



Australian Government
Civil Aviation Safety Authority

ADVISORY CIRCULAR AC 66-06 v2.0

Part 66 licensing and the Trans-Tasman Mutual Recognition Act 1997

Date February 2023
File ref D22/476666

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.

Advisory circulars should always be read in conjunction with the relevant regulations.

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 *Trans-Tasman Mutual Recognition Act 1997* (TTMRA).

For further information

For further information, contact CASA's Airworthiness and Engineering Branch (telephone 131 757).

Status

This version of the AC is approved by the Branch Manager, Airworthiness and Engineering.

Note: Changes made in the current version are not annotated. The document should be read in full.

Version	Date	Details
v2.0	February 2023	This is the 4th revision of this AC. The following change, annotated with a vertical change bar in the document, has been made to this AC: <ul style="list-style-type: none">• Minor changes to acronyms• Removal of references to AA examination, Adding of Module 10 requirements• Minor changes to rating comparison table
v1.3	July 2015	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: <ul style="list-style-type: none">• 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.

Unless specified otherwise, all subregulations, regulations, Divisions, Subparts and Parts referenced in this AC are references to the *Civil Aviation Safety Regulations 1998 (CASR)*.

Version	Date	Details
(0)	March 2012(0)	<p>This is a revision of the first AC to be issued on this subject that makes two minor amendments. The first amendment involves removal of reference to 'excluding avionic LRU' in the right hand column of the Table in Appendix A has been made to accurately show the comparison between New Zealand aeroplane category licence ratings to Australian B1 category equivalent licence ratings.</p> <p>The second amendment at paragraph 9.2 clarifies the process for endorsement of an additional rating issued on an NZ AME licence for NZ licence holders issued with an Australian AME licence under the terms of the TTMRA. The change can be seen marked with an amendment bar to the right of the paragraph.</p>
(0)	December 2012	Initial AC.

Contents

1	Reference material	4
1.1	Acronyms	4
1.2	References	4
1.3	Forms	5
2	TTMRA registration	6
2.1	Background	6
2.2	Registration process	6
3	Aviation legislation	8
3.1	Module 10 examination and essay	8
4	Australian AME licence Equivalency	9
5	Additional privileges	10
5.1	Application for additional privileges	10
6	Australian AME examination history	11
6.1	Training records	11
7	Application fees	12
8	Duration of registration	13
9	Appeals	14
10	Responsibilities of a licence holder	15
11	How to apply	16
12	Certification of documents	18
13	CASA's process	19
14	Maintenance organisations	20
15	Existing Australian licence holders	21
16	Application checklist	22
17	Civil Aviation Authority of New Zealand	23
Appendix A	AME licence ratings to be issued on the basis of <i>The Trans Tasman Mutual Recognition Act 1997</i>	24

1 Reference material

1.1 Acronyms

The acronyms and abbreviations used in this AC are listed in the table below.

Acronym	Description
AAT	Administrative Appeals Tribunal
AC	advisory circular
AEL	Aircraft Engineers Licence
AME	Aircraft Maintenance Engineer
ARN	Aviation Reference 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
Mod10	Module 10 Aviation Legislation syllabus
MTO	maintenance training organisation
MTOW	maximum take-off weight
NZ	New Zealand
TTMRA	<i>Trans-Tasman Mutual Recognition Act 1997</i>

1.2 References

Legislation

Legislation is available on the Federal Register of Legislation website <https://www.legislation.gov.au/>

Document	Title
	Civil Aviation (Fees) Regulations 1995
Part 66 of CASR	Continuing airworthiness aircraft engineer licences and ratings
Part 66 MOS	Part 66 Manual of Standards
Regulation 67.010 of CASR	Definitions for this Part
	Administrative Appeals Tribunal Act 1975

Document	Title
	Statutory Declarations Act 1959 (New Zealand Civil Aviation Authority rules) Part 145 Aircraft Maintenance Organisations - Certification

Advisory material

CASA's advisory materials are available at <https://www.casa.gov.au/publications-and-resources/guidance-materials>

Document	Title
AC 147-02	Approved Part 147 training organisation

Other documents

Document	Title
	Trans-Tasman Mutual Recognition Act 1997 (TTMRA)

1.3 Forms

CASA's forms are available at <https://www.casa.gov.au/forms>

Form number	Title
374	Application for CASR Part 66 Licence Initial Issue under the terms of the TTMRA
1162	Application Aviation Reference Number (ARN)
1367	Additional Category / Aircraft Type Ratings TTMRA

2 TTMRA registration

2.1 Background

- 2.1.1 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.
- 2.1.2 Under the TTMRA, a person who is registered in NZ for an occupation is, by virtue of the TTMRA, entitled after notifying the local registration authority of an Australian jurisdiction, to be registered in Australia for an equivalent occupation.
- 2.1.3 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).
- 2.1.4 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 a LAME comprises the activities authorised by an Australian AME licence or NZ AME licence.

2.2 Registration process

- 2.2.1 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 Part 66 Aircraft Engineers Licence (AEL) as the applicant is presently authorised to conduct under their NZ AME licence.
- 2.2.2 In seeking registration under the TTMRA, applicants need to apply for the issue of an Australian Part 66 AEL, on the basis that their NZ AME licence is equivalent. Therefore, the term *registration* is to be read as licence issue.
- 2.2.3 CASA will not 'register an applicant under the TTMRA if the LAME occupation for which registration is sought is not 'equivalent'—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.
- 2.2.4 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.

- 2.2.5 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 Part 66 AEL. In this case, CASA cannot take any action to postpone or cancel the registration except where fraud is involved.
- 2.2.6 Upon successful completion of all requirements for registration, an applicant will be issued with an Australian Part 66 AEL.

3 Aviation legislation

3.1 Module 10 examination and essay

- 3.1.1 Australian airworthiness regulatory requirements are not the same as in NZ.
- 3.1.2 Applicants will therefore be required to sit and pass the Australian Aviation legislation (Module 10) examination requirements prior to applying for an Australian AME licence under the TTMRA. The Module 10 examination is made up of 2 parts, consisting of a multi-choice examination and an essay. The Module 10 examination and essay can be undertaken through a CASA approved category Part 147 Maintenance Training Organisation (MTO), as listed in Part 1 of [AC 147-02 Approved Part 147 training organisations](#). Alternatively the Module 10 examination and essay is able to be undertaken via the CASA AME [examination provider ASPEQ](#)
- 3.1.3 The minimum pass mark required is 75%. The passing of both the multi-choice examination and essay is a condition that is necessary to be met to achieve equivalence of occupations. An Australian AEL cannot be issued until this requirement is met.
- 3.1.4 The Module 10 syllabus is contained within Appendix 1 (Basic knowledge requirements) of the Part 66 Manual of Standards (MOS).

4 Australian AME licence Equivalency

- 4.1.1 Exclusions and limitations CASA has determined that the privileges of certain NZ AME licences and ratings are not directly equivalent to the privileges of certain Australian AME licences and ratings. Due to these differences certain NZ AME licences and or ratings, when translated onto an Australian AME licence, may have exclusions or limitations applied. See Appendix A for potential Equivalency Tables.
- 4.1.2 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.

5 Additional privileges

5.1 Application for additional privileges

- 5.1.1 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.
- 5.1.2 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.

6 Australian AME examination history

6.1 Training records

- 6.1.1 The TTMRA does not allow CASA to take an applicant's previous Australian AME examination history into consideration when assessing an application for registration.
- 6.1.2 Therefore, in accordance with the terms of the TTMRA, an Australian AEL may be issued to an applicant regardless of whether the applicant has previously undertaken any Australian AME examinations.
- 6.1.3 However, if CASA becomes aware or suspects that a particular person may not be a safe operator after the Australian AEL has been issued, CASA may suspend the Australian AEL until the person can demonstrate the required level of knowledge by passing the specified CASA examinations.

7 Application fees

- 7.1.1 Applicable fees Applicants will be required to pay a fee as part of the application and assessment of their current NZ licence (categories and type ratings within the categories), based on TTMRA, (refer CASA Form 374 payment details), and the current fees specified for CASA AME examinations (refer ASPEQ website). These are set out in the *Civil Aviation (Fees) Regulations 1995*.
- 7.1.2 For each additional endorsement approved at the time of initial issue, an additional fee is payable (refer CASA Form 1367).
- 7.1.3 At the completion of the TTMRA assessment, an applicant will be advised which endorsements are approved.

8 Duration of registration

- 8.1.1 Registration under the TTMRA will continue while the Australian Part 66 AEL, issued under the terms of the TTMRA, is valid and current unless the applicant requests cancellation of his/her Australian AEL.
- 8.1.2 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.

9 Appeals

- 9.1.1 If CASA gives a written notice refusing registration, suspension of 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.
- 9.1.2 Details of the AAT system are set out in the Administrative Appeals Tribunal Act 1975.
- 9.1.3 The addresses and telephone numbers of regional AAT hearing centres throughout Australia are found in local Australian telephone directories or at the [AAT website](#).

10 Responsibilities of a licence holder

10.1.1 Once the registration process has been successfully completed and an NZ AME licence holder has been issued an Australian AEL, they must exercise their licence privileges under the Australian rules.

Note: NZ rules do not apply to any activity or certification made while exercising Australian AME licence privileges on Australian registered aircraft.

