



Advisory Circular

AC 66-06 v1.3

REVISED: JULY 2015

PART 66 LICENSING AND *THE TRANS-TASMAN MUTUAL RECOGNITION ACT 1997*

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1. REFERENCES

- *Trans-Tasman Mutual Recognition Act 1997* (TTMRA)
- Part 66 of the *Civil Aviation Safety Regulations 1998* (CASR) and the Part 66 Manual of Standards
- *Civil Aviation Regulations 1988*

2. PURPOSE

This Advisory Circular (AC) provides guidance to New Zealand (NZ) Licensed Aircraft Maintenance Engineers (LAME) seeking a LAME licence in Australia under the terms and conditions of the TTMRA.

Advisory Circulars are intended to provide advice and guidance to illustrate a means, but not necessarily the only means, of complying with the Regulations, or to explain certain regulatory requirements by providing informative, interpretative and explanatory material.

Where an AC is referred to in a 'Note' below the regulation, the AC remains as guidance material. ACs should always be read in conjunction with the referenced regulations.

This AC has been approved for release by the Executive Manager Standards Division.

3. STATUS OF THIS ADVISORY CIRCULAR

This is the third revision of this AC to be issued on this subject. The following change, annotated with a vertical change bar in the document, has been made to this AC:

- minor change made to the category B2 licence table in Appendix A to clarify that licence equivalence for holders of New Zealand AME licence Electrical (Group 1 & Group 2) ratings will be compared against Australian equivalent Part 66 category B1 and B2 licence ratings.

4. ACRONYMS

AA	Australian Airworthiness Administrative Examination
AAT	Administrative Appeals Tribunal
AC	Advisory Circular
AME	Aircraft Maintenance Engineer
ARN	Aviation Registration Number
AWI	Airworthiness Inspector
CAA	Civil Aviation Authority (New Zealand)
CASA	Civil Aviation Safety Authority
CASR	<i>Civil Aviation Safety Regulations 1998</i>
CoR	Certificate of Registration
LAME	Licensed Aircraft Maintenance Engineer
MPL	Maintenance Personnel Licensing
NZ	New Zealand
TTMRA	<i>Trans-Tasman Mutual Recognition Act 1997</i>

5. BACKGROUND

5.1 The TTMRA implements an agreement made between the governments of New Zealand (NZ) and Australia. It provides for the recognition within either country of each other's regulatory standards relating to goods and occupations.

5.2 Under the TTMRA, a person who is 'registered' in NZ for an occupation is, by virtue of the TTMRA Act, entitled after notifying the local registration authority of an Australian jurisdiction, to be registered in Australia for an 'equivalent occupation'.

5.3 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, LAME and Air Traffic Controller licences will be the basis upon which the holder will be eligible for the grant of an Australian equivalent licence. This AC only deals with LAMEs. The Civil Aviation Safety Authority (CASA) 'registers' a LAME under the TTMRA by granting Aircraft Maintenance Engineer (AME) licenses (or endorsing categories of maintenance and/or aircraft ratings on an existing AME licence).

5.4 It is the activities, not the legal system of registration in Australia and NZ that determines if there is an 'equivalent occupation' in Australia or if equivalence can be obtained by imposing

conditions. The 'occupation' of LAME comprises the activities authorised by an Australian AME licence or NZ AME licence.

6. REGISTRATION PROCESS

6.1 NZ licence holders who wish to take advantage of this agreement in Australia must first register with CASA. CASA will register an applicant under the TTMRA if the applicant will be authorised to conduct the same activities under an Australian issued AME licence as the applicant is presently authorised to conduct under their NZ AME licence.

6.2 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.

6.3 CASA will not 'register' an applicant under the TTMRA if the 'AME' occupation for which registration is sought is not 'equivalent' and equivalence cannot be achieved by the imposition of conditions. The equivalence of occupations is assessed by reviewing the AME activities authorised by the NZ licence and any accompanying company authorisations.

6.4 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 the relevant licence issue. CASA must inform applicants in writing of a refusal to register, postponement of registration or of any conditions imposed upon an applicant's registration.

6.5 If within one month from the date of application CASA fails to process an application or does not inform an applicant of the postponement or refusal to grant registration; then, under the terms of the TTMRA, an applicant will be considered to have an Australian AME licence. In this case, CASA cannot take any action to postpone or cancel the registration except where fraud is involved.

