

	TANZANIA CIVIL AVIATION AUTHORITY DIRECTORATE OF SAFETY REGULATION PERSONNEL LICENCING	Revision: 3 Form
TCAA- FRM-SR-PEL016C	Title: ATPL Check ride Application and Report Form	Page 1 of 18

1. GUIDANCE NOTES

- **Section 1: Applicant Details** – to be completed by the applicant.
- **Section 2: Purpose of the Skill Test / Proficiency Check** – to be completed by the applicant. **Note:** if a test/check is to be completed for both SP and MP privileges, a separate form must be completed for each test/check.
- A skill test may also serve as a revalidation or renewal Proficiency Check for the applicant’s IR.
- **Section 3: Application & Declaration.** to be completed by the applicant.
- **Section 4: Course Completion Certificate** – to be completed, as applicable, by the ATO Head of Training or authorized signatory for initial issue or renewal of a type rating. An ATO Course Completion Certificate will be accepted in lieu of this section provided it contains the same information.
- **Section 5: Examiner Declaration** – to be completed by the Examiner(s) that conduct the Test/Check, and re-test if applicable.
- **Section 6: Skill Test / Proficiency Check Details (1st Attempt only)** – to be completed by the Examiner that conducts the 1st attempt only. If the result of the test/check is a Partial Pass or Fail, the Examiner report must be completed – the report can be continued on a separate sheet of paper if necessary.
- **Section 7: Skill Test / Proficiency Check Details (2nd Attempt only)** – to be completed by the Examiner that conducts the 2nd attempt (re-test following Partial Pass) only. If the result of the re-test is a Fail, the Examiner report must be completed – the report can be continued on a separate sheet of paper if necessary.
- **Section 8: Content of the Training, Skill Test / Proficiency Check** – to be completed by the instructor(s) and Examiner(s), as applicable.
- The Examiner(s) should annotate **PASS** or **FAIL** against each item tested in the ‘Attempt 1’ box as applicable’. If an item is passed, complete the ‘Examiner Initials and date completed’ box. If an item is failed, do not initial or date the box.
- On a re- test annotate **PASS** or **FAIL** in ‘Attempt 2 box’ and sign and date in the ‘Examiners Initials and date completed’ box. A different Examiner may conduct Attempt 2. All items in Attempt 1 must be completed before starting Attempt 2.
- Full details on the conduct of the Test/Check, specific requirements for the Test/Check, pass marks, test tolerances and content of the Training, Skill Test/Proficiency Check are set out in The Civil Aviation (Personnel Licensing) Regulations, 2017.
- **To establish or maintain PBN privileges one approach shall be an RNP APCH.** Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.
- If Section 6 (Low Visibility Operations) of the Skill Test / Proficiency Check is completed, the additional ATO/Air Operator details must be given.
- **Section 10: Submission Instructions** – **Note:** Failure to submit all required documentation may result in the return of your application.



TANZANIA CIVIL AVIATION AUTHORITY
DIRECTORATE OF SAFETY REGULATION
PERSONNEL LICENCING

Revision: 3
Form

TCAA- FRM-SR-PEL016C

Title: ATPL Checkride Application and Report Form

Page 2 of 18

2. SUBMISSION INSTRUCTIONS

Send the completed application form to: Personnel Licensing Office, Tanzania Civil Aviation Authority.

Please enclose the following:

- Copy of the FSTD Qualification Certificate(s) for each device used for training and/or skill test
- Complete copy of the Examiner's valid The Civil Aviation (Personnel Licensing) Regulations, 2017
- Copy of the Notification of Test confirmation email with the declaration signed by the Examiner.

If Applicable

- Complete copy of the ATO Approval Certificate, including attachments/appendices (**Issue or renewal only**).
- ATO Course completion certificate (if Section 4 is not completed) (**Issue or renewal only**).
- MCC Course Completion Certificate & ATO Approval Certificate (or evidence of exemption) unless combined with Type rating course (**Issue of 1st MPA type rating only**).
- Copy of ZFTT agreement between ATO and AOC holder, where the ATO is not also an AOC holder (**ZFTT courses only**)
- Completed payment form (if paying by credit / debit card), or cheque / postal order (**Issue, conversion or removal of 3rd country restriction or extension of type rating privileges only**).
- Copy of the applicant's signed rating page (**revalidation only**)
- Copy of ICAO flight crew licence with Type rating endorsement (Temporary licences/certificates are NOT accepted) (**Conversion of 3rd country type rating only**)
- Evidence of 500 hours flying experience on type (Logbook(s) or letter from Operator) (**Removal of 3rd country restriction only**).

NOTE: It is an offence for a person to make, procure to be made, or assist in making any false representations for the purpose of procuring for any reason the issue, validation, extension or re-issue of a license or the issue, renewal or revalidation of a rating, authorization or certificate, whether for that person or any other person.

3. APPLICANT DETAILS



TANZANIA CIVIL AVIATION AUTHORITY
DIRECTORATE OF SAFETY REGULATION
PERSONNEL LICENCING

Revision: 3
Form

TCAA- FRM-SR-PEL016C

Title: ATPL Checkride Application and Report Form

Page 3 of 18

Surname: First Name (s):

Type of Licence Held: Licence No: Date of Birth (dd/mm/yyyy):

Permanent Address (to be entered on the Licence):

..... Postal Code:

Contact Tel No: Email Address:

Address for Correspondence (if different from above):

..... Postal Code:

4. PURPOSE OF THE SKILL TEST / PROFICIENCY CHECK (tick as applicable)

Skill Test:			Proficiency Check:		IR:		
Type Rating Issue	<input type="checkbox"/>	Conversion of a Type rating from a Third Country License	<input type="checkbox"/>	Type Rating Revalidation	<input type="checkbox"/>	IR Revalidation	<input type="checkbox"/>
ATPL(A) Issue	<input type="checkbox"/>	Removal of third country restriction from a type rating	<input type="checkbox"/>	Expiry Date of Current Rating	<input type="checkbox"/>	IR Renewal	<input type="checkbox"/>
MPL Issue	<input type="checkbox"/>	Validation of a third country license	<input type="checkbox"/>	Type Rating Renewal (Expiry Date of Previous Rating)	<input type="checkbox"/>	CAT II/III	<input type="checkbox"/>
Extend existing type rating privileges to SP*/MP* Ops (* delete as applicable)	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	Operator:	<input type="checkbox"/>

Aeroplane Type:		Test Condition: Single Pilot Ops <input type="checkbox"/> Multi Pilot Ops <input type="checkbox"/>
-----------------	--	---



TANZANIA CIVIL AVIATION AUTHORITY
DIRECTORATE OF SAFETY REGULATION
PERSONNEL LICENCING

Revision: 3
Form

TCAA- FRM-SR-PEL016C

Title: ATPL Checkride Application and Report Form

Page 4 of 18

5. APPLICATION & DECLARATION

Note: Applications for the issue of an ATPL, MPL or Validation of a 3rd country license must be made using the respective application forms

I hereby apply for (Tick):

Issue / Removal of 3rd country restriction / Conversion of a 3rd country type rating / extension of type rating privileges

Revalidation / Revalidation (Flight Test Rating holders ONLY)

Renewal / Renewal (Flight Test Rating holders ONLY)

of the type rating indicated in Section 2 above;

I declare that the information provided on this form is true to the best of my knowledge and belief.

Signature:

Date:

For TCAA Use Only:

Application Review:

Issue

Do Not Issue

Type Rating Issued:

Expiry Date:

Restrictions:

Approved by TCAA
Authorized Officer
(Name):

Signature:

Date:



TANZANIA CIVIL AVIATION AUTHORITY
DIRECTORATE OF SAFETY REGULATION
PERSONNEL LICENCING

Revision: 3
Form

TCAA- FRM-SR-PEL016C

Title: ATPL Checkride Application and Report Form

Page 5 of 18

6. COURSE COMPLETION CERTIFICATE (for Issue or Renewal of a Type Rating Only)

(Tick as applicable) * Delete as applicable

I certify that (Name) has met all pre-requisites for training established in The Civil Aviation (Personnel Licensing) Regulations, 2017, and has:

- completed a course of training, including*/excluding* MCC), for the initial issue of a type rating in accordance with The Civil Aviation (Personnel Licensing) Regulations, 2017, or
- completed a course of refresher training for the renewal of a type rating, or
- been assessed, and a determination made, that no refresher training is required for the renewal of the type rating.

