



Australian Government

Civil Aviation Safety Authority

**AME Licensing – TTMRA Information Bulletin –
Issue 7**

**Aircraft Maintenance Engineer in Australia and
the Trans Tasman Mutual Recognition Act 1997**

Civil Aviation Safety Authority

TTMRA Information Bulletin – Issue 7

Aircraft Maintenance Engineer in Australia and the Trans Tasman Mutual Recognition Act 1997

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Copies of this manual are available from: <http://casa.jsmcmillan.com.au/He/cat>.

You should always refer to the applicable provisions of the *Civil Aviation Act*, Civil Aviation Regulations and Civil Aviation Orders, rather than this manual, to ascertain the requirements of, and the obligations imposed by or under, the civil aviation legislation.

Version 7.0: January 2006

Table of Contents

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

Table of Contents

1. Overview.....	1
1.1 Introduction.....	1
1.2 Relevant Regulations.....	1
1.3 Audience.....	1
1.4 Purpose	1
1.5 Additional Information	2
2. Registration.....	3
2.1 Background	3
2.2 Registration Process.....	3
2.3 Australian AME Licence Issue	3
2.4 Airworthiness Administration Examination	4
2.5 Limitations of Australian AME Licence	4
2.6 Additional Ratings.....	5
2.7 Australian AME Exam History	5
2.8 Fees	6
2.9 Duration of Registration	6
2.10 Appeals.....	7
2.11 Responsibilities.....	7
2.12 How to Apply.....	8
2.13 Certification of Documents.....	9
2.14 CASA's Process	10
2.15 Maintenance Organisations	10
2.16 Existing Australian Licence Holders.....	11
2.17 Civil Aviation Authority of New Zealand.....	11
2.18 Checklist.....	12



AME Licensing – TTMRA Information Bulletin – Issue 7

Aircraft Maintenance Engineer in Australia and the Trans Tasman Mutual Recognition Act 1997

Table of Contents

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

3.	Aircraft Maintenance Engineer Licensing Examinations.....	13
3.1	Airworthiness Administration Syllabus	13
3.1.1	Effect of Changes to The Civil Aviation Regulations on AA Examinations.....	13
3.2	Exam Dates	14
3.3	Exam Venues	15
3.4	AME Licence Ratings to be Issued on the Basis of the TTMRA 1997.....	16
3.4.1	Airframes	16
3.4.2	Engines.....	17
3.4.3	Radio	17
3.4.4	Electrical	18
3.4.5	Instruments.....	18
3.5	CASA Field Offices	20
3.6	Sample Statutory Declaration	21
3.7	Application Form.....	24
	Revision History	RH-1

1. Overview

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

1.1 Introduction

This information package provides information on the *Trans-Tasman Mutual Recognition Act (TTMRA) 1997* and its affect on Aircraft Maintenance Engineer licensing in Australia for licensed New Zealand Aircraft Maintenance Engineers.

Read this advice together with the *Trans-Tasman Mutual Recognition Act 1997*, the *Guide for those Seeking Recognition of Occupational Registration* (issued by The Department of The Prime Minister and Cabinet) and the relevant regulations and orders.

1.2 Relevant Regulations

- Trans-Tasman Mutual Recognition Act 1997.
- Civil Aviation Regulations [30](#) and [31](#).
- Civil Aviation Orders [100.90](#) Series.
- Airworthiness Advisory Circulars – [Part 9](#).

1.3 Audience

- New Zealand (NZ) Licensed Aircraft Maintenance Engineers (LAMEs) seeking a licence in Australia; and
- Organisations approved to maintain Australian registered aircraft.

1.4 Purpose

The purpose of this publication is to provide guidance for licensed NZ aircraft maintenance engineers to make registration in Australian under the terms and conditions of the TTMRA.

1. Overview

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

1.5 Additional Information

For further information contact the Maintenance Personnel Section of CASA in Canberra using any of the following contact information:

Postal: Section Head
Maintenance Personnel Licensing
Civil Aviation Safety Authority
GPO Box 2005
Canberra ACT 2601
Australia

Phone: 131 757 (within Australia)
+61-2-6217 1123 (from overseas)

Fax: 02-6217 1401 (within Australia)
+61-2-6217 1401 (from overseas)

Email: ame.licensing@casa.gov.au

Web site: <http://www.casa.gov.au>

2. Registration

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2.1 Background

The *Trans-Tasman Mutual Recognition Act (TTMRA) 1997* is the implementation of an agreement made between the governments of NZ and Australia. It provides for the recognition within either country of each other's regulatory standards relating to goods and occupations.

This agreement means that with the exception of a few exclusions and exemptions, all goods and business regulatory standards adopted in NZ are recognised within Australia as if they were Australian standards and vice versa. From an aviation perspective, this means that NZ professional Flight Crew, Aircraft Maintenance Engineer and Air Traffic Control licences will be a basis upon which the holder will be eligible for the grant of its Australian equivalent.

2.2 Registration Process

NZ licence holders who wish to take advantage of this agreement in Australia must first register with CASA.