6.6 Upon successful completion of all requirements for registration, an applicant will be issued with an Australian AME licence.

7. AIRWORTHINESS ADMINISTRATION (AA) EXAMINATION

7.1 Australian airworthiness regulatory requirements are not the same as in NZ.

7.2 Applicants will therefore be required to sit and pass the Australian AA examination **prior** to applying for an Australian AME licence under the TTMRA, or have passed the AA examination within the previous 24 months of the date of this application. The minimum pass mark required is 75%. This examination is a condition that is necessary to be met in order to achieve equivalence of occupations. An Australian AME licence **cannot be issued** until this requirement is met.

7.3 Contact Maintenance Personnel Licensing (MPL) for a copy of the latest AA examination syllabus. See [Airworthiness Advisory Circular AAC 9-1](#) on the CASA website for examination dates and venues.

8. EXCLUSIONS ON AUSTRALIAN AME LICENCE

8.1 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, may have exclusions or limitations applied. See Appendix A for Equivalency Tables.

8.2 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.

9. ADDITIONAL RATINGS

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

9.2 NZ AME licence holders issued with an Australian AME licence under the terms of the TTMRA who wish to exercise the privileges of an additional rating issued on their NZ AME licence, may reapply under the terms of the TTMRA.

10. AUSTRALIAN AME EXAMINATION HISTORY

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

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

10.3 However, if CASA becomes aware or suspects that a 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.

11. FEES

11.1 Applicants will be required to pay a fee for initial application and assessment of their current NZ licence (categories and type ratings within the categories), based on TTMRA, (as outlined in CASA Form 374), and the current fees specified for CASA AME examinations and AME licence issue, as set out in the *Civil Aviation (Fees) Regulations 1995*.

11.2 For each additional endorsement approved at the time of initial issue, an additional fee is payable.

11.3 At the completion of the TTMRA assessment, an applicant will be advised which endorsements have been approved and what balance of fees are payable.

12. DURATION OF REGISTRATION

12.1 Registration under the TTMRA will continue while the Australian AME licence, issued under the terms of the TTMRA, is valid and current unless the applicant requests cancellation of his/her Australian AME licence.

12.2 Registration would also cease if the NZ AME licence is suspended or cancelled by the NZ Civil Aviation Authority (CAA) on disciplinary grounds or, in anticipation of criminal, civil or disciplinary proceedings.

13. APPEALS

13.1 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.

13.2 Details of the AAT system are set out in the *Administrative Appeals Tribunal Act 1975*.

13.3 The addresses and telephone numbers of regional AAT hearing centres throughout Australia are found in local Australian telephone directories or at the AAT website:

www.aat.gov.au/ContactUs.htm

14. RESPONSIBILITIES

14.1 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 or her licence privileges under the Australian rules. New Zealand rules do **not** apply to any activity or certification made while exercising Australian AME licence privileges on Australian registered aircraft.

14.2 NZ licence holders who have been issued with an Australian AME licence must familiarise themselves with the certification privileges within the Australian regulatory system.

14.3 When providing certification while working within the Australian system, licence holders are to use their Australian AME licence number.

14.4 When exercising any privilege, including certification granted by registration under the TTMRA, it is the responsibility of the registered person to ensure that they know the administration, legislation and technical requirements related to that privilege; and not act outside the privileges granted.

15. HOW TO APPLY

15.1 A person must lodge a completed TTMRA application (CASA Form 374) with CASA, which is available from the CASA website at www.casa.gov.au

15.2 The application form should include:

- The person's full contact details including name, address, date of birth and telephone number;
- The person's Aviation Reference Number (ARN). If applicant does not have an ARN, he/she must submit a completed ARN application form (CASA Form 1162), including appropriate identification **with** the TTMRA application (CASA Form 374). A usable copy of CASA Form 1162 can be found on CASA's website www.casa.gov.au