Date Course Commenced: Date Course Completed:

A.	Theoretical Knowledge Training & Exam	From (Date):	To (Date):	Location:
		Hours Completed:	Exam Date:	Marks Obtained (%):

B.	FSTD Training:	From (Date):	To (Date):	Location:
		FFS Training (Hours):	As PF: As PNF:	FSTD ID No.(s):
		FTD Training (Hours):	As PF: As PNF:	FSTD ID No.(s):
		OTD Training (Hours):	As PF: As PNF:	FSTD ID No.(s):
		MCC Training (If Combined with Type Rating Course):		

C.	Recommendation for Skill Test:	Recommended by (Name): Lic. No:
-----------	---------------------------------------	---

D.	Flight Training:	In the Aircraft <input type="checkbox"/>	In the FSTD (for ZFTT only) <input type="checkbox"/>
		Date:	Aircraft Type: A/C Registration or FSTD ID Code:
		No. of Takeoffs:	No. of Landings: Training Aerodrome(s) Used:
		Off Blocks:	On Blocks: Total Flight Time at the Controls:



TANZANIA CIVIL AVIATION AUTHORITY
DIRECTORATE OF SAFETY REGULATION
PERSONNEL LICENCING

Revision: 3
Form

TCAA- FRM-SR-PEL016C

Title: ATPL Checkride Application and Report Form

Page 6 of 18

E.	ATO Details:	ATO Name: Name of Head of Training or Authorized Signatory: Signature of Head of Training or Authorized Signatory:	ATO No: Position: Date:
		Note: Where flight training at ‘D’ above is completed in the aircraft, <u>and performed under the responsibility of a second ATO, or with an AOC holder holding specific approval</u>, the following details must be completed by that organization.	
		ATO/AOC Name: Name of Head of Training or Authorized Signatory: Signature of Head of Training or Authorized Signatory:	ATO No: Position: Date:

7. EXAMINER DECLARATION

I confirm that:

1. Communication with the applicant can be established without language barriers;
2. I have received information from the applicant regarding his/her experience and instruction, and found that experience and instruction to comply with the applicable requirements in The Civil Aviation (Personnel Licensing) Regulations, 2017;
3. The applicant complies with all the qualification, training and experience requirements of The Civil Aviation (Personnel Licensing) Regulations, 2017 for the issue, validation, revalidation or renewal of the license and/or type rating and/or IR for which this skill test or proficiency check is taken;
4. I have made the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience.
5. I have reviewed and applied the national procedures and requirements of the applicant’s competent authority contained in the latest version of the Examiner Differences Document (only applicable where the competent authority responsible for the applicant’s license is not the same that issued the examiner’s certificate);
6. I have made the applicant aware of his or her right of appeal to the result of the skill test / proficiency check.

Attempt 1: Examiner Signature:

Date:

Attempt 2: Examiner Signature:

Date:



TANZANIA CIVIL AVIATION AUTHORITY
DIRECTORATE OF SAFETY REGULATION
PERSONNEL LICENCING

Revision: 3
Form

TCAA- FRM-SR-PEL016C

Title: ATPL Checkride Application and Report Form

Page 7 of 18

7a. EXAMINER DECLARATION

Provided that within the preceding 12 months the applicant has met the requirements of The Civil Aviation (Personnel Licensing) Regulations, 2017: A - cross-crediting may be claimed for revalidation of the IR/SPA: State the other type/class rating for which an LPC including IR was completed and the expiry date of that rating: Type or Class Rating:

Expiry of Rating: Examiner Signature: Date:

8. SKILL TEST/PROFICIENCY CHECK DETAILS – FIRST ATTEMPT ONLY

I hereby certify the conduct of a: **SKILL TEST** **PROFICIENCY CHECK**

A/C or FSTD Type (incl. variant):		A/C Registration or FSTD ID No.:	
Date:	Off Blocks/Start:	On Blocks/Finish:	Total Time:

RESULT: **PASS** **PARTIAL PASS** **FAIL**

(Note: if the test is stopped because the Examiner considers that the applicant’s demonstration of flying skill requires a complete re-test, the result must be recorded as a Fail)