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

10.1.3 When providing certification while working within the Australian system, licence holders are to use their Australian AEL number (ARN).

10.1.4 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 that they not act outside of the granted privileges.

11 How to apply

11.1.1 A person must lodge a completed TTMRA application (CASA Form 374) with CASA, which is available from the CASA [website](#).

11.1.2 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](#); or alternatively can be submitted by registering and submitting an application through the [MyCASA Portal](#).
- Details of the date the person passed the Module 10 examination and essay need to be included.
- 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, either B1 or B2, 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 5700 kg), evidentiary documentation 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.
- 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.

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

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

Email: ame.licensing@casa.gov.au

12 Certification of documents

- 12.1.1 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.
- 12.1.2 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.
- 12.1.3 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.
- 12.1.4 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
 - signature of the certifying officer
 - 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.
- 12.1.5 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](#).

13 CASA's process

- 13.1.1 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.
- 13.1.2 All applicants are required to have passed the -Module 10 Aviation Legislation examination and essay prior to submitting an application to CASA for the issue of an Australian AME licence under the TTMRA.
- 13.1.3 Applications will be checked to ensure that all supporting documentation has been provided and correctly authorised, the applicant has passed the Module 10 Aviation Legislation requirements, and that the relevant fee has been submitted with the application.
- 13.1.4 Applications will then be assessed by an MPL Maintenance Specialist who will determine which Australian licence and/or ratings are deemed to be equivalent to the privileges of the applicant's NZ AME licence.
- 13.1.5 If the registration is approved, the applicant will be issued with an Australian Part 66 AEL and will receive a letter outlining the applicant's AME licence privileges, including any limitations that have been imposed.

14 Maintenance organisations

- 14.1.1 The TTMRA facilitates the recognition of NZ qualifications (in this case an AME licence) by the issue of an equivalent Australian qualification.
- 14.1.2 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.
- 14.1.3 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 their 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.

15 Existing Australian licence holders

- 15.1.1 Under the TTMRA agreement, Australian AEL holders who also hold a current NZ AME licence may be eligible to have additional ratings or categories, as held on their NZ AME licence, added to their Australian AEL.
- 15.1.2 At the completion of a TTMRA assessment, CASA will make a determination as to which, (if any), additional ratings or categories and any applicable final fee(s) may apply. CASA may then be required to invoice the applicant for any additional fees owing, or provide a refund.
- 15.1.3 It is recommended that Australian AEL holders (who also hold an NZ AME licence) contact the CASA MPL section to discuss their application prior to lodging the application with CASA.

16 Application checklist

16.1.1 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).

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.

17 Civil Aviation Authority of New Zealand

17.1.1 Australian AME licence holders who wish to seek recognition in NZ should contact the [NZ CAA](#).

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 AEL) 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 AE: 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.

Table 1: B1ratings

NEW ZEALAND		AUSTRALIAN
AEROPLANE Category		B1 Category
Rating		Equivalent Rating
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 • B1.2 excluding wooden structures.
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 ATA2 • excluding pressurised structures • B1.2 excluding fabric surfaces • 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

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

NEW ZEALAND		AUSTRALIAN
Rating Group 1	engines.	<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 • 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 • 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 • excluding instrument sub-systems of mechanical powerplant or structural systems.

Table 2: B2 ratings

NEW ZEALAND		AUSTRALIAN
AEROPLANE Category		B2 Category
Rating		Equivalent Rating
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.
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 • excluding radio aspects of avionic systems – ATA 23, 34, 42, and 44.
Instrument 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	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

NEW ZEALAND		AUSTRALIAN
	an MCTOW of 5700Kg or more (Group 6 aircraft).	<ul style="list-style-type: none"> • excluding inertial navigation and reference systems • 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 other than those fitted to pressurised aeroplanes with an MCTOW of 5700Kg or more (Group 6 aircraft).	<p>B2:</p> <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 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) This will include all aircraft listed in the Aeroplane Category Group 6 type ratings.	<p>B2 and any relevant type rating:</p> <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.
Radio Rating Group 1	Airborne communications systems including VHF, HF, CVR, audio and ELBA.	<p>B2 and any relevant type rating:</p> <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 4 • 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 • excluding sat nav systems.
Radio Rating Group 2	Airborne navigation systems including ADF, VOR, ILS, VLF, OMEGA, GPS, GNSS and marker beacon.	<p>B2 and any relevant type rating:</p> <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

NEW ZEALAND		AUSTRALIAN
		<ul style="list-style-type: none"> • excluding DME systems • 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 4 • excluding ADF systems • excluding VOR • excluding ILS systems • excluding DME systems • excluding sat nav systems.
Radio Rating Group 4	Specific type ratings. Complete radio installations installed in pressurised aeroplanes with an MTOW 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. • 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 • 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.