

TRANS-TASMAN MUTUAL RECOGNITION ACT

Issue of New Zealand Professional Flight Crew Licences and Ratings to Australian Licence Holders who Hold Equivalent Documents Issued by Civil Aviation Safety Authority Australia

Background

The Trans-Tasman Mutual Recognition Act 1997 (TTMRA) carries into effect an agreement made between the governments of Australia and New Zealand (NZ) regarding the recognition within either country of each other's regulatory standards relating to goods and occupations. Further, it allows goods to be traded freely between the two countries and enhances the freedom of individuals to work in either country.

The TTMRA means that with the exception of a few exclusions and exemptions, all goods and business regulatory standards adopted in Australia will be recognised in NZ as if they were NZ standards and vice versa. From an aviation perspective this means that Australian professional flight crew licences (CPL and ATPL) can be a basis upon which the holder may be eligible for the grant of equivalent NZ qualifications.

Purpose of this Package

This package contains information detailing the process under the TTMRA whereby Australian flight crew licence holders may register with the Civil Aviation Authority of New Zealand (CAA) and be eligible for the issue of an equivalent NZ licence and a number of ratings.

Registration

Following CASA verification as to the authenticity of the Australian document presented for registration, each applicant who submits a correctly completed application package and the appropriate fees will be registered on the CAA client database and the registration completed within 28 days of receipt.

CAA will inform any applicant in writing of a refusal to register, any postponement of registration, or of any conditions imposed on a registration.

Registration conditions

Each Australian licence presented for registration must be fully current in terms of the CASA legislation (up-to-date flight review and unexpired Class 1 medical certificate).

Persons with a fully current Australian licence except that the Australian medical certificate has expired, may apply for registration and NZ licence issue with a NZ Class 1 medical certificate in place of an Australian medical certificate.

Australian licensed pilots who have any medical restriction that limits the holder to only operating in Australian airspace are **not** eligible for registration and issue of a NZ CPL or ATPL. In order for such persons to become eligible for registration, they must either have the restriction removed by CASA, or gain a New Zealand Class 1 medical certificate.

In order for their Australian qualifications to be recognised as equivalent to any NZ licence or rating sought, applicants must be able to demonstrate that they have particular flight experience that is at least equivalent to the specified experience requirements for the issue of each NZ licence and rating sought. Details of these requirements are contained in the Advisory Circulars associated with the NZ Civil Aviation Rules, Part 61. All NZ rules and advisory circulars are available on the CAA website www.caa.govt.nz refer to the “Quick Links ” page.

Each Australian Command Instrument Rating and Flight Instructor Rating presented for recognition must be fully current in terms of the CASA regulations and ANOs.

Australian co-pilot instrument ratings and co-pilot type endorsements have no NZ equivalent and are not accepted for recognition in NZ.

Australian command type endorsements may be eligible to be transferred into the NZ system if the aircraft type is listed on the NZ Civil Aircraft Register.

Upon receipt of each application, CAA will seek confirmation from CASA as to the authenticity of the applicant’s Australian licence. In order 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 registration paperwork to CAA.

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

How to Apply

All Australian professional licence holders wishing to register pursuant to the provisions of the TTMRA are required to forward the following items to the CAA:

- A completed TTMRA registration application form CAA 24061/09, and
- A completed fit and proper person form CAA 24 FPP. Applicants will need to make application to 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, and
- 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), and
- 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 NZ qualification(s) sought, and
- If a NZ Instrument Rating (I/R) and/or Flight Instructor Rating is sought, evidence to show that their Australian Command I/R and/or Grade 1, 2 or 3 flight instructor rating(s) are fully current in terms of CASA requirements, and
- If specific NZ aircraft type ratings are sought, evidence to show that the appropriate Australian command type endorsement is held. [Note: Boeing 737 type ratings for the 300 to 900 series aircraft are treated as two separate type ratings in the New Zealand licensing system, 3/4/500 series and the 6/7/8/900 series. In addition, the 737 Max series 7/8/9/10 are also considered a separate type rating). Therefore the above evidence is required for the requested type(s)], and
- If ratings other than those already mentioned are sought, evidence to show that where appropriate, CASA currency requirements are met, and
- Personal identification (certified copy of current Australian Passport, driving licence or NZ flight crew licence where applicable), and
- The appropriate fees. Form 2406/09 has provision for applicants to pay fees by credit card (Visa and Mastercard only).
- Details of the various fees are listed in the general information section on Pages 4 and 5.

The CAA forms mentioned above may be downloaded and printed from the CAA web site.

Fit and Proper Person Requirement

Under Section 9 of the NZ Civil Aviation Act 1990 (the Act) each applicant for the issue of a NZ aviation document is required to be a person fit and proper to hold such a document.

For the purpose of determining whether or not a person is fit and proper for any purpose under the Act, the Director of Civil Aviation is required to apply a fit and proper test in accordance with criteria laid down in Section 10 of the Act.

It is important to note that the provision of false information or failure to disclose information relevant to the grant or holding of an aviation document constitutes an offence under Section 49 of the Act, and is subject, in the case of an individual, to imprisonment for a term not exceeding 12 months, or to a fine not exceeding \$10,000.

General Information

Applications received by CAA will be checked to ensure that all documentation is complete and the relevant fees attached. Incomplete packages will be returned to the sender.

Provided that all paperwork is in order, CAA staff will then request verification of the applicant's details from CASA. If all is in order, registration action will then be initiated.