The process for registration must be completed within one calendar month of CASA receiving the registration application. However, CASA has the right to postpone or refuse registration if an applicant fails to meet the requirements specified for issue of the relevant licence.

If within one month from the date of application CASA fails to process a registration application or does not inform an applicant of the postponement or refusal to grant registration; then, under the terms of the TTMRA, an applicant for registration is considered to have an Australian licence. In this case, CASA cannot take any action to postpone or cancel the registration except where fraud is involved. CASA must inform registration applicants in writing of a refusal to register, postponement of registration or of any conditions imposed upon an applicant's registration.

2.3 Australian AME Licence Issue

In seeking registration under the TTMRA, applicants are seeking approval for the issue of an Australian AME licence on the basis that their NZ AME licence is equivalent. Therefore, the term *registration* is to be read as licence issue.

A key aspect of the recognition process is a determination that occupation equivalency exists. CASA has determined that for any New Zealand licence rating to which the New Zealand CAA Reg 145 applies (Air transport aircraft and its components with greater than nine passenger seats and MTOW greater than 5700kg) occupation equivalency only exists if a Company Authorisation for the rating also exists.

2. Registration

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

2.4 Airworthiness Administration Examination

Upon successful completion of all requirements for registration, an applicant is issued with an Australian AME licence. The Australian AME licence is issued for a period of two years and is subject to the normal renewal requirements.

Australian airworthiness regulatory requirements are not the same as in NZ. To achieve equivalence of the occupation of LAME between NZ and Australia, CASA needs to be satisfied that an applicant's understanding of the Australian airworthiness regulatory requirements is satisfactory.

Applicants are therefore required to sit and pass the Australian Airworthiness Administration (AA) examination prior to applying for an Australian AME licence under the TTMRA. More details of the AA examination and how to obtain a copy of the syllabus is given under Section 3.1. The minimum pass mark required is 75%. This examination is a mandatory requirement in order to achieve equivalence of occupations. An Australian AME licence cannot be issued until this requirement is met.

The AA examination may be undertaken during a CASA scheduled examination sittings and at a CASA approved examination venue. Special examination sittings may be arranged but all the usual conditions for a special sitting would be applicable, as advised in [Airworthiness Advisory Circular \(AAC\) 9-1](#) available on the CASA web site. See Section 3.2 for examination dates and Section 3.3 for venues.

Applicants who have passed the Australian AA examination within the previous 24 months prior to the date of lodgement of their application will not be required to re-sit the AA examination.

2.5 Limitations of Australian AME Licence

CASA has determined that the privileges of certain NZ AME licence ratings are not directly equivalent to the privileges of certain Australian AME licence ratings. Due to these differences certain NZ AME licence ratings, when translated onto an Australian AME licence, will be limited. See Section 3.4 for Equivalency Tables.

Also, where CASA cannot determine from the applicant's NZ AME licence the applicable type of aircraft or helicopter, the applicant may be required to produce evidence of training and/or experience.

2. Registration

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2.6 Additional Ratings

Only those ratings that are issued on an applicant's NZ AME licence at the date of lodgement of registration are considered for endorsement onto an Australian AME licence.

CAR 31 (6) NZ AME licence holders who have been issued an Australian AME licence, under the terms of the TTMRA, and who wish to exercise the privileges of an additional rating that has been issued onto their NZ AME licence, will be required to apply for the grant of an additional rating to their Australian AME licence under CAR 31(6).

An applicant's Australian AME examination history is reviewed upon receipt of an application for registration.

2.7 Australian AME Exam History

The TTMRA does not allow CASA to take an applicant's previous Australian AME examination history into consideration when assessing an application for registration.

Therefore, in accordance with the terms of the TTMRA an Australian AME licence may be issued to the applicant regardless of whether the applicant has previously undertaken any Australian AME examinations.

However, if CASA becomes aware or suspects that that particular person may not be a safe operator, after the Australian AME licence has been issued, CASA may suspend the Australian AME licence until the person can demonstrate the required level of knowledge by passing specified CASA examinations.

Applicants are required to pay the current fees specified for CASA AME examinations and AME licence issue as set out in the *Civil Aviation (Fees) Regulations*.

2. Registration

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2.8 Fees

No action is taken on a lodged application until the application fee is paid. If payment is made by cheque, the payment does not take effect until the cheque is honoured on presentation.

The following fees are applicable.

- Examination for the purpose of qualifying for the issue of an AME licence:

Core or specific group (ie, AA Exam)	A\$130
Assessment of an application for the issue of an aircraft maintenance engineer licence	A\$260
Issue of licence	<u>A\$65</u>
Minimum Fee for Initial AME Licence Issue	A\$325

2.9 Duration of Registration

The registration period continues while the Australian AME licence—issued under the terms of the TTMRA—is valid and current or unless one or more of the following events occurs, which will result in the registration being suspended or cancelled:

- The NZ AME licence is suspended or cancelled by the NZ CAA on disciplinary grounds or, in anticipation of criminal, civil or disciplinary proceedings;
- A registered NZ AME licence holder requests cancellation of his/her Australian AME licence; or
- CASA suspends or cancels the Australian AME licence.