- Details of the date the person passed the AA examination. You must have passed the AA examination within the previous 24 months of the date of this application;
- Details of any medically significant condition (as described in Regulation 67.010 of CASR 1998) that is safety relevant. If so, a medical practitioner's report that describes the person's condition;
- Details of the occupation, i.e. Licensed Aircraft Maintenance Engineer (LAME) Mechanical or Avionics, for which the person is seeking registration and state that the person is currently registered to practice an equivalent occupation and specify all the participating jurisdictions in which the person is already registered;
- Confirmation 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;
- A statement that the person has met the recent experience requirements for the NZ AME licence;
- If the person holds a rating to which NZ CAA Regulation 145 applies (Air transport aircraft and its components with greater than nine passenger seats and MTOW greater than 5700kg), a statement that the person also holds a Company Authorisation for the rating;
- If applicable, specify any conditions imposed on the persons existing NZ AME licence, in any of the participating jurisdictions in which registration is held;
- Consent for CASA to make enquiries and exchange information with the NZ CAA or other civil aviation authorities regarding the person's existing NZ AME licence; and
- Provide 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.

15.3 Registration applications submitted by post, should be sent to the CASA Licensing and Registration Centre in Canberra:

Email: ame.licensing@casa.gov.au

Phone: 1300 737 032

International: +61 2 6217 1449

Fax: 1300 737 187

Mail: CASA Licensing and Registration Centre
GPO Box 2005
Canberra ACT 2601

16. CERTIFICATION OF DOCUMENTS

16.1 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.

16.2 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. A Statutory Declaration form can be found on page 5 of CASA Form 374.

16.3 A Statutory Declaration may be made outside of Australia before any of the prescribed people listed in Part 1 or Part 2 of the *Statutory Declarations Act 1959*, authorised to practice under a law in force in a State or Territory of Australia. 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.

16.4 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.

16.5 The applicant should clearly identify and describe each page of the attachments in their sworn statement on the Commonwealth Statutory Declaration. Commonwealth Statutory Declaration forms are available at most newsagents. Further information about statutory declarations can be found at the Australian Government Attorney-General's Department at the following link:

http://www.ag.gov.au/www/agd/agd.nsf/Page/Statutorydeclaration_Statutorydeclarationinformation#21

17. CASA'S PROCESS

17.1 All TTMRA registration applications will be processed by the MPL section within CASA in Canberra, and a letter forwarded to the applicant acknowledging receipt of the application.

17.2 All applicants are required to have passed the AA examination prior to submitting an application to CASA for the issue of an Australian AME licence under the TTMRA.

17.3 Applications will be checked to ensure that all supporting documentation has been provided and correctly authorised, the applicant has passed the AA examination, and that the relevant fee has been submitted with the application.

17.4 Applications will then be assessed by an Airworthiness Inspector who will determine which Australian ratings are deemed to be equivalent to the privileges of the applicant's NZ AME licence.

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

18. MAINTENANCE ORGANISATIONS

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

18.2 The TTMRA has increased the number of LAMEs available to support the operation of Australian aircraft and requires some extra diligence on the part of Australian Certificate of Registration (CoR) holders, operators and approved maintenance organisations.

18.3 Important factors to take into account are:

- The TTMRA does not allow the use of a NZ AME licence to perform or certify maintenance of an Australian aircraft.
- The CoR holder must not authorise or permit a person who is not authorised by the Australian regulations 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.
- The privileges granted to a NZ AME licence holder by an Australian licence issued under the TTMRA are not always the same as those originally held.
- The CoR holder and the 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 will need to be assessed.

19. EXISTING AUSTRALIAN LICENCE HOLDERS

19.1 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 AME licence under the TTMRA agreement.

19.2 At the completion of a TTMRA assessment, CASA will make a determination as to which, (if any), additional ratings or categories and applicable final fee(s) may apply. CASA may then be required to invoice the applicant for any additional fees owing, or provide a refund.

19.3 It is recommended that Australian AME licence holders (who also hold an NZ AME licence) contact the CASA MPL section to discuss their application prior to lodging the application with CASA.

