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## **AERONAUTICAL INFORMATION CIRCULAR**

### **MULTI-CREW PILOT LICENCE**

**PURSUANT TO THE PROVISIONS OF SECTION 44 OF THE CIVIL AVIATION ACT, THE AUTHORITY HAS IN COMPLIANCE WITH THE STANDARDS OF ICAO ANNEX 1 MADE THE FOLLOWING REQUIREMENTS WHICH BECAME APPLICABLE ON 23 NOVEMBER 2006**

**Multi-crew pilot licence appropriate to the aeroplane category**

#### **1. GENERAL REQUIREMENTS FOR THE ISSUE OF THE LICENCE**

##### **1.1. Age**

The applicant shall be not less than 18 years of age.

##### **1.2. Knowledge**

The applicant shall have met the requirements specified in the ANR for the issue of the airline transport pilot licence appropriate to the aeroplane category in an approved training course.

##### **1.3. Skill**

1.3.1. The applicant shall have demonstrated the skills required for fulfilling all the competency units specified in Appendix 1 as pilot flying and pilot not flying to the level required to perform as a co-pilot of turbine-powered aeroplanes certificated for operation with a minimum crew of at least two pilots under VFR and IFR and to :

- a) Recognise and manage threats and errors.
- b) smoothly and accurately, manually control the aeroplane within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured.
- c) operate the aeroplane in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation.
- d) perform, in an accurate manner, normal, abnormal and emergency procedures in all phases of flight; and
- e) communicate effectively with other flight crew members and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination including allocation of pilot tasks, crew cooperation, adherence to standard operating procedures (SOPs) and use of checklists.

1.3.2. Progress in acquiring the skills specified in 1.3.1. shall be continuously assessed.

1.4. Medical fitness

The applicant shall hold a current Class 1 medical assessment.

**2. PRIVILEGES OF THE HOLDER OF THE LICENCE AND THE CONDITIONS TO BE OBSERVED IN EXERCISING SUCH PRIVILEGES**

2.1. The privileges of the holder of a multi-crew pilot licence shall be :

- a) to exercise all the privileges of the holder of a private pilot licence in the aeroplane category. Provided the requirements of 3.3 have been met.
- b) To exercise the privileges of an instrument rating in a multi crew operations and
- c) To act as co-pilot of an aeroplane required to be operated with a co-pilot.

2.2. Before exercising the privileges of the instrument rating in a single-pilot operation in aeroplanes, the licence holder shall have demonstrated an ability to act as pilot-in-command in a single-pilot operation exercised by reference solely to instruments and shall have met the skill requirement specified for instrument rating appropriate to the aeroplane category.

2.3. Before exercising the privileges of a commercial pilot licence in a single-pilot operation in aeroplanes the licence holder shall have:

- a) completed in aeroplanes 70 hours, either as pilot-in-command or made up of not less than 10 hours as pilot-in-command and the necessary additional flight time as pilot-in-command.
- b) completed 20 hours of cross-country flight time as pilot-in-command, or made up of not less than 10 hours as pilot-in-command and 10 hours as pilot-in-command under supervision, including a cross-country flight totalling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made : and
- c) met the requirements for the commercial pilot licence.
- d) where single-pilot operation privileges are granted to the holder of a multi-crew pilot licence, the CAAZ document the privileges through an endorsement of the multi-crew pilot licence.
- e) the holder shall not act as a pilot of any aeroplane or helicopter in commercial air transport after age of 60 years.

**3. EXPERIENCE**

3.1. The applicant shall have completed in an approved training course not less than 240 hours as pilot flying and pilot not flying of actual and simulated flight.

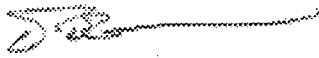
3.2. Flight experience in actual flight shall include at least the experience requirements at 3.1, and include upset recovery training, night flying and flight by reference solely to instruments.

3.3. In addition to meeting the provisions of 3.2, the applicant shall have gained in a turbine-powered aeroplane certificated for operation with a minimum crew of at least two pilots, or in a flight simulation training device approved for that purpose by the Licensing Authority in accordance with Appendix 1, paragraph

4 the experience necessary to achieve the advanced level of competency defined in Appendix 1.

**4. FLIGHT INSTRUCTION**

- 4.1. The applicant shall have completed a course of approved training covering the experience requirements specified in 3.
- 4.2. The applicant shall have received dual flight instruction in all the competency units specified in Appendix 1 to the level required for the issue of the multi-crew pilot licence to include the competency units required to pilot under instrument flight rules.