2. Registration

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2.10 Appeals

If CASA gives a written notice refusing registration, suspending registration, limiting registration or cancelling registration, a NZ licence holder may refer the matter to the Australian Administrative Appeals Tribunal (AAT) for a review of the decision. Details of the AAT system are set out in the Administrative Appeals Tribunal Act 1975.

The addresses and telephone numbers of regional AAT hearing centres throughout Australia are found in local telephone directories or at web site <http://www.aat.gov.au>.

2.11 Responsibilities

Once the registration process has been successfully completed and a NZ AME Licence holder has been issued an Australian AME licence, he/she must exercise his/her licence privileges under the Australian rules.

New Zealand rules do **not** apply to any activity or certification made whilst exercising Australian AME licence privileges on Australian-registered aircraft.

NZ licence holders who have been issued with an Australian AME licence must familiarise themselves with the certification privileges within the Australian regulatory system. When making certification while working within the Australian system, licence holders are to use their Australian AME licence number.

When exercising any privilege, including certification, granted by registration under the TTMRA, it is the responsibility of the registered person to ensure that:

- He/she know the administration, legislation and technical requirements related to that privilege; and
- He/she does not act outside the privileges granted.

2. Registration

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

2.12 How to Apply

A person must lodge a written notice (ie, application) with CASA containing certain information. The notice must:

1. Contain the person's full personal particulars including name, address and telephone number.
2. State the occupation, ie, Licensed Aircraft Maintenance Engineer, for which the person is seeking registration and state that the person is currently registered to practise an equivalent occupation and specify all the participating jurisdictions in which the person is already registered.
3. Confirm that the person's original NZ AME licence, is not cancelled or suspended due to disciplinary action and that the person is not the subject of any such action, or in any other way prohibited or restricted from practising the occupation.
4. State that the person has met the recent experience requirements for the NZ AME licence.
5. If the person holds a rating to which New Zealand CAA Reg 145 applies (Air transport aircraft and its components with greater than nine passenger seats and MTOW greater than 5700kg) state that the person also holds a Company Authorisation for the rating.
6. If applicable, specify any conditions imposed on the person's existing NZ AME licence, in any of the participating jurisdictions in which registration is held.
7. Give consent to CASA to make enquiries and exchange information with the NZ CAA or other civil aviation authorities regarding the person's existing NZ AME licence.
8. A brief resume outlining the applicant's aircraft maintenance work history, in particular include details of the specific aircraft types, engines, etc, to assist CASA to determine the conditions, if any, to be applied to the applicant's registration.

CASA provides an application form (see section 3.7 for a sample—a usable copy can be obtained by accessing: <http://www.casa.gov.au/manuals/regulate/ame/form374.pdf>) to assist applicants meet the requirements for lodgement. The application must be accompanied by the original or a copy of the person's NZ AME licence and should include a statement certifying that the papers are authentic.

Registration applications submitted by post should be sent to the Maintenance Personnel Licensing Section in Canberra. Applications lodged at any of CASA's Field Offices will be forwarded onto the Canberra office.

2. Registration

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

2.13 Certification of Documents

The statement and other information submitted with the application **must** be verified by a **statutory declaration** that complies with the *Statutory Declarations Act 1959* (Commonwealth of Australia), and each page of any supporting documentation attached to the statutory declaration is to be clearly certified as a true copy of the original.

Within Australia, persons who may certify documents, eg, Justices of the Peace (JPs), legal practitioners etc., are usually shown on the reverse side of the original statutory declaration form. Outside Australia, appropriate staff at the **Australian Consulate-General** or **Australian High Commission** offices are approved or authorised to certify documents and also sign the Commonwealth Statutory Declarations. Refer to Section 3.6 for a sample of the Statutory Declaration.

A Statutory Declaration may be made outside of Australia before any of the prescribed people listed in Part 1 or Part 2 (see Section 3.6) of the *Statutory Declarations Act 1959* as amended who are authorised to practise under a law in force in a State or Territory of Australia.

To have copies certified, both the original and the copy of each document should be presented to the person certifying the copies. Each copy of the document must be certified separately and must show clearly:

- The words “certified true copy of the original”;
- The signature of the certifying officer; and
- The name, phone number or address and provider/registration number (where appropriate) of the certifying officer legibly printed below the signature. It must be possible, from the details provided, for CASA to contact the certifying officer if necessary.

The applicant must clearly identify and describe each page of the attachments in their sworn statement on the Commonwealth statutory declaration (refer to the sample of a statutory declaration shown at Section 3.6). Commonwealth statutory declaration forms are available at most newsagents or from Australian Government Info Shops (refer www.ausinfo.gov.au for locations).