20. APPLICATION CHECKLIST

20.1 Applications to CASA should include:

- Completed **application form** (CASA Form 374) signed by the applicant;
- Your ARN number or a **completed ARN application form** (CASA Form 1162);
- **Report from medical practitioner** detailing any medically significant conditions (if applicable);
- Original or stamped 'certified true copy' of applicant's **current valid New Zealand AME licence** and any other supporting documentation;

- Completed **Australian Commonwealth Statutory Declaration** to verify that the statements made by the applicant are authentic;
Note: Statutory declarations that do not comply with the Commonwealth of Australia's Statutory Declarations Act 1959 cannot be accepted.
- A **brief resume** outlining recent work history and experience of the applicant;
- **Photographic identification** stamped 'certified true copy', e.g. current passport or driver's licence, should also be submitted with the application. This is not required for existing Australian AME licence holders;
- **Application and assessment fee** (outlined in CASA Form 374); and
Note: Australian AME licence holders are required to pay a fee for the first rating plus an additional fee for each rating thereafter to be considered for assessment. The current fees specified for CASA AME examinations and AME licence issue are set out in the Civil Aviation (Fees) Regulations 1995.
- **Payment** may be made by credit card, cheque or Australian Money Order. Cheques should be in Australian dollars and made payable to CASA.
Note: The AA examination must have been passed by the applicant within the previous 24 months of the date of lodgement of an application for an Australian AME licence under the TTMRA.

21. CIVIL AVIATION AUTHORITY OF NEW ZEALAND

21.1 Australian AME licence holders who wish to seek recognition in NZ should contact the NZ CAA.

Mail: Licensing and Flight Training
Civil Aviation Authority
PO Box 3555
Wellington 6140
New Zealand

Email: info@caa.govt.nz

Phone: +64-4-560 9400

Fax: +64-4-569 2024

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APPENDIX A

**AME LICENCE RATINGS TO BE ISSUED ON THE BASIS OF
THE TRANS TASMAN MUTUAL RECOGNITION ACT 1997**

The following charts set out guidance for an applicant for registration in Australia (i.e. 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 NZ 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 will take into consideration the holder's past maintenance certification experience and as a guide, the information on NZ AME licence ratings outlined in Appendix 2 of the NZ CAA Advisory Circular AC 66-1. Therefore these charts, although covering all NZ ratings, **are not conclusive and must only be treated as guidance**.

These charts **DO NOT** provide authority to certify for completion of maintenance under any ratings.

B1.x

NEW ZEALAND		AUSTRALIAN
<i>AEROPLANE Category</i>		<i>B1 Category</i>
<i>Rating</i>		<i>Equivalent Rating</i>
Aeroplane Rating Group 1	Metal stressed skin unpressurised aeroplanes not exceeding 5700 kg MCTOW and with fixed undercarriage.	B1.1, B1.2 – <ul style="list-style-type: none"> • excluding electrical systems; • excluding powerplant systems; • excluding electrical sub-systems of mechanical, powerplant or structural systems; • excluding instrument sub-systems of mechanical powerplant or structural systems; • excluding pressurisation aspects of ATA21; • excluding landing gear retraction systems; • excluding hydraulics – ATA 29; • excluding pressurised structures; • B1.2 excluding fabric surfaces; and • B1.2 excluding wooden structures.

NEW ZEALAND		AUSTRALIAN
<i>AEROPLANE Category</i>		<i>B1 Category</i>
<i>Rating</i>		<i>Equivalent Rating</i>
Aeroplane Rating Group 2	Metal stressed skin unpressurised aeroplanes other than Group 1.	B1.1, B1.2: <ul style="list-style-type: none"> • excluding electrical systems; • excluding powerplant systems; • excluding electrical sub-systems of mechanical, powerplant or structural systems; • excluding instrument sub-systems of mechanical powerplant or structural systems; • excluding pressurisation aspects of ATA21; • excluding pressurised structures; • B1.2 excluding fabric surfaces; and • B1.2 excluding wooden structures.
Aeroplane Rating Group 3	Aeroplanes with principally wooden or tubular structure, fabric covered.	B1.1, B1.2: <ul style="list-style-type: none"> • excluding electrical systems; • excluding powerplant systems; • excluding electrical sub-systems of mechanical, powerplant or structural systems; • excluding instrument sub-systems of mechanical powerplant or structural systems; • excluding pressurisation aspects of ATA21; • excluding landing gear retraction systems; • excluding hydraulics – ATA 29; and • excluding pressurised structures.
Aeroplane Rating Group 4	Aeroplanes constructed principally of fibre reinforced plastic (FRP) or similar material as listed.	No equivalent LAME rating – would be suitable for Part 145 AMO to respond to via specialist maintenance authorisation.
Aeroplane Rating Group 5 – Type ratings	Pressurised aeroplanes not exceeding 5700Kg MCTOW.	B1.1, B1.2 : <ul style="list-style-type: none"> • excluding electrical systems; • excluding powerplant systems; • excluding electrical sub-systems of mechanical, powerplant or structural systems; • excluding instrument sub-systems of mechanical powerplant or structural systems;