**D. CHAWOTA**  
**GENERAL MANAGER**

(See (Appendix 1)  
(Attachment 1)

## **APPENDIX 1 TO AIC C001/07**

### **REQUIREMENTS FOR THE ISSUE OF THE MULTI-CREW PILOT LICENCE – AEROPLANE**

#### **1. TRAINING**

- 1.1. In order to meet the requirements of the multi-crew pilot licence in the aeroplane category, the applicant shall have completed an approved training course. The training shall be competency-based and conducted in a multi-crew operational environment.
- 1.2. During the training, the applicant shall have acquired the knowledge, skills and attitudes required as the underpinning attributes for performing as a co-pilot of a turbine-powered air transport aeroplane certificated for operation with a minimum crew of at least two pilots.

#### **2. ASSESSMENT LEVEL**

The applicant for the multi-crew pilot licence in the aeroplane category shall have satisfactorily demonstrated performance in all the nine competency units specified in 3, at the advanced level of competency as defined in Attachment 1.

#### **3. COMPETENCY UNITS**

The nine competency units that an applicant has to demonstrate in accordance ICAO Annex 1 Chapter 2, 2.5.1.3. are as follows :-

1. apply treat and error management (TEM) principles.
2. perform aeroplane ground operations.
3. perform take-off.
4. perform climb.
5. perform cruise.
6. perform descent.
7. perform approach.
8. perform landing and,
9. perform landing, and perform after-landing and aeroplane post-flight operations.

#### **4. SIMULATED FLIGHT**

- 4.1. The flight simulation training devices used to gain the experience specified in 3.3. shall have been approved by the Licensing Authority.
- 4.2. Flight simulation training devices shall be categorised as follows :

- a) Type Training and part tasking devices approved by the Licensing Authority that have the following characteristics.

Involve accessories beyond those anormally associated with desktop computers, such as functional replies of a throttle quadrant, a side stick controller. Or an FMS keypad : and

Involve psychomotor activity with appropriate application of force and timing of responses.

- b) Type II. A flight simulation training device that represents a generic turbine-powered aeroplane.
- c) Type III A flight simulation training device that represents a multi-engined turbine-powered aeroplane certificated for a crew of two pilots with enhanced daylight visual system and equipped with an autopilot.
- d) Type IV. Fully equivalent to a Level D flight simulator or to a Level C flight simulator with an enhanced daylight visual system.

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# **ATTACHMENT TO AIC C001/07**

## **MULTI-CREW PILOT LICENCE AEROPLANE**

### **LEVELS OF COMPETENCY**

#### **1. Core Flying Skills**

The level of competency at which the applicant shall have complied with the requirements for the private pilot licence, including night flight requirements, and, in addition, have completed, smoothly and with accuracy, all procedures and manoeuvres related to upset training and flight with reference solely to instruments. From the outset, all training is conducted in an integrated multi-crew, competency-based and threat and error management (TEM) environment. Initial training and instructional input levels are high as core skills are being embedded in the ab initial application. Assessment at this level confirms that control of the aeroplane is maintained at all times in a manner such that successful outcome of a procedure or a manoeuvre is assured.

#### **2. Level 1 (Basic)**

The level of competency at which assessment confirms that control of the aeroplane or situation is maintained at all times and in such a manner that if the successful outcome of a procedure or manoeuvre is in doubt, corrective action is taken. Performance in the generic cockpit environment does not yet consistently meet the Standards of knowledge, operational skills and level of achievement required in the core competencies. Continual training input is required to meet an acceptable initial operating standard. Specific performance improvement/personal development plans will be agreed and the details recorded. Applicants will be continuously assessed as to their suitability to progress to further training and assessment in successive phases.

#### **3. Level 2 (Intermediate)**

The level of competency at which assessment confirms that control of the aeroplane or situation is maintained at all times and in such a manner that the successful outcome of a procedure or manoeuvre is assured. The training received at Level 2 shall be conducted under the instrument flight rules, but need not be specific to any one type of aeroplane. On completion of Level 2, the applicant shall demonstrate levels of knowledge and operational skills that are adequate in the environment and achieves the basic standard in the core capability. Training support may be required with specific development plan to maintain or improve aircraft handling, behavioural performance in leadership or team management. Improvement and development to attain the Standard is the key performance objective. Any core competency assessed as less than satisfactory should include supporting evidence and a remedial plan.

#### **4. Level 2 (Advanced)**

The level of competency required to operate and interact as a co-pilot in a turbine-powered aeroplane certificated for operation with a minimum crew of at least two pilots, under visual and instrument conditions. Assessment confirms that control of the aeroplane or situation is maintained at all times in such a manner that the successful outcome of a procedure or manoeuvre is assured. The applicant shall consistently demonstrate the knowledge, skills and attitudes required for the safe operation of an applicable aeroplane type as specified in the performance criteria.

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