If an applicant lodges a notice of registration (ie, application) in person at a CASA Field Office, a CASA officer may take photocopies of the original documents, certify the documents and also sign the Commonwealth Statutory Declaration. Applicants should contact the CASA Field Office **before** lodging an application in person, to ensure that there is a CASA officer available at that office to sign the statutory declaration form. See Section 3.5 for a list of CASA Field Offices.

2. Registration

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

2.14 CASA's Process

Registration applications lodged at a CASA Airline or Field Office are forwarded to the Maintenance Personnel Licensing Section in Central Office for processing.

Applications received in Central Office are checked to ensure that all supporting documentation has been correctly authorised and that the relevant fee has been submitted with the application.

A letter is forwarded to the applicant acknowledging receipt of the application. The acknowledgment letter includes an Aviation Registration Number (ARN) issued to the applicant.

If an applicant submits an application for the issue of an Australian AME licence under the TTMRA, and has not passed the AA examination, the applicant is advised that they are required to sit and pass the AA examination. The applicant will **not** be able to make certifications on Australian registered aircraft.

If an applicant has passed the AA examination, an Airworthiness Inspector assesses the application to determine which Australian ratings are deemed to be equivalent to the privileges of the applicant's NZ AME licence.

If the registration is approved, the applicant is issued with an Australian AME licence and a letter outlining the applicant's AME licence privileges, including any limitations that have been imposed.

2.15 Maintenance Organisations

The TTMRA facilitates the recognition of New Zealand qualifications (in this case an AME Licence) by the issue of an equivalent Australian qualification.

The implementation of the TTMRA, while increasing the number of LAMEs available to support the operation of Australian aircraft, requires extra diligence on the part of Australian Certificate of Registration holders, operators and approved maintenance organisations holding a Certificate of Approval. Important factors to take into account are:

- The TTMRA does not allow the use of a New Zealand AME Licence to perform or certify maintenance of an Australian aircraft.
- The holder of the Certificate of Registration must not authorise or permit a person who is not authorised by the Australian CARs to carry out maintenance on his/her aircraft.
- An approved maintenance organisation must ensure that only an appropriately authorised (licensed) person performs and/or certifies for completion of maintenance.

2. Registration

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

- The privileges granted to a New Zealand AME Licence holder by an Australian Licence issued under the TTMRA will NOT ALWAYS be the same as those issued to an Australian.
- The Certificate of Registration holder and approved maintenance organisation intending to carry out maintenance must ensure that the person who will carry out and/or certify the maintenance is appropriately authorised.
- To ensure the person is appropriately authorised the privileges and limitations applicable to the Australian AME Licence held must to be assessed.

Australian AME licence holders who also hold a current NZ AME licence may be eligible to have additional ratings or categories added to their Australian licence under the TTMRA.

2.16 Existing Australian Licence Holders

Applicants with a current Australian AME Licence are required to pay the appropriate fee. Applicants should complete the application form attached to this guide.

It is recommended that Australian AME licence holders contact the Maintenance Personnel Licensing Section to discuss their application prior to any application lodgement to CASA.

2.17 Civil Aviation Authority of New Zealand

Australian AME licence holders who wish to seek recognition in NZ should contact the Civil Aviation Authority of New Zealand on:

Phone: +64-4-560 9400
Fax: +64-4-569 2024
Mail: PO Box 31441
Lower Hutt
New Zealand
Email: info@caa.govt.nz

2. Registration

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

2.18 Checklist

Applications to CASA should include:

1. An application form that is signed by the applicant.	<input type="checkbox"/>
2. Original or certified true copy of applicant's NZ AME licence and any other supporting documentation (including Company Authorisation if applicable).	<input type="checkbox"/>
3. An Australian Commonwealth Statutory Declaration to verify that the statements made by the applicant are authentic. Note that Statutory declarations that do not comply with the <i>Statutory Declarations Act 1959</i> Commonwealth of Australia) cannot be accepted. Refer to Section 2.13 Certification of Documents and Section 3.6 .	<input type="checkbox"/>
4. A brief resume outlining recent work history and experience of the applicant.	<input type="checkbox"/>
5. Some form of photographic identification , eg, current passport or driver's licence, should also be submitted with the application. This is not required for existing Australian AME licence holders.	<input type="checkbox"/>
6. Fee of \$325.00 . Cheques should be in Australian dollars and made out to CASA.	<input type="checkbox"/>

Note: The applicant must have passed Airworthiness Administration (AA) examination within the previous 24 months of the date of lodgement of an application for an Australian AME licence under the TTMRA.

3. Aircraft Maintenance Engineer Licensing Examinations

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

3.1 Airworthiness Administration Syllabus

Full details of the AA examination syllabus are contained in Airworthiness Advisory Circular (AAC) 9-1. This AAC is regularly updated and the most current version is available on CASA's website at the following address:

<http://www.casa.gov.au/ame/download/aac9-01.pdf>

Alternatively, you may contact the Maintenance Personnel Licensing Section in Canberra and request a printed copy to be forwarded to you (see Section 1.5 for contact details).