New type rating validity date:	IR privileges: Cat I <input type="checkbox"/> Cat II/III <input type="checkbox"/>	Type/IR rating invalid until successful completion of further Test or Check <input type="checkbox"/>
	PBN privileges: RNP APCH completed Yes <input type="checkbox"/> No <input type="checkbox"/>	

For Revalidation of Multi-engine Type Rating ONLY: (Tick as applicable)

- The candidate has completed at least 10 route sectors as pilot of the relevant type during the period of validity of the rating, **OR**
- The candidate has completed 1 route sector, flown during this proficiency check, **OR**
- The candidate has completed a combined LPC/OPC The Civil Aviation (Personnel Licensing) Regulations, 2017

Examiner Name:	Examiner Licence No.:	Expiry Date:
Examiner Signature:		

I acknowledge the result of the skill test / proficiency check detailed above

Applicant Signature:

EXAMINER REPORT (complete for Partial Pass or Fail only)

Minimum further training requirement prior to re-test (if applicable): Flight: Hrs. Ground:.....Hrs.



**TANZANIA CIVIL AVIATION AUTHORITY
DIRECTORATE OF SAFETY REGULATION
PERSONNEL LICENCING**

Revision: 3
Form

TCAA- FRM-SR-PEL016C

Title: ATPL Checkride Application and Report Form

Page 8 of 18

9. SKILL TEST / PROFICIENCY CHECK DETAILS – SECOND ATTEMPT ONLY

I hereby certify the conduct of a:		SKILL TEST	<input type="checkbox"/>	PROFICIENCY CHECK	<input type="checkbox"/>
A/C or FSTD Type (incl. variant):				A/C Registration or FSTD ID No.:	
Date:		Off Blocks/Start:		On Blocks/Finish:	
					Total Time:
RESULT:	PASS <input type="checkbox"/>	FAIL <input type="checkbox"/>			

(Note: if the test is stopped because the Examiner considers that the applicant's demonstration of flying skill requires a complete re-test, the result must be recorded as a Fail)

New type rating validity date: 	IR privileges: Cat I <input type="checkbox"/> Cat II/III <input type="checkbox"/>	Type/IR rating invalid until successful completion of further Test or Check <input type="checkbox"/>
	PBN privileges: RNP APCH completed: Yes <input type="checkbox"/> No <input type="checkbox"/>	

For Revalidation of Multi-engine Type Rating ONLY: (Tick as applicable)

<input type="checkbox"/>	The candidate has completed at least 10 route sectors as pilot of the relevant type during the period of validity of the rating, OR
<input type="checkbox"/>	The candidate has completed 1 route sector, flown during <u>this proficiency check</u> , OR
<input type="checkbox"/>	The candidate has completed a combined LPC/OPC The Civil Aviation (Operations of Aircraft) Regulations, 2017

Examiner Name:		Examiner Licence No.:		Expiry Date:	
----------------	--	-----------------------	--	--------------	--

Examiner Signature: _____

I acknowledge the result of the skill test / proficiency check detailed above

Applicant's Signature: _____

EXAMINER REPORT (complete for Fail only)

Minimum further training requirement prior to re-test (if applicable):	Flight..... Hrs.	Ground Hrs.
--	------------------	-------------------



TANZANIA CIVIL AVIATION AUTHORITY
DIRECTORATE OF SAFETY REGULATION
PERSONNEL LICENCING

Revision: 3
Form

TCAA- FRM-SR-PEL016C

Title: ATPL Check ride Application and Report Form

Page 9 of 18

10. CONTENT OF THE TRAINING, SKILL TEST / PROFICIENCY CHECK

a. The following symbols mean:

P = Trained as PIC or Co-pilot and as PF and PNF for the issue of a type rating as applicable. OTD = Other training devices may be used for this exercise

X = An FFS shall be used for this exercise, otherwise an aeroplane shall be used if appropriate for the maneuver or procedure.

P# = The training shall be complemented by supervised aeroplane inspection.

b. The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (→).

The following abbreviations are used to indicate the training equipment used:

A = Aeroplane

FFS = Full Flight Simulator FTD = Flight Training Device OTD = Other Training Devices

c. The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.

d. Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise or a choice where more than one exercise appears.



