



CIVIL AVIATION  
SAFETY AUTHORITY  
AUSTRALIA



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## **MEMORANDUM OF COOPERATION**

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*Between*

**CIVIL AVIATION SAFETY AUTHORITY, AUSTRALIA**

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*And*

**CIVIL AVIATION AUTHORITY OF NEW ZEALAND**

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### ***Purpose***

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The Civil Aviation Authority, Australia and the Civil Aviation Authority of New Zealand are mindful of the desire of both the Australian and New Zealand Governments to conclude arrangements for a single aviation market.

To this end, both Authorities are committed to cooperating in the development of an aviation safety regulatory structure that will have minimal national variations.

Both Authorities consider that the aims of such a coordinated and cooperative approach are to:

- (a) ensure that the high levels of safety in civil aviation in Australia and New Zealand will be maintained; and
- (b) help give affect and direction to the objectives of the Australian and New Zealand Governments in establishing an effective and unified aviation market by providing a common basis for standards and costs.

# *Memorandum of Cooperation*

## ***Recognition of Arrangements***

The Trans-Tasman Mutual Recognition legislation provides a framework for the mutual recognition of standards and procedures relating to Personnel Licensing, and both authorities agree to cooperate in developing arrangements to facilitate mutual recognition of aviation related certification in other areas.

The Authorities agree that there would be benefit in developing a bi-lateral aviation safety agreement as a base document to facilitate the implementation of the safety considerations of a single aviation market.

## ***Objective of the Cooperative Process***

The objective of the cooperative process is to establish aviation standards in Australia and New Zealand that will be recognised in both countries. It is intended that each country will accept the certification of products and of organisations and persons concerned with the design, manufacture, maintenance and operation of aviation products, without further technical work or evaluation, when the product, organisation or person has been certificated in accordance with the technical standards and administrative procedures of either country.

The Parties agree to work together to develop on-going surveillance procedures which will meet the needs of the changing operating environment.

The details of cooperation which may be undertaken in such areas will be set out in specific arrangements between the Parties which, by mutual consent, may be added as Annexes forming an integral part of this Memorandum of Cooperation.

## ***Liaison Between Authorities***

The Parties agree to establish a regular liaison schedule to allow a greater familiarity with respective legislation, policies and procedures. Such liaison may include regular visits, data exchange and the exchange of personnel.

## ***Liaison with Other Authorities***

The Authorities agree that there would be benefit in establishing a joint system for liaising with other aviation authorities in the development and administration of standards and procedures, and will work towards this objective.

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## ***Political and Legal Limitations***

Both Authorities recognise that any agreements reached are subject to change as a result of Government or Ministerial decision or the requirements of each country's legal system.

## ***Consultation***

The Parties will endeavour to address any matters concerning the interpretation or implementation of this Memorandum of Cooperation through prompt and friendly consultations and negotiations.

## ***Amendment***

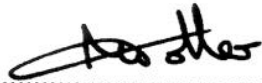
This Memorandum of Cooperation may be added to or amended at any time by mutual consent of the Parties.

## ***Agreement***

Both Authorities agree to the principles of this Memorandum of Cooperation as indicated by the signature of their duly authorised representatives.

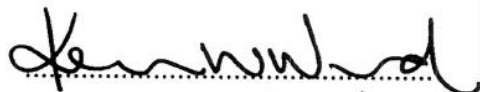
## ***Commencement***

This Memorandum of Cooperation will come into effect on the date of its signing, and will remain in effect unless terminated by either Party by written notice.



**MICK TOLLER**  
*For and on behalf of the  
Civil Aviation Safety Authority  
Australia*

Date ..... *22nd June 1999* .....



**KEVIN WARD**  
*For and on behalf of the  
Civil Aviation Authority  
New Zealand*

Date ..... *22 June 1999.* .....