3.1.1 Effect of Changes to The Civil Aviation Regulations on AA Examinations

CASA is currently involved in a major review of all the Civil Aviation Regulations and associated regulatory documents. This has the effect that the Syllabus for the Airworthiness Administration AA Examination will be constantly changing over the next few years.

During this period of changing regulations the following will apply to the Airworthiness Administration AA Examination. When a new regulation becomes effective the AA examination will be checked and amended to ensure that:

1. Where a question relates to a requirement that is no longer applicable, the question will be removed and another in the same topic inserted.
2. Where a question relates to a requirement that has been changed by a new regulation, the correct answer will be that specified by the new regulation.
3. Where practical, any affected question has the same correct answer under both the old and new regulation.

Four multi-choice questions will be asked for each topic instead of the previous two. This brings the examination into line with all other AME multi-choice examinations and allows correct reporting to the candidate of Topic weaknesses.

A detailed breakdown of the syllabus is provided in AAC 9-1, listing all applicable sections of the Act, Regulations, Orders, and advisory publications.

3. Aircraft Maintenance Engineer Licensing Examinations

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

3.2 Exam Dates

AME Licensing examinations dates can be found at the CASA Website at:

<http://www.casa.gov.au/ame/download/aac9-01.pdf>

All examinations are of 3-hour duration. Examination subjects are not interchangeable between morning and afternoon sessions. Each examination sitting is held over a 3-day period with each Tuesday, Wednesday and Thursday being referred to as Day 1, Day 2 and Day 3 respectively.

Exam subjects available only on day 1 at all sittings									
0900	AA	FF	QA	GA	EB	FD	WZ	WE	WI
1330	BA	QB	GB	IJ	FM	FP	WC	WG	WK
Exam subjects available only on day 2 at all sittings									
0900	BB	IM	GC	QC	GG	WB	WF	WJ	
1330	BC	QD	GF	IF	ID	GH	FI	WD	WH
Exam subjects available only on day 3 at all sittings									
0900	FA	ED	IK	IZ	GD	FR	WCA Pt1	WL	
1330	WA Pt1	FG	IA	IH	QE	GE	FE	WCA Pt2	

3. Aircraft Maintenance Engineer Licensing Examinations

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

3.3 Exam Venues

Code	Examination Centre	Code	Examination Centre
Australian Capital Territory		Tasmania	
2140	Canberra	3220	Launceston
New South Wales		Victoria	
2012	Wagga Wagga	3420	Sale
2110	Mascot	3444	Bendigo
2130	Moree	3450	Horsham
2200	Bankstown	3540	Qantas (Melb Airport)
2300	Newcastle	3725	Kangan TAFE
2344	Cudal	3746	Mildura
2380	Coffs Harbour	3749	Moorabbin
2500	Yarrawonga	3800	3900
2788	Tamworth		
Queensland		Western Australia	
1009	Brisbane Exam Centre	5009	Perth
1035	Horn Island	5150	Broome
1070	Sunshine Coast	5180	Geraldton
1130	Toowoomba	5190	Kalgoorlie
1140	Townsville	5240	Derby
1160	Cairns	5424	Karratha
1170	Mackay	5440	Kununurra
1190	Maryborough		
1200	Rockhampton		
1747	Mount Isa	ADF Bases	
1750	Roma	2423	Nowra
South Australia/Northern Territory		Papua New Guinea	
4010	Alice Springs	8009	Port Moresby
4100	Ayers Rock	Fiji	
4200	Darwin	8899	Nadi Airport
4548	Nhulunbuy	Vanuatu	
4725	Mount Gambier	8000	Port Vila
4747	Parafield TAFE	8050	New Zealand (Blenheim)
4800	Victoria River Downs		

3. Aircraft Maintenance Engineer Licensing Examinations

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

3.4 AME Licence Ratings to be Issued on the Basis of the TTMRA 1997

The following charts set out guidance for an applicant for registration in Australia (ie, issue of an Australian AME licence) under the provisions of the *Trans Tasman Mutual Recognition Act 1997*.

The rating(s) which may be granted to the holder of a New Zealand AME licence, when an Australian AME licence is issued, can only be determined by an AWI who has all the information relating to the NZ ratings held and the holder’s experience. Therefore these charts, although covering all NZ ratings, are not conclusive and must be treated as a guide.

These charts **do not** provide authority to certify for completion of maintenance under any ratings.

