

	TANZANIA CIVIL AVIATION AUTHORITY DIRECTORATE OF SAFETY REGULATIONS PERSONNEL LICENSING	Revision: 1 Advisory Circular
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1.0 PURPOSE

- 1.1 This Advisory Circular (AC) provides guidance to Approved Training Organisations (ATOs), air operators and flight crew on the standards, training programme approval and testing requirements for initial type rating training on aeroplanes and helicopters, so that the regulations governing the issue, validation and recognition of type ratings are applied uniformly.

2.0 APPLICABILITY

- 2.1 This AC applies to initial type rating training for complex aircraft requiring type-specific training, including multi-engine aeroplanes, turbine helicopters and any aircraft the Authority determines to require specialised training because of system complexity, handling characteristics or operational considerations. It also covers the Authority's acceptance of training conducted by foreign ATOs for Tanzanian licence holders.

3.0 REFERENCES

- (a) Civil Aviation Act, Cap. 80 (R.E. 2023);
- (b) Civil Aviation (Personnel Licensing) Regulations, 2017 (R.E. 2026);
- (c) Civil Aviation (Approved Training Organizations) Regulations, 2017 (R.E. 2026).

4.0 TRAINEE ELIGIBILITY

- 4.1 Before starting initial type rating training, the trainee shall:
- (a) hold a valid CPL or ATPL with the appropriate category (aeroplane or helicopter) and class (single- or multi-engine) rating;
 - (b) hold a valid Class 1 medical certificate;
 - (c) hold a valid instrument rating for the aircraft category;
 - (d) hold at least ICAO Level 4 English language proficiency endorsed on the licence; and
 - (e) meet the minimum flight experience requirements of the Regulations and of the approved programme.
- 4.2 The ATO verifies eligibility through the trainee's electronic licence (QR verification) before enrolment.

5.0 TRAINING PROGRAMME CONTENT

5.1 Theoretical knowledge instruction

Training shall include, as a minimum: aircraft systems, limitations and performance; flight planning and performance calculations; normal, abnormal and emergency procedures; mass and balance; use of autopilot, flight management

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systems and navigation equipment; crew resource management and multi-crew co-operation (where applicable); and threat and error management (TEM).

5.2 Practical flight training

Conducted in a Full Flight Simulator (FFS) or the aircraft type, and covering: normal procedures (taxi, take-off, cruise, approach, landing); emergency handling (engine failures, fires, electrical and hydraulic failures); instrument flight procedures; asymmetric flight (multi-engine); go-arounds, missed approaches and rejected take-offs; use of all on-board equipment relevant to the type; TEM; and CRM (where applicable).

5.3 Minimum simulator and flight time (regulation 68(3))

For aeroplanes with a maximum certificated take-off mass over 5,700 kg: not less than thirty (30) hours in a flight simulator and three (3) hours of actual flight in the type, or not less than thirty-six (36) hours in a Level D FSTD of the type approved by the Authority.

6.0 KNOWLEDGE AND SKILL TEST

- (a) The knowledge test shall consist of at least one hundred (100) multiple-choice questions, with a pass mark of seventy-five per cent (75%). The ATO records the result in CASP and presents it with the skill test.
- (b) The trainee shall pass the flight check-out for the type (regulation 68(3)(d)).
- (c) The skill test is conducted by a Designated Flight Examiner (TRE or SFE) holding privileges for the type, and includes an oral examination on aircraft systems and regulations, a full flight skill test covering normal, abnormal and emergency operations, and completion of the flight test report, uploaded in CASP.

7.0 APPROVAL OF TRAINING PROGRAMMES

- 7.1 The ATO or operator submits the type rating training programme through CASP, with the syllabus, the instructor and examiner list, and the FSTD qualification certificate. The PEL Inspector evaluates it against this AC and the generic syllabus; the Chief PEL recommends it and the DSR approves it before any training begins.

8.0 TRAINING BY A FOREIGN ATO

- 8.1 Training for Tanzanian licence holders may be conducted by a foreign ATO approved by the civil aviation authority of its State, provided the operator or trainee submits the programme, the ATO approval certificate and the FSTD qualification certificate in CASP and obtains the Authority's acceptance before training starts.

9.0 ATO RESPONSIBILITIES

- (a) Ensure training syllabi are approved by the Authority.

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- (b) Maintain accurate training records for each trainee and upload completion records in CASP.
- (c) Use only qualified instructors (TRI/SFI) and designated examiners.
- (d) Ensure training devices and simulators meet the regulatory requirements.
- (e) Co-ordinate with the Authority for oversight and audit.

10.0 OPERATOR RESPONSIBILITIES (COMMERCIAL AIR TRANSPORT)

- (a) Ensure the initial type rating programme of the ATO used is approved or accepted by the Authority before training begins.
- (b) Ensure recurrent training and proficiency checks follow the approved training programme.

