

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.

Military flight crew qualifications and associated flight experience may also be accepted toward the eligibility requirements prescribed in Civil Aviation Rule Part 63 and Advisory Circular AC63-1 for the issue of a flight engineer licence.

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 log book assessment.

The log book 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 (formerly known as Aviation Services Ltd) acting under a delegation from the Director of Civil Aviation.

A person wishing to submit their log book for assessment in accordance with this document should contact Aspeq at the following address: P.O. Box 30343, Lower Hutt 5011; Telephone 04 913 9812; or Fax 04 913 9815. Further information is available from Aspeq or by email to info@aspeq.com.

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

A NZDF flight crew member wishing to apply for a New Zealand pilot licence or a flight engineer licence in accordance with Civil Aviation Rule Part 61 or Part 63 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 in the case of an RPL 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 form CAA 24061/1 to the Director together with the items listed thereon including the Aspeq logbook assessment and law exam credit with KDR's. Application fee and the provision for credit card payment are included on the form; 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 and Recreational Pilot Licence (Aeroplane)

A NZDF pilot in current military flying practice in aeroplanes who wishes to apply for the issue of a NZ RPL(A) or PPL(A), must meet the requirements prescribed in Civil Aviation Rule 61.153 or 61.355 for the issue of a PPL or RPL respectively except for the following:

1. Applicants for an RPL(A) need only hold a medical certificate, issued in accordance with rule 44(1) of the Land Transport (Driver Licensing) Rule that is applicable for a Class 2, 3, 4 or 5 drivers licence with passenger endorsement.

2. Military flight time experience may be accepted as meeting the requirements of rule 61.153(a)(3) or 61.355(a)(3) if the pilot produces their pilot log book 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) and AC61-20 for RPL(A).

3. 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) or 61.355(a)(4) for the issue of an RPL or PPL(A) except for the required Air Law written examination.

4. NZDF pilots are not required to meet the requirement in CAR 61.153(a)(7) and 61.355(a)(6) to successfully demonstrate competence in a flight test.

5. An RPL(A) or PPL(A) issued under these provisions is not current until the holder has completed a Biennial Flight Review (BFR).

Private Pilot Licence and Recreational Pilot Licence (Helicopter)

A NZDF pilot in current military flying practice in helicopters who wishes to apply for the issue of an RPL(H) or NZ PPL(H), must meet the requirements prescribed in Civil Aviation Rule 61.153 or 61.355 for the issue of a PPL(H) or RPL(H) except for the following:

1. Applicants for an RPL(H) need only hold a medical certificate, issued in accordance with rule 44(1) of the Land Transport (Driver Licensing) Rule that is applicable for a Class 2, 3, 4 or 5 drivers licence with passenger endorsement.

2. Military flight time experience may be accepted as meeting the requirements of rule 61.153(a)(3) or 61.355(a)(3) if the pilot produces their pilot log book 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). NZDF pilots who have only completed the Augusta A109 Basic Course will be required to provide evidence of gaining an additional 7 hours PIC in helicopters to meet the eligibility requirements of the RPL(H) or PPL(H).

3. 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 61.355(a)(4) for the issue of an RPL(H) or PPL(H) except for the required Air Law written examination.

4. NZDF pilots are not required to meet the requirement in rule 61.153(a)(7) or 61.355(a)(6) to successfully demonstrate competence in a flight test.

5. An RPL or PPL(H) issued under these provisions is not current until the holder has completed a Biennial Flight Review (BFR).

Commercial Pilot Licence (Aeroplane)

A NZDF pilot who has been awarded pilot wings¹ 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 61.203(4) if the pilot produces their pilot log book 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 RPL/PPL(A) Biennial Flight Review (BFR) has been completed.

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 log book 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

¹ The RNZAF T-6C 'wings' course is deemed to meet the requirements of an approved 150 hour course as required by CAR 61.203(a)(4)(i).

exercise any lower licence privilege, the RPL/PPL(H) Biennial Flight Review (BFR) has been completed.

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, P3, B757, P-8 or Beech Kingair 350 aircraft, or holds a current RNZAF Cat A or B QFI qualification for the Beech Kingair 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 log book for assessment by Aspeq together with any other necessary evidence of their command status on the C130, P3, B757, P-8 and/or QFI qualification on the Beech Kingair 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, P3, B757 or P-8 or flight time experience plus Category A or B QFI qualification for the Beech Kingair 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 or senior 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.

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 Agusta 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, Bell UH-1 Iroquois, Agusta A109 or NH-90 helicopters, and/or QHI qualification on the Agusta 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, Bell UH-1 Iroquois, 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 or senior 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.

Flight Engineer Licence

An NZDF flight engineer in current military flying practice who wishes to apply for the issue of a NZ flight engineer licence, must meet the requirements prescribed in Civil Aviation Rule 63.153 for the issue of a flight engineer licence except for the following:

1. A military flight engineer qualification and military flight time experience may be accepted as meeting the flight experience requirement of rule 63.153(3) and the examination requirements of rule 63.154(5), except for Air Law, if the flight engineer produces their logbook for assessment by Aspeq and the logbook provides evidence that the engineer holds the appropriate military flight engineer qualification and has accumulated the minimum flight time experience.

All Flight Engineer applicants must pass the flight engineer Air Law written examination required by rule 63.153(5)(i).

2. In accordance with section 37 of the Civil Aviation Act, a military flight engineer may apply for exemptions from the requirements in:
 - rule 63.153(1) to hold a current cadet flight engineer licence; and
 - rule 63.153(6) to successfully demonstrate competence in a flight test.

Application for exemption may be made on the basis that the action taken by holding a military flight engineer qualification and being in current military flying practice is as effective as holding a cadet flight engineer licence and completing a flight test.

NZDF pilots not in current military flying practise or who are not “Wings” qualified

Former NZDF personnel, personnel who are currently serving with the NZDF who are not in current military flying practise 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 CA 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 is mandatory for issue with at least one more of ADF or GNSS; ILS 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

Category C and B

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 log book for assessment by Aspeq together with evidence that the pilot holds a current NZDF Category A or B flight instructor qualification; and
2. The log book 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 RPL, 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 New Zealand Civil Register of Aircraft.

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.