3.4.1 Airframes

NEW ZEALAND		AUSTRALIAN	
AEROPLANE Category		AIRFRAMES Category	
Rating		Equivalent Rating	
Group 1	Metal stressed skin unpressurised aeroplanes with fixed landing gear not exceeding 5700 kg	Nil direct equivalent	Group 1 - Limited to Fixed Gear Group 6 - See Note 1
Group 2	Metal stressed skin unpressurised aeroplanes other than Group 1	Nil direct equivalent	Group 1 Group 5 Group 6 See Note 1
Group 3	Aeroplanes with principally wooden or tubular structure, fabric covered	Nil direct equivalent	Group 1 - Limited to Fixed Gear See Note 1 Group 3 - See Note 1 Group 4
Group 4	Aeroplanes constructed principally of fibre reinforced plastic (FRP) or similar material as listed	Equivalent	Group 7 by Type
Type Ratings			
Group 5 listed aeroplanes		Nil direct equivalent	Groups 1, 5, 6 & 10
Group 6 listed aeroplanes		Equivalent	Applicable Airframe Group 20
ROTORCRAFT Category		AIRFRAME Category	
Group 1	Piston engined rotorcraft	Nil direct Equivalent	Groups 2 and/or 19 - See Note 1
Group 2	Turbine engined rotorcraft	Nil direct Equivalent	Groups 2 and/or 19 - See Note 1
Type Ratings			
Group 3		Equivalent	Applicable Airframe Group 20 - See Note 2

3. Aircraft Maintenance Engineer Licensing Examinations

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

3.4.2 Engines

New Zealand Rating		Australian Rating	
<i>Powerplant</i>		<i>Engines</i>	
Group 1	Normally aspirated piston engines	Nil equivalent	Group 1 and/or Group 2 See Note 1
Group 2	Turbocharged, supercharged, or radial engines	Nil equivalent	Groups 1 & 3 and/or Group 21 Large Piston Engine - See Note 1 & 2 or Groups 2 & 3 See Note 1 or Groups 1,2 & 3 per AWI assessment.
Group 3 listed powerplants	Turbine powered engines in aeroplanes & rotorcraft, including APU's	Nil equivalent	Applicable Group 21 rating for non NZ Aeroplane Group 6 aircraft and/or applicable Group 21 Engine and APU for Aeroplane Group 6 may be granted after AWI assessment of NZ APU endorsements. See Note 1 & 2 Applicable Group 22 rating, if NZ Rotorcraft Groups 2 or 3 held - See Note 2

3.4.3 Radio

NEW ZEALAND		AUSTRALIA	
<i>Rating</i>		<i>Equivalent Rating</i>	
Group 1	Airborne Communications systems including VHF, HF, CVR, audio and ELBA.	Not directly equivalent	Groups 1 & 2
Group 2	Airborne Navigation systems including ADF, VOR, ILS, VLF, OMEGA and marker beacon	Not directly equivalent	Groups 3, 4, 5, 8 & 12 See Note 1
Group 3	Airborne primary and secondary radar including weather radar, doppler, radio altimeter, DME and transponder	Not directly equivalent	Groups 6, 7, 9, 10 & 11 See Note 1
Group 4	Not Defined	Not directly equivalent	Group 20 by Type See Note 1 & 2

3. Aircraft Maintenance Engineer Licensing Examinations

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

3.4.4 Electrical

NEW ZEALAND		AUSTRALIAN	
Rating		Equivalent Rating	
Group 1	Electrical Systems	Not directly equivalent.	<p>Group 1 - Limited to aircraft with a MTOW <5700kg. See Note 1 & 4.</p> <p>Group 2 - Limited to aircraft with a MTOW <5700kg. See Note 1 & 4.</p> <p>Group 20 - See Note 1</p>
Group 2	Electrical systems as listed by aircraft Type in AC66-1.	Equivalent	Group 20 by Type - See Note 2

3.4.5 Instruments

NEW ZEALAND		AUSTRALIA	
Rating		Equivalent Rating	
Group 1	General aircraft instrument systems; basic flight systems; oxygen systems; cabin pressurisation and airconditioning systems other than those fitted to pressurised aeroplanes with an MTOW of 5700Kg or more.	Not directly equivalent	Group 1 and Group 10 - Limited to aircraft with a MTOW <5700kg See Note 1
Group 2 (X)	Autoflight and navigation systems including airdata systems; servo driven instruments; remote gyro systems including remote reading compasses; AFCS and Inertial navigation other than those fitted to pressurised aeroplanes with a MTOW >5700Kg.	Not directly equivalent	Groups 3, 5, 7, 8 & 9 - Limited to aircraft with a MTOW <5700kg. See Note 1
Group 2 (R)(Type rating)	Inst systems & equipment installed in pressurised Aeroplanes with a MTOW <5700Kg.	Not directly equivalent	Groups 1,3,5,8,9 & 10 or Group 20 by Type - See Notes 1 & 4.
Group 3 (X)	Specified integrated flight systems that in the opinion of the director do not warrant inclusion into groups 1 & 2. Ratings are granted by individual aircraft systems only and coded as Instrument systems	No Equivalent	
Group 3 (R)(Type rating)	Integrated flight systems installed in pressurised Aeroplanes with a MTOW of more than 5700Kg		Group 20 by Type as specified in AAC 991 See Notes 1 & 2

3. Aircraft Maintenance Engineer Licensing Examinations

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

Notes:

1. Actual rating granted and/or limitations are to be determined by an AWI depending on past maintenance certification experience.
2. Group 20, 21 & 22 type rating will only be granted for a type that is currently on the Australian Register.
3. To be granted Australian Engine Groups 2 and 3 evidence of certifying turbocharged and/or supercharged helicopter reciprocating powerplant would be required by the AWI.
4. AWI assessment will be required to determine if the limitation “**non-digital systems only**” will need to be imposed.