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11.0 PROCESS SUMMARY

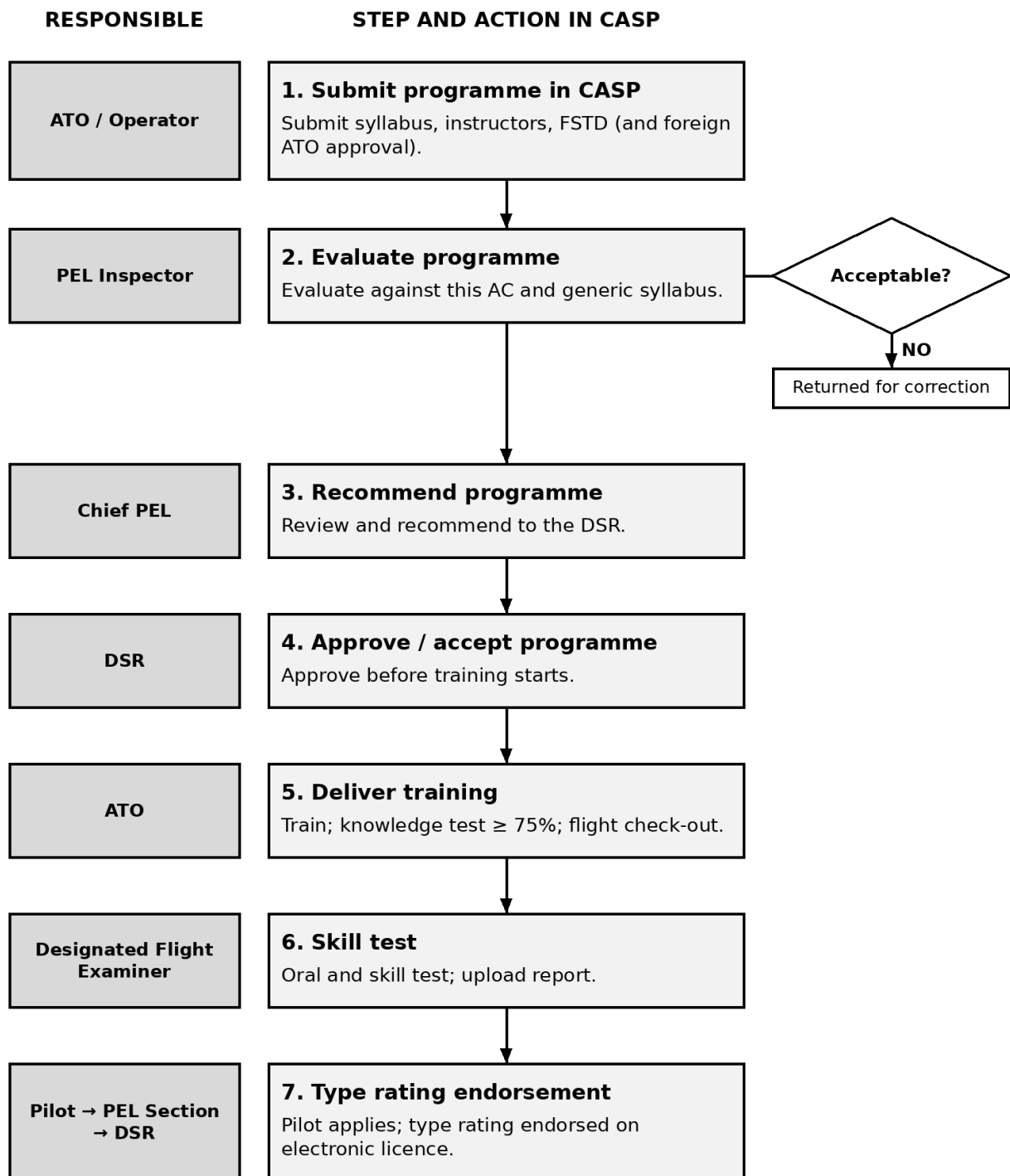


Figure 1 – Approval of programme, training, testing and endorsement of an initial type rating

12.0 COMPLIANCE AND ENFORCEMENT

12.1 Non-compliance with this AC and the associated Regulations may result in enforcement action, including suspension or revocation of approvals.

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13.0 EFFECTIVE DATE AND CANCELLATION

- 13.1 This Advisory Circular is effective from the date of issue shown below and remains in force until amended, revised or cancelled by the Authority.
- 13.2 Applications submitted before the effective date shall be completed under the documents in force when they were submitted, unless the applicant elects to proceed under this Advisory Circular.



JOHN NZULULE
DIRECTOR OF SAFETY REGULATION