Subject to the above, the appropriate NZ licence will be issued within 28 days of receiving each application.

Australian pilots are not required to undergo any theory examinations prior to the issue of an equivalent NZ licence.

Person's who gain a NZ licence under the TTMRA, are required to gain a NZ Class 1 medical certificate and complete the appropriate pilot competency demonstration before exercising the privileges of their licence.

Australian pilots flying in NZ must operate in accordance with the applicable NZ Civil Aviation Rules (CARs). The continued currency of their NZ flight crew licence medical certificate, and any ratings held shall be maintained in accordance with NZ CAR Parts 61 and 67.

Full details of the NZ qualifications available to Australian pilots under the TTMRA are contained in an attachment to this document.

Fees

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

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

The remaining ratings prescribed by CAR Part 61 are issued by flight instructors and flight examiners as appropriate and include: aircraft type ratings. It is not compulsory to have these non-prime ratings printed on a NZ licence. Details relating to the issue of these qualifications are entered in the holder's pilot logbook and may be entered on a NZ licence upon application to CAA. When CAA are requested to enter a non-prime rating on a NZ licence, the amendment fee is payable.

For example, if an Australian licence holder makes application for the following combination of qualifications, say CPL or ATPL, and I/R and Instructor rating, then the fees payable will be the total of the three fees for those qualifications.

These fees are prescribed in Government regulations and are not negotiable.

If an applicant wishes to have any of the Australian "non prime" rating(s) that are available for recognition under the TTMRA printed on their NZ licence at the time of initial registration, no additional charge is applied. However, any subsequent application made

for the addition of non-prime rating details onto a NZ licence, would attract the appropriate fee.

CASA Written Examinations

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

Duration of Registration

Any NZ 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 holders Australian licence is suspended or cancelled by CASA
- The holder requests cancellation of the NZ licence
- CAA suspends or revokes the NZ licence under the provisions of the Act.

Suspension or Revocation

Circumstances may arise which call into question the continued fitness or proficiency of the holder of a New Zealand issued licence. In such cases, 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 NZ 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 NZ licence issued under the provisions of the TTMRA.

The Director of Civil Aviation will suspend, and may subsequently revoke, any NZ 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. CASA will inform CAA of the suspension or revocation of any Australian licence holder who has registered and been licensed in NZ. It is also the responsibility of such persons to inform CAA, their employer and any organisation with which they are flying, of any suspension or cancellation of their Australian licence.

If CAA suspends or revokes a NZ licence issued under the TTMRA, CASA will be informed accordingly. Action taken by CAA in this regard may result in CASA taking action against the Australian licence.

Responsibilities

Following the successful completion of each registration process, the Australian licence holder who has been issued with the appropriate NZ licence shall exercise the privileges of that licence in accordance with the NZ CARs. Australian regulations and orders do not apply in New Zealand, therefore, prior to exercising the privileges of any NZ licence or rating in New Zealand, holders must gain a New Zealand Class 1 Medical Certificate and complete the applicable NZ BFR, operational competency test, Instrument Rating competency flight test and/or Flight Instructor Rating competency flight test (as applicable).

Enquiries relating to the TTMRA

Australian licence holders wishing to take advantage of this process may make TTMRA related enquiries to the CAA Personnel Licensing Unit. Details follow:

Civil Aviation Authority of New Zealand

P O Box 3555

Wellington 6140

New Zealand

Tel: +64-4-560 9400

Fax: +64-4-569 2024

Email: info@caa.govt.nz

Conversion Information	
New Zealand Flight Crew Licences and Ratings Available to Australian Pilots Under the TTMRA	
If you hold Australian	New Zealand Equivalent
Commercial Pilot Licence Aeroplane, Helicopter, Balloon	Commercial Pilot Licence Aeroplane, Helicopter, Balloon
Air Transport Pilot Licence Aeroplane, Helicopter	Airline Transport Pilot Licence Aeroplane, Helicopter
Flight Radio Operator Licence	Flight Radio Telephone Operator Rating
Command Instrument Rating (multi or single engine)	Instrument Rating
Flight Instructor Rating Grade 1 AEROPLANE Grade 2 Grade 3	Category A Flight Instructor Rating Category B Flight Instructor Rating Category C Flight Instructor Rating
Flight Instructor Rating Grade 1 HELICOPTER Grade 2	Category A or B Flight Instructor Rating (as appropriate) Category C Flight Instructor Rating
Specific type endorsements (command only)	Specific type ratings
Night VFR Rating	CPL night privileges

Important Note Regarding the Above

As stated earlier in this document, in order for any Australian qualification to be considered equivalent for NZ licence or rating issue purposes under the TTMRA, the holder is required to have flight experience that is at least the equivalent of the minimum experience requirements as laid down in NZ CARs and Advisory Circulars for each NZ qualification sought.

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 NZ equivalent requires 150 hours total flight time in helicopters which includes mountain flying and slingtraining.

- NZ Category C Flight Instructor Rating applicants are required to have at least 150 hours pilot-in-command time.
- In addition to the normal flight training exercises, NZ Category A Flight Instructor Rating applicants are required 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.
- Australian applicants who have not accumulated at least the equivalent level of flight experience as laid down for the NZ qualification sought will have their applications returned.
- All NZ CPL applicants are required to have completed specified levels of terrain awareness and mountain flying training
- This is by no means a complete list of all the differences; it is merely intended to highlight that differences do exist, which makes it all the more important to check the NZ requirements prior to making application.