3. Aircraft Maintenance Engineer Licensing Examinations

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

3.5 CASA Field Offices

For locations of field offices and contact details, please refer to
<http://www.casa.gov.au/corporat/contacts.htm>.



3. Aircraft Maintenance Engineer Licensing Examinations

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

3.6 Sample Statutory Declaration

A sample of a Statutory Declaration is shown below.

- 1) Here insert name, address and occupation of person making the declaration.
- 2) Here insert matter declared to. Where the matter is long, add the words 'as follows:' and then set the matter out in numbered paragraphs.
- 3) Signature of person making the declaration.
- 4) Signature of person before whom the declaration is made.
- 5) Printed name, qualification and address of person before whom the declaration is made.

COMMONWEALTH OF AUSTRALIA
STATUTORY DECLARATION

I, ⁽¹⁾

do solemnly and sincerely declare ⁽²⁾

that the statements and information in my application/letter dated dd/mm/yyyy are true and correct and the copies attached to the application are complete and accurate. The copies attached and marked with the following numbers are of:

- 1. New Zealand AME licence number xxxxx;
- 2. Flight Safety International Course Certificate dated dd/mm/yyyy; and
- 3. Letter dated dd/mm/yyyy from my employer Great Aviation Airlines Pty Ltd.

Note: All certified copies of documents that are submitted with the applicant's application should be listed on the statutory declaration form.

Commonwealth Statutory declaration forms are available from most newsagents or Australian Government Info Shops.

I make this solemn declaration by virtue of the *Statutory Declarations Act 1959* as amended and subject to the penalties provided by that Act for the making of false statements in statutory declarations, conscientiously believing the statements contained in this declaration to be true in every particular.

Declared at (3)

on , 19 ,

before me,

(4)

(5)

.....

Note 1. A person who wilfully makes a false statement in a statutory declaration under the *Statutory Declarations Act 1959* as amended is guilty of an offence against that Act, the punishment for which is imprisonment for a term of four years.



3. Aircraft Maintenance Engineer Licensing Examinations

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

Please note that Statutory Declarations made outside Australia may be made before an Australian Consular Officer or Australian Diplomatic Officer (within the meaning of the Australian “Consular Fees Act 1985)”

Statutory declarations under the Statutory Declaration Act 1959 as amended, may be made in Australia before any of the following prescribed people:-

Part 1 - Member of Certain Professions

Chiropractor	Patent Attorney
Dentist	Physiotherapist
Legal practitioner	Psychologist
Medical practitioner	Pharmacist
Nurse	Veterinary surgeon

Part 2 - Other Persons

Agent of the Australian Postal Corporation who is in charge of an office supplying postal services to the public

Bailiff

Bank officer with 5 or more years of continuous service

Building society officer with 5 or more years of continuous service

Chief executive officer of a Commonwealth court

Civil marriage celebrant

Clerk of a court

Commissioner for Affidavits

Commissioner for Declarations

Credit union officer with 5 or more years of continuous service

Fellow of the National Tax Accountants Association

Finance company officer with 5 or more years of continuous service

Holder of a statutory office not specified in another item in this Part

Judge of a court

Justice of the Peace

Magistrate

Master of a court

Member of the Association of Taxation and Management Accountants

Member of the Australian Defence Force who is:

- (a) an officer; or
- (b) a non-commissioned officer within the meaning of the Defence Force Discipline Act 1982 with 5 or more years of continuous service; or
- (c) warrant officer within the meaning of that Act.

Member of the Institute of Chartered Accountants in Australia, the Australian Society of Certified Practising Accountants or the National Institute of Accountants

Member of the Institute of Corporate Managers, Secretaries and Administrators

Member of the Institution of Engineers, Australia, other than at the grade of student

Member of:

- (a) the Parliament of the Commonwealth; or
- (b) the Parliament of a State or Territory legislature or
- (c) a local government authority of a State or Territory



3. Aircraft Maintenance Engineer Licensing Examinations

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

Minister of religion registered under Division 1 of Part IV of the Marriage Act 1961

Notary public

Permanent employee of:

- (a) the Commonwealth or of a Commonwealth authority; or
- (b) a State or Territory or of a State or Territory authority; or
- (c) a local government authority;
- (d) with 5 or more years of continuous service who is not specified in another item in this Part

Permanent employee of the Australian Postal Corporation with 5 or more years of continuous service who is employed in an office supplying postal services to the public

Person before whom a statutory declaration may be made under the law of the State or Territory in which the declaration is made

Police Officer

Registrar, or Deputy Registrar, of a court

Senior Executive Service officer of the Commonwealth, or of a State or Territory, or of a Commonwealth, State or Territory authority

Sheriff

Sheriff's officer

Teacher employed on a full-time basis at a school or tertiary education institution

Note: A Statutory Declaration may be made outside Australia before any of the prescribed people listed in Part 1 or Part 2 of the *Statutory Declarations Act 1959* as amended, who are authorised to practise under a law in force in a State or Territory of Australia.

AME Licensing – TTMRA Information Bulletin – Issue 7

Aircraft Maintenance Engineer in Australia and the Trans Tasman Mutual Recognition Act 1997

3. Aircraft Maintenance Engineer Licensing Examinations

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

3.7 Application Form

A sample of an application form for Initial Issue of, or Additional Rating/s to, an AME Licence under the Terms of the TTRMA 1977 is shown below. This application (CASA Form 374) is available at: <http://casa.gov.au/manuals/regulate/ame/form374.pdf>.



Australian Government
Civil Aviation Safety Authority

AME Licensing – Application for Initial Issue of or Additional Rating(s) to an AME Licence under the Terms of the TTRMA * (CAR 31 and TTRMA 1997)

* This application form should be used in association with the AME Licensing Bulletin No. 1.

Certification Documents

In accordance with Part 3, Division 2, Section 18(4) and (5), your application for registration under the TTRMA **must** be accompanied by the original, or accurate copy of, your New Zealand AME licence and a statutory declaration verifying the statements and documents associated with this form.

AA Examination

You must have passed the Airworthiness Administration (AA) examination within the previous 24 months of the date of this application. CASA will verify your AA examination pass with its own records.

Payment of Fees

A fee of \$A325.00 is payable for an assessment of your application.

Note: Failure to meet all the above requirements will result in your application for registration being refused.

Lodgement of Application

Applications may be submitted in person to any CASA Field Office or posted to:

Head, Maintenance Personnel Licensing
Civil Aviation Safety Authority
GPO Box 2005
Canberra ACT 2601
AUSTRALIA

Personal Details

Title	Surname	Given Names	
Aviation Reference Number (if known)		Date of Birth/...../.....	
Residential Address Postcode		Communications Address (if different from Residential) Postcode	
Home Phone	Home Fax	Mobile Phone	
Employer's Name and Address Postcode			
Work Phone	Work Fax		
AA Examinations Passed on/...../.....		Nationality	

NZ Aircraft Maintenance Engineer Details

ANE Licence Number	Initial Issue Date/...../.....
Are there any conditions attached to the NZ AME licence?	<input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, attach details
Are you applying for a rating to which NZ CAA Reg 145 applies – (Air Transport more than 9 seats and MTOW greater than 5700 kg?)	<input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, supply Company Authorisation

Important: You must sign the declaration on the reverse side of this form



3. Aircraft Maintenance Engineer Licensing Examinations

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

Applicant's Declaration

You must read and sign this declaration.

1. I am seeking recognition under the *Trans-Tasman Mutual Recognition Act 1997* (TTMRA) for the occupation of Licensed Aircraft Maintenance Engineer (LAME) and I am currently registered to practise as a LAME with the NZ CAA.
2. I certify that the enclosed NZ AME licence is the original or a complete and accurate copy of my original NZ AME licence.
3. I confirm that my NZ AME licence has not been cancelled or suspended due to disciplinary action, and that I am not currently subject to any disciplinary action or in any other way prohibited or restricted from practising as a LAME.
4. I give my consent to CASA to make enquiries and exchange information with the NZ CAA or other civil aviation authorities regarding my existing NZ AME licence.
5. I declare that the information that I have supplied on this form and documents submitted with this application are true and correct in every particular, and that I do not suffer from any disability that is likely to affect my technical skill or judgement.

Applicant's Signature Date/...../.....

CASA Use Only

Amount Paid	Receipt No.	Date Issued
CASA Field Office	Schedule of Fees No.	ARN Issued

For more information regarding this form, please contact Maintenance Personnel Licensing Section on 131 757

The Federal Government TimeSaver initiative aims to assess the time taken to complete Government Forms. Please indicate the approximate time taken to complete this form.

Hrs Mins



3. Aircraft Maintenance Engineer Licensing Examinations

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

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AME Licensing – TTMRA Information Bulletin – Issue 7

Aircraft Maintenance Engineer in Australia and the Trans Tasman Mutual Recognition Act 1997

Revision History

Approved by Group General Manager, Personnel Licensing, Education & Training Group Issue 7: January 2006

Issue	Date	Section (s)	Details of Change
Issue 7	January 2006	1.5, 2.8, 2.12, 2.16, 3.1,	Minor changes including changing Maintenance Standards Personnel Section to Maintenance Personnel Licensing Section
		3.3	Added 8050- New Zealand
		3.7	Updated Form 374 (new version)
Issue 6	January 2004	All	Complete bulletin re-formatted.
Issue 5	January 2004	2.3	Inclusion of CAA 145 occupation equivalency.
Issue 4	October 2001	2.8	Fees information included.
Issue 3	August 2000	Introduction/Annex	Contact details/Declarations included.
Issue 2	November 1998	Annexes	Payment details form included.
Issue 1	May 1998	All	Initial issue.