NEW ZEALAND		AUSTRALIAN
<i>AEROPLANE Category</i>		<i>B1 Category</i>
<i>Rating</i>		<i>Equivalent Rating</i>
		<ul style="list-style-type: none"> • B1.2 excluding fabric surfaces; and • B1.2 excluding wooden structures.
Aeroplane Rating Group 6 - Type ratings	Pressurised aeroplanes exceeding 5700Kg MCTOW.	<p>Applicable B1 type ratings or B1.2 category with exclusions as follows:</p> <ul style="list-style-type: none"> • excluding electrical systems; • excluding powerplant systems; • excluding electrical sub-systems of mechanical, powerplant or structural systems; • excluding instrument sub-systems of mechanical powerplant or structural systems; • B1.2 excluding fabric surfaces; and • B1.2 excluding wooden structures.
Rotorcraft Rating Group 1	Piston engine rotorcraft.	<p>B1.4:</p> <ul style="list-style-type: none"> • excluding electrical systems; • excluding powerplant systems; • excluding electrical sub-systems of mechanical, powerplant or structural systems; • excluding instrument sub-systems of mechanical powerplant or structural systems; and • excluding hydraulics – ATA 29.
Rotorcraft Rating Group 2	Turbine engine rotorcraft other than those included in Group 3.	<p>B1.3 and any relevant type rating:</p> <ul style="list-style-type: none"> • excluding electrical systems; • excluding powerplant systems; • excluding electrical sub-systems of mechanical, powerplant or structural systems; and • excluding instrument sub-systems of mechanical powerplant or structural systems.
Rotorcraft Rating Group 3	Specific type ratings. Rotorcraft not included in Groups 1 or 2 due to their complex design or systems.	<p>B1.3 and any relevant type rating:</p> <ul style="list-style-type: none"> • excluding electrical systems; • excluding powerplant systems; • excluding electrical sub-systems of mechanical, powerplant or structural systems; and

NEW ZEALAND		AUSTRALIAN
<i>AEROPLANE Category</i>		<i>B1 Category</i>
<i>Rating</i>		<i>Equivalent Rating</i>
		<ul style="list-style-type: none"> excluding instrument sub-systems of mechanical powerplant or structural systems.
Powerplant Rating Group 1	All normally aspirated piston engines.	B1.2 and B1.4: <ul style="list-style-type: none"> excluding electrical systems; excluding mechanical or structural systems; excluding electrical sub-systems of mechanical, powerplant or structural systems; excluding instrument sub-systems of mechanical powerplant or structural systems; and excluding supercharging.
Powerplant Rating Group 2	All turbocharged, supercharged, or radial engines.	B1.2 and B1.4 and any relevant type rating: <ul style="list-style-type: none"> excluding electrical systems; excluding mechanical or structural systems; excluding electrical sub-systems of mechanical, powerplant or structural systems; and excluding instrument sub-systems of mechanical powerplant or structural systems.
Powerplant Rating Group 3 – Specific Type ratings	All turbine engines, including APUs installed in aircraft and rotorcraft.	B1.1 and B1.3 and any relevant type rating: <ul style="list-style-type: none"> excluding electrical systems; excluding mechanical or structural systems; excluding electrical sub-systems of mechanical, powerplant or structural systems; and excluding instrument sub-systems of mechanical powerplant or structural systems.