TANZANIA CIVIL AVIATION AUTHORITY
DIRECTORATE OF SAFETY REGULATION
PERSONNEL LICENCING

Revision: 3
Form

TCAA- FRM-SR-PEL016C

Title: ATPL Checkride Application and Report Form

Page 10 of 18

MULTI-PILOT AEROPLANES & SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				ATPL / MPL / TYPE- RATING SKILL TEST OR PROFICIENCY CHECK			
Maneuvers/Procedures	FSTD	A	Instructor initials when training completed	Tested or checked in: 'FSTD' or 'A'	1 st Attempt		2 nd Attempt	
					Pass	Fail	Pass	Fail
SECTION 1					<i>Insert examiner's initials only</i>			
1 – FLIGHT PREPARATION								
1.1 Performance calculation	OTD P							
1.2 Aeroplane external visual inspection; location of each item and purpose of inspection	OTD P#	P						
1.3 Cockpit inspection	P→	→						
1.4 Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P→	→		M				
1.5 Taxiing in compliance with air traffic control or instructions of instructor	P→	→						
1.6 Before take-off checks	P→	→		M				

SECTION 2								
2. TAKE-OFFS								
2.1 Normal take-offs with different flap settings, including expedited take-off	P→	→						
2.2* Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne	P→	→						
2.3 Crosswind take-off	P→	→						
2.4 Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P→	→						



TANZANIA CIVIL AVIATION AUTHORITY
DIRECTORATE OF SAFETY REGULATION
PERSONNEL LICENCING

Revision: 3
Form

TCAA- FRM-SR-PEL016C

Title: ATPL Checkride Application and Report Form

Page 11 of 18

2.5	Take-offs with simulated engine failure: shortly after reaching V2 (In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above the runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V2)	P→	→					
2.5.1*								
2.5.2*	between V1 and V2	P	X		M FFS Only			
2.6	Rejected take-off at a reasonable speed before reaching V1.	P→	→		M			

SECTION 3

3. FLIGHT MANOEUVRES & PROCEDURES

3.1	Manual flight with and without flight directors (no autopilot, no auto thrust/auto throttle, and at different control laws, where applicable)	P→	→					
3.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope	P→	→					
3.1.2	Steep turns using 45° bank, 180° to 360° left and right	P→	→					

3.1.3	Turns with and without spoilers	P→	→					
3.1.4	Procedural instrument flying and maneuvering including instrument departure and arrival, and visual approach	P→	→					
3.2	Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P→	→X An aeroplane shall not be used for this exercise		FFS only			
3.3	Normal operation of systems and controls engineer's panel (if applicable)	OTD P→	→					

M A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive

3.4 Normal and abnormal operations of following systems								
3.4.0	Engine (if necessary, propeller)	OTD P→	→					
3.4.1	Pressurization and air conditioning	OTD P→	→					
3.4.2	Pitot / static system	OTD P→	→					



TANZANIA CIVIL AVIATION AUTHORITY
DIRECTORATE OF SAFETY REGULATION
PERSONNEL LICENCING

Revision: 3
Form

TCAA- FRM-SR-PEL016C

Title: ATPL Checkride Application and Report Form

Page 12 of 18

3.4.3	Fuel system	OTD P→	→						
3.4.4	Electrical system	OTD P→	→						
3.4.5	Hydraulic system	OTD P→	→						
3.4.6	Flight control and trim-system	OTD P→	→						
3.4.7	Anti-icing / de-icing system, glare shield heating	OTD P→	→						
3.4.8	Autopilot / flight director	OTD P→	→		M (single-pilot only)				
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation devices	OTD P→	→						
3.4.10	Ground proximity warning system, weather radar, radio altimeter, transponder	P→	→						
3.4.11	Radios, navigation equipment, instruments, FMS	OTD P→	→						
3.4.12	Landing gear and brake	OTD P→	→						
3.4.13	Slat and flap system	OTD P→	→						
3.4.14	Auxiliary power unit (APU)	OTD P→	→						
3.5	Abnormal and emergency procedures	M A mandatory minimum of 3 items shall be selected from 3.5.1 to 3.5.9 inclusive→							
3.5.1	Fire drills, e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation	P→	→						
3.5.2	Smoke control and removal	P→	→						
3.5.3	Engine failures, shutdown and restart at a safe height	P→	→						
3.5.4	Fuel dumping (simulated)	P→	→						
3.5.5	Wind shear at take-off / landing	P	X		FFS Only				
3.5.6	Simulated cabin pressure failure / emergency descent	P→	→						
3.5.7	Incapacitation of flight crew member	P→	→						
3.5.8	Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual (AFM)	P→	→						
3.5.9	TCAS event	OTD P→	An aeroplane shall not be used		FFS Only				



