

CIVIL AVIATION AUTHORITY, BANGLADESH
FLIGHT SAFETY & REGULATIONS DIVISION
HEADQUARTERS, KURMITOLA, DHAKA

No. CAAB/52/143/2001/FI/VOL-3/13

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CIRCULAR – 03/2011

Subject: ZFTT Policy for Aircraft Endorsement for Pilots using Level 'C' and 'D' Simulator.

1. Introduction

The rapid growth of air traffic in Bangladesh has led to the induction of a large number of aircraft, mostly commercial jets. To meet the growing demand, pilot training is being conducted in different approved TRTOs worldwide, where the Manufactures' syllabus combined with local requirements are followed. To keep abreast with the aviation industry practice and since Level 'C' and 'D' Simulators provide quality training facility to flight crews, CAAB has decided to introduce 'Zero Flight Time Training' (ZFTT) policy if training is conducted in Level 'C' or 'D' simulator, fulfilling the required specifications mentioned below.

With a view to rationalizing the Pilot Training Syllabus for all air operators and to facilitate the type endorsement on licenses, this circular lays down the minimum pre-requisites of and the requirements for ZFTT to be accomplished in Level 'C' or 'D' type of Simulator.

2. Applicability of ZFTT (Prerequisites)

2.1 Pilots:

- (a) The ZFTT shall apply to Pilots having minimum 2000:00 hours of experience in Commercial Air Transport Operations either as Pilot or Co-pilot with Multi-Pilot and Multi-Engine aircraft if the training is conducted in Level 'C' simulator.

OR,

- (b) The ZFTT shall apply to Pilots having minimum 1000:00 hours of experience in Commercial Air Transport Operations either as Pilot or Co-pilot with Multi-Pilot and Multi-Engine aircraft if the training is conducted in Level 'D' simulator.

2.2 Operators:

- (a) Operators shall have a Directorate of Flight Operