctly completed application package and pays the appropriate fees will within 28 days of the CAA receiving it be issued with a CAA Part 61 pilot licence.

The CAA will inform any applicant by email if it cannot issue that licence, if the issue is going to be delayed, or of any conditions the CAA's imposing.

Conditions of recognition

Each Australian licence presented for recognition must be fully current in terms of CASA legislation (i.e., an up-to-date flight review and current class 1 medical certificate). NB: For ATPL (A) issue, currency must be on a multi-crew IFR operation (see CAR Part 121, 125). For ATPL (H) applicants must hold a current instrument rating. Once issued, the privileges of the ATPL may be exercised after completion of a Part 121/125 Operational Competency Assessment (OCA).

Applicants with a current Australian class 1 medical certificate can use the balance of the Australian medical certificate's validity period to exercise the privileges of a New Zealand CPL or ATPL, provided the holder complies with any restriction on the medical certificate. A New Zealand class 1 medical must be gained on or before the CASA medical expires for the licence holder to continue exercising the privileges of the New Zealand licence. Refer to [General Exemption 18/EXE/21 Exemption from the Requirement in Civil Aviation Rule CAR 61.35\(a\)\(1\)\(ii\)](#).

Note: That some New Zealand requirements are different from CASA requirements, such as colour vision deficiency (CVD). It is possible, therefore, that an Australian licence holder, who's been issued a New Zealand CPL or ATPL under the TTMRA, may not be eligible for a NZ class 1 medical certificate.

People with a current Australian licence but with an expired Australian medical certificate may apply for recognition and New Zealand licence issue with a New Zealand Part 67 class 1 medical certificate in place of an Australian medical certificate.

Australian licensed pilots who have any medical restriction limiting the holder to operating only in Australian airspace are **not** eligible for recognition and issue of a New Zealand CPL or ATPL. For such pilots to become eligible for recognition, they must either have the restriction removed by CASA, or gain an unrestricted New Zealand class 1 medical certificate.

For their Australian qualifications to be recognised as equivalent to any New Zealand licence or rating, applicants must demonstrate they have flight experience that is at least equivalent to the specified experience requirements for the issue of each New Zealand licence and rating sought.

Details of these requirements are contained in:

- [Civil Aviation Rules, Part 61](#) and
- [Part 61 Advisory Circulars](#)

Each CASA issued instrument rating and flight instructor rating presented for recognition must be fully current in terms of the [CASA Part 61](#) and associated [Manual of Standards](#).

When the CAA receives each application, it will have CASA verify the applicant's CASA Part 61 pilot licence. To enable CASA to release this information, each applicant must complete [CASA Form 452](#) and forward this to CASA, together with the applicable fee. This should be done before sending the recognition application to the CAA.

Each CASA licence must be endorsed to show the holder is proficient in the English language to at least ICAO level 4.

How to apply

All CASA Part 61 licence holders who want a CAA Part 61 licence issued under the TTMRA need to forward the following to the CAA:

- A completed TTMRA recognition application form CAA [24061/09](#)
- A completed CAA fit and proper person form [CAA 24FPP](#). Applicants need to apply the Australian Federal Police for their criminal and land transport history. AFP website address: www.afp.gov.au
- Certified copies of the applicant's complete Australian flight crew licence and current medical certificate
- Evidence that the Australian licence is current (for example certification from CASA, currency shown on new type CASA licence or in the applicant's pilot logbook)
- Certified evidence to show that, where appropriate, the applicant has flight experience at least equivalent to the specified experience requirements for the issue of each New Zealand qualification(s) they seek
- If a New Zealand instrument rating (IR) and/or flight instructor rating is sought, evidence to show that their Australian command IR and/or Grade 1, 2 or 3 flight instructor rating(s) are fully current in terms of CASA requirements
- If ratings other than those already mentioned are sought, evidence to show that where appropriate, CASA currency requirements are met
- Personal photo identification (certified copy of current Australian passport or driver's licence), on page 4 of form CAA 24061/09 the fees are listed and includes the link for online payments.

Fit and proper person requirements

Under Section 9 of the [NZ Civil Aviation Act 1990](#) (the Act) each applicant who wants a New Zealand aviation document needs to be a fit and proper person (FPP) to hold such a document, and they must continue to remain a FPP.

To determine if a person is fit and proper for any purpose under the Act, the Director of Civil Aviation needs to apply a fit and proper test, according to criteria in Section 10 of the Act.

It's important to note that if you provide false information or fail to disclose information relevant to the grant or holding of an aviation document, you could be imprisoned for a maximum of 12 months or a fine up to \$10,000. See Section 49 of the Act.

General information

Applications received by CAA will be checked to ensure that all documentation is complete, and that you have paid the correct fees.

If the application is complete, the CAA's licensing advisors will ask CASA to verify your details. If all is in order, the CAA will issue the licence within 28 days from receiving the application.

Australian pilots do not need to sit any theory exams before they are issued with their New Zealand licence.

In addition, pilots who are issued with a Category A flight instructor rating, need to undertake a Category A renewal flight test which must include both normal and emergency flight manoeuvres, including, in the case of an aeroplane, spinning, aerobatic and night instruction.

Australian pilots flying in New Zealand must operate in accordance with the applicable New Zealand Civil Aviation Rules. They need to maintain the currency of their New Zealand flight crew licence medical certificate, and any ratings according to Parts 61 and 67.

Full details of the New Zealand qualifications available to Australian pilots under the TTMRA are contained on page 5 of this document.

Fees

Government regulations prescribe the fees for the issue of all New Zealand qualifications. For a CAA summary of these, see [Fees, Levies and Charges](#).

Under Part 61, ratings defined as "prime ratings" are issued by the Director of Civil Aviation and must be entered on New Zealand flight crew licences by CAA. The only prime ratings available to Australian pilots are instrument and flight instructor ratings.

The remaining ratings authorised by Part 61 are issued by flight instructors and flight examiners and include aircraft type ratings. It is not compulsory to have these non-prime ratings printed on a New Zealand licence. Details relating to the issue of these qualifications are entered in the holder's pilot logbook and may be entered on a New Zealand licence upon application to the CAA. When the CAA is asked to enter a non-prime rating on a New Zealand licence, you must pay an amendment fee.

For example, if an Australian licence holder applies for the following combination of qualifications, say CPL or ATPL, and IR and instructor ratings, the fees to be paid will be the total of the three fees for those qualifications.

If an applicant wants to have any of the Australian "non-prime" ratings, available for recognition under the TTMRA, printed on their New Zealand licence at the time of initial recognition, there is no additional charge. However, there is a fee for any subsequent application for the addition of non-prime rating details in a New Zealand licence.

CASA written examinations

Australian written examination credits are not recognised in New Zealand and play no part in the TTMRA.

Duration of recognition

Any New Zealand licence issued under the TTMRA will remain valid unless one or more of the following events occur, any of which will result in the licence being suspended or revoked:

- The holder's Australian licence is suspended or revoked by CASA
- The holder requests voluntary revocation of the New Zealand licence
- The CAA suspends or revokes the New Zealand licence under the provisions of the Act.

Suspension or revocation

If there is a question around the continued fitness or proficiency of the holder of a New Zealand-issued licence, the Director of Civil Aviation may require the holder to demonstrate their continued fitness or proficiency by completing an appropriate examination in accordance with the provisions of the rule 61.43.

In accordance with the provisions of Sections 17 and 18 of the Act, the Director of Civil Aviation may suspend, and subsequently revoke, a New Zealand licence issued under the TTMRA.

The Director of Civil Aviation will suspend, and may subsequently revoke, any New Zealand licence issued under the TTMRA if the holder's Australian licence is suspended or revoked by CASA on grounds relating to the continued fitness or proficiency of that licence holder.

It is the responsibility of the licence holder to tell the CAA, their employer, and any organisation with which they are flying, if their Australian licence has been suspended or cancelled.

If the CAA suspends or revokes a New Zealand licence that has been issued under the TTMRA, it will inform CASA, this includes the fact that an administrative process has commenced that may lead to suspension or revocation.

Responsibilities

An Australian licence holder who has been issued with a New Zealand licence shall exercise the privileges of that licence according to New Zealand Rules. Australian regulations and orders do not apply in New Zealand – therefore before exercising the privileges of any New Zealand licence or rating in New Zealand, holders must gain a New Zealand class 1 medical certificate and complete the applicable BFR, operational competency test, instrument rating competency flight test and/or flight instructor rating competency flight test (as applicable).

NB: Flight instructor competency flight tests are required to be undertaken by CAANZ flight examiners. A separate application for the flight test is required to be submitted at the time of TTMRA application on form 24061-03.

Enquiries relating to the TTMRA

Australian licence holders can make TTMRA related enquiries to the CAA Licensing and Standards team at: licensing@caa.govt.nz

Important notes

As stated earlier, for any Australian qualification to be considered equivalent occupation to a New Zealand licence or rating, the holder needs to have flight experience that is at least the equivalent of the minimum experience requirements as laid down in New Zealand CARs and advisory circulars.

Here are a few examples of the differences known to exist:

- An Australian CPL(H) may be gained with a minimum flight time of 125 hours, whereas the New Zealand equivalent requires 150 hours total flight time in helicopters, including mountain flying and sling training.
- New Zealand Category C flight instructor rating applicants need a minimum of 150 hours pilot-in-command time.
- In addition to the normal flight training exercises, New Zealand Category A flight instructor (A) rating applicants need to demonstrate competence in spinning, aerobatics, and night instruction. The only restriction permitted at the time of rating issue is for instruction in multi-engine aircraft. For Category A flight instructor (H) rating applicants need to demonstrate competence in sling loads, night, and night cross country instruction.
- There is no CASA equivalent to a CAANZ D Category instructor rating.
- General Aviation and Airline Examiner Ratings are not transferable through the TTMRA.

NB: Applicants wishing to obtain the D Category Instructor and/or Examiner privileges may have their prior experience recognised in lieu of the NZ instructional or examiner techniques course requirement.

- Australian applicants who have not accumulated at least the equivalent level of flight experience as laid down for the New Zealand qualification they want will have their applications returned.
- All New Zealand CPL applicants need to have completed specified levels of terrain awareness and mountain flying training, see [AC61-3](#) Appendix IV Aeroplane Terrain and Weather Awareness Syllabus and Appendix V Helicopter Mountainous Terrain Awareness Syllabus and [AC61-5](#) Appendix V Aeroplane and Appendix VI for Basic Mountain Flying Training Syllabus requirements. Prior experience can be assessed by an appropriately qualified instructor or flight examiner.

This is by no means a complete list of all the differences. It's merely intended to highlight those differences do exist, which makes it even more important to check the New Zealand requirements before applying.

Conversion information

New Zealand flight crew licences and ratings available to Australian pilots under the TTMRA while current in the CASA system

If you hold CASA	New Zealand equivalent
Commercial pilot licence aeroplane, helicopter, balloon	Commercial pilot licence aeroplane, helicopter, balloon
Air transport pilot licence aeroplane, helicopter	Air transport pilot licence aeroplane, helicopter
Flight radio operator licence	Flight radio telephone operator rating
Instrument rating (multi or single engine)	Instrument rating
Aeroplane Grade 1 flight instructor rating Grade 2 flight instructor rating Grade 3 flight instructor rating	<i>(Subject to CAA demonstration of competency)</i> Category A flight instructor rating* Category B flight instructor rating Category C flight instructor rating
Helicopter Grade 1 flight instructor rating Grade 2 flight instructor rating Grade 3 flight instructor rating	<i>(Subject to CAA demonstration of competency)</i> Category A flight instructor rating* Category B flight instructor rating Category C flight instructor rating
Specific type endorsements	Specific type ratings
Night VFR rating	CPL night privileges

*After 12 months of exercising the privileges of a B Category instructor rating within the New Zealand system.