B2

NEW ZEALAND		AUSTRALIAN
<i>AEROPLANE Category Rating</i>		<i>B2 Category Equivalent Rating</i>
Electrical Rating Group 1	Electrical Systems, other than those in Group 6 aeroplanes, which have DC generators or starter generators or alternators with self-contained rectifiers.	B2 or B1 and any relevant type rating: <ul style="list-style-type: none"> • excluding instrument sub-systems of mechanical, powerplant or structural systems; • excluding instrument aspects of avionic systems – ATA 22, 27, 31, 34, and 42; • excluding radio aspects of avionic systems – ATA 23, 34, 42, and 44; and • excluding electrical systems in aircraft equipped with multi-generator powered systems.
Electrical Rating Group 2	Electrical systems and equipment installed in pressurised aircraft with a MCTOW of more than 5700 Kg.	B2 or B1 and any relevant type rating: <ul style="list-style-type: none"> • excluding instrument sub-systems of mechanical powerplant or structural systems; • excluding instrument aspects of avionic systems – ATA 22, 27, 31, 34, and 42; and • excluding radio aspects of avionic systems – ATA 23, 34, 42, and 44.

NEW ZEALAND		AUSTRALIAN
<i>AEROPLANE Category Rating</i>		<i>B2 Category Equivalent Rating</i>
Instrument Rating Group 1	General aircraft instrument systems basic flight systems; oxygen systems; cabin pressurisation and airconditioning systems, <i>other than those fitted to pressurised aeroplanes with an MCTOW of 5700Kg or more (Group 6 aircraft).</i>	B2: <ul style="list-style-type: none"> • excluding electrical systems; • excluding electrical sub-system of mechanical, powerplant or structural systems; • excluding radio aspects of avionic systems – ATA 23, 34, 42, and 44; • excluding remote indicating compass systems; • excluding inertial navigation and reference systems; and • excluding pressurisation systems.
Instrument Rating Group 2	Autoflight & navigation systems including air data computer systems; servo driven instruments; remote gyro systems including remote reading compasses; AFCS and Inertial navigation <i>other than those fitted to pressurised aeroplanes with an MCTOW of 5700Kg or more (Group 6 aircraft).</i>	B2: <ul style="list-style-type: none"> • excluding electrical systems; • excluding electrical sub-system of mechanical, powerplant or structural systems; • excluding radio aspects of avionic systems – ATA 23, 34, 42, and 44; and • excluding pressurisation systems.
Instrument Rating Group 3	Specific Type ratings Integrated flight systems and equipment installed in pressurised aircraft with a MCTOW of more than 5700Kgs. (Group 6 aircraft) <i>This will include all aircraft listed in the Aeroplane Category Group 6 type ratings.</i>	B2 and any relevant type rating: <ul style="list-style-type: none"> • excluding electrical systems; • excluding electrical sub-system of mechanical, powerplant or structural systems; and • excluding radio aspects of avionic systems – ATA 23, 34, 42, and 44.
Radio Rating Group 1	Airborne communications systems including VHF, HF, CVR, audio and ELBA.	B2 and any relevant type rating: <ul style="list-style-type: none"> • excluding electrical systems; • excluding electrical sub-system of mechanical, powerplant or structural systems; • excluding instrument sub-systems of mechanical, powerplant or structural systems;

NEW ZEALAND		AUSTRALIAN
<i>AEROPLANE Category Rating</i>		<i>B2 Category Equivalent Rating</i>
		<ul style="list-style-type: none"> • excluding instrument aspects of avionic systems – ATA 22, 27, 31, 34, and 42; • excluding ADF systems; • excluding VOR; • excluding ILS systems; • excluding weather radar systems; • excluding ATC transponder systems; • excluding radio altimeter systems; • excluding DME systems; • excluding Doppler systems; and • excluding sat nav systems.
Radio Rating Group 2	Airborne navigation systems including ADF, VOR, ILS, VLF, OMEGA, GPS, GNSS and marker beacon.	B2 and any relevant type rating: <ul style="list-style-type: none"> • excluding electrical systems; • excluding electrical sub-system of mechanical, powerplant or structural systems; • excluding instrument sub-systems of mechanical, powerplant or structural systems; • excluding instrument aspects of avionic systems – ATA 22, 27, 31, 34, and 42; • excluding weather radar systems; • excluding ATC transponder systems; • excluding radio altimeter systems; • excluding DME systems; and • excluding Doppler systems.
Radio Rating Group 3	Airborne primary and secondary radar, including weather radar, doppler, radio altimeter, DME, transponder, and TCAS.	B2 and any relevant type rating: <ul style="list-style-type: none"> • excluding electrical systems; • excluding electrical sub-system of mechanical, powerplant or structural systems; • excluding instrument sub-systems of mechanical, powerplant or structural systems; • excluding instrument aspects of avionic systems – ATA 22, 27, 31, 34, and 42; • excluding ADF systems; • excluding VOR; • excluding ILS systems; • excluding DME systems; and • excluding sat nav systems.