TANZANIA CIVIL AVIATION AUTHORITY
DIRECTORATE OF SAFETY REGULATION
PERSONNEL LICENCING

Revision: 3
Form

TCAA- FRM-SR-PEL016

Title: ATPL Checkride Application and Report Form

Page 13 of 18

3.6 Upset recovery training									
3.6.1	Recovery from stall events in: – take-off configuration; – clean configuration at low altitude; – clean configuration near maximum operating altitude; and – landing configuration.	P FFS qualified for the training task only	X An aeroplane shall not be used for this exercise						
3.6.2	The following upset exercises: – recovery from nose-high at various bank angles; and – recovery from nose-low at various bank angles	P FFS qualified for the training task only	X An aeroplane shall not be used for this exercise		FFS Only				
3.7 Instrument flight procedures									
3.7.1*	Adherence to departure and arrival routes and ATC instructions	P→	→		M				
3.7.2*	Holding procedures	P→	→						
3D operations to DH/A of 200 ft (60m) or to higher minima if required by the approach procedure									
3.7.3*	<i>(Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taking into account such limitations (for example, choose an ILS for 3.7.3.1 in case of such AFM limitation).)</i>								
3.7.3.1*	Manually, without flight director	P→	→		M (Skill test only)				
3.7.3.2*	Manually, with flight director	P→	→						
3.7.3.3*	with auto-pilot		P→	→					
3.7.3.4*	Manually, with one engine simulated inoperative during final approach, either until touchdown or through the complete missed approach procedure (as applicable), starting: (i) before passing 1 000 ft above aerodrome level; and (ii) after passing 1 000 ft above aerodrome level.	P→	→		M				
Note: In aeroplanes which are not certificated as transport category aeroplanes (JAR/ FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the 2D approach in accordance with 3.7.4. The go-around shall be initiated when reaching the published obstacle clearance height/ altitude (OCH/A); however, not later than reaching an MDH/A of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with exercise 3.7.3.4.									
3.8.4*	2D operations down to MDH/A	P*→	→		M*				



TANZANIA CIVIL AVIATION AUTHORITY
DIRECTORATE OF SAFETY REGULATION
PERSONNEL LICENCING

Revision: 3
Form

TCAA- FRM-SR-PEL016C

Title: ATPL Checkride Application and Report Form

Page 14 of 18

<p>3.8.5 Circling approach under the following conditions: (a) * approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by: (b) circling approach to another runway at least 90° off centerline from final approach used in item (a), at the authorized minimum circling approach altitude. Remark: If (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.</p>	P*→	→						
<p>3.8.6 Visual approaches</p>	P→	→						
SECTION 4								
4. MISSED APPROACH PROCEDURES								
<p>4.1 Go-around with all engines operating* during a 3D operation on reaching decision height</p>	P*→	→						
<p>4.2 Go-around with all engines operating* from various stages during an instrument approach</p>	P*→	→						
<p>4.3 Other missed approach procedures</p>	P*→	→						
<p>4.4* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt</p>	P*→	→		M				
<p>4.5 Rejected landing with all engines operating: – from various heights below DH/MDH; – after touchdown (balked landing) In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.</p>	P→	→						



TANZANIA CIVIL AVIATION AUTHORITY
DIRECTORATE OF SAFETY REGULATION
PERSONNEL LICENCING

Revision: 3
Form

TCAA- FRM-SR-PEL016C

Title: Checkride Application and Report Form

Page 15 of 18

MULTI-PILOT AEROPLANES & SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING			ATPL / MPL / TYPE- RATING SKILL TEST OR PROFICIENCY CHECK				
	FSTD	A	Instructor initials when training completed	Tested or checked in: 'FSTD' or 'A'	1 st Attempt		2 nd Attempt	
					Pass	Fail	Pass	Fail
Maneuvers/Procedures								
SECTION 5								
5. LANDINGS								
5.1 Normal landings* with visual reference established when reaching DA/H following an instrument approach operation	P							
5.2 Landing with simulated jammed horizontal stabilizer in any out-of-trim position	P→	An aeroplane shall not be used for this exercise		FFS only				
5.3 Crosswind landings (aircraft, if practicable)	P→	→						
5.4 Traffic pattern and landing without extended or with partly extended flaps and slats	P→	→						
5.5 Landing with critical engine simulated inoperative	P→	→		M				
5.6 Landing with two engines inoperative: - aeroplanes with three engines: the center engine and one outboard engine as far as practicable according to data of the AFM; and - aeroplanes with 4 engines: two engines at one side	P	X		M FFS only (Skill test only)				

General remarks:

Special requirements for the extension of a type rating for instrument approaches down to a decision height of less than 200 ft (60 m), i.e. CAT II/III operations



TANZANIA CIVIL AVIATION AUTHORITY
DIRECTORATE OF SAFETY REGULATION
PERSONNEL LICENCING

Revision: 3
Form

TCAA- FRM-SR-PEL016C

Title: ATPL Checkride Application and Report Form

Page 16 of 18

SECTION 6

Additional authorization on a type rating for instrument approaches down to a DH of less than 60 m (200 ft) (CAT II/III)

The following maneuvers and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft.). During the following instrument approaches and missed approach procedures, all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60 m (200 ft.) shall be used.

6.1*	Rejected take-off at minimum authorized runway visual range (RVR)	P*→	→X An aeroplane shall not be used for this exercise	M*				
6.2*	CAT II/III approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed	P→	→	M				
MULTI-PILOT AEROPLANES & SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			ATPL / MPL / TYPE-RATING SKILL TEST OR PROFICIENCY CHECK			
Manoeuvres/Procedures				Instructor initials when training completed	1 st Attempt		2 nd Attempt	
		FSTD	A		Pass	Fail	Pass	Fail
6.3*	Go-around: after approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, ground/airborne equipment failure prior to reaching DH, and go-around with simulated airborne equipment failure.	P→	→	M*				
6.4*	Landing(s): with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed.	P→	→	M				



TANZANIA CIVIL AVIATION AUTHORITY
DIRECTORATE OF SAFETY REGULATION
PERSONNEL LICENCING

Revision: 3
Form

TCAA- FRM-SR-PEL016C

Title: ATPL Checkride Application and Report Form

Page 17 of 18

Note: CAT II/III operations shall be performed in accordance with the applicable air operations requirements.

Note: The Civil Aviation (Personnel Licensing) Regulations, 2017— Privileges requires:

“In the case of a multi-engine IR, these privileges may be extended to decision heights lower than 200 feet (60 m) when the applicant has undergone specific training at an ATO and has passed the skill test prescribed in multi-pilot aircraft as prescribed in the Civil Aviation (Personnel Licensing) Regulations, 2017 “

If section 6 of the Skill Test / Proficiency Check is completed, please give details of Low Visibility Operations below.

Visibility Operations (LVO)

(Additional authorization on a Type Rating for instrument approaches down to a DH of less than 60 m (200 ft) (CAT II/III))

Name of ATO providing specific LVO training:

Name of Air Operator approved for Low Visibility Procedures:

Approving Competent Authority:

Specify Air Operator’s

Low Visibility Approvals:

(see Air Operator Ops Spec)



**TANZANIA CIVIL AVIATION AUTHORITY
DIRECTORATE OF SAFETY REGULATION
PERSONNEL LICENCING**

**Revision: 3
Form**

TCAA- FRM-SR-PEL016C

Title: ATPL Checkride Application and Report Form

Page 18 of 18

PAYMENT FORM ON REVERSE

PAYMENT FORM

Full details of fees charged and levied by the TCAA are published in the AIC 08/23 (White 168) 29 JUNE 2023 (Regulatory Fees for Services Offered by Tanzania Civil Aviation Authority)