NEW ZEALAND		AUSTRALIAN
<i>AEROPLANE Category Rating</i>		<i>B2 Category Equivalent Rating</i>
Radio Rating Group 4	Specific type ratings. Complete radio installations installed in pressurised aeroplanes with an MCTOW of more than 5700 Kgs.	B2 and any relevant type rating: <ul style="list-style-type: none"> • excluding electrical systems; • excluding electrical sub-system of mechanical, powerplant or structural systems; • excluding instrument sub-systems of mechanical, powerplant or structural systems; • excluding instrument aspects of avionic systems – ATA 22, 27, 31, 34, and 42; • and unless type rated aircraft has the relevant fit; exclusions including but not limited to: <ul style="list-style-type: none"> ○ excluding weather radar systems; ○ excluding radio altimeter systems; ○ excluding Doppler systems; and ○ excluding sat nav systems.

Notes:

1. Actual rating granted and/or limitations will be determined by an AWI depending on past maintenance certification experience.
2. Aircraft type rating will only be granted for a type that is currently on the Australian Register.
3. AWI assessment will be required to determine if the 'excluding digital systems will need to be imposed.

APPENDIX B**CASA OFFICES**

Office	Telephone	Facsimile	Email	Postal Address	Street Address
Adelaide	131 757 (local call cost)	(08) 8422 2900	central@casa.gov.au	GPO Box 2005 Canberra ACT 2601	4 Kel Barclay Ave Adelaide Airport SA 5950
Brisbane	131 757 (local call cost)	(07) 3144 7555	easternregion@casa.gov.au	GPO Box 2005 Canberra ACT 2601	CASA Operations Headquarters 12 – 14 The Circuit Eagle Farm Brisbane Airport QLD 4007
Canberra AME Licensing	131 757 (local call cost)	(02) 6217 1401	ame.licensing@casa.gov.au	Maintenance Personnel Licensing GPO Box 2005 Canberra ACT 2601	Aviation House 16 Furzer St Phillip ACT 2606
Cairns	131 757 (local call cost)	(07) 4042 3600	northqld@casa.gov.au	GPO Box 2005 Canberra ACT 2601	Ground Floor, Airport Administration Centre (AAC) Cairns Airport QLD 4870

Office	Telephone	Facsimile	Email	Postal Address	Street Address
Darwin	131 757 (local call cost)	(08) 8943 2986	central@casa.gov.au	GPO Box 2005 Canberra ACT 2601	2 Fenton Court Darwin International Airport Eaton NT 0820
Sydney	131 757 (local call cost)	(02) 8651 3072	sydneyregion@casa.gov.au	GPO Box 2005 Canberra ACT 2601	Level 2 Centennial Plaza (Tower A) 260 Elizabeth St Sydney 2000
Melbourne	131 757 (local call cost)	(03) 9927 5336	southernregion@casa.gov.au	GPO Box 2005 Canberra ACT 2601	Level 32 35 Collins Street Melbourne VIC 3000
Perth	131 757 (local call cost)	(08) 9366 2820	west@casa.gov.au	GPO Box 2005 Canberra ACT 2601	Building 2, 130 Fauntleroy Ave Perth Airport WA 6105
Tamworth	131 757 (local call cost)	(02) 6755 2240	easternregion@casa.gov.au	GPO Box 2005 Canberra ACT 2601	Cnr Rentell St & Basil Brown Drive, Tamworth Airport NSW 2340
Townsville	131 757 (local call cost)	(07) 4750 2699	northqld@casa.gov.au	GPO Box 2005 Canberra ACT 2601	1 Coral Sea Drive Townsville Airport Garbutt QLD 4814

*Note: For more information, please contact the **Maintenance Personnel Licensing Section** on 131 757 or look at the CASA website: www.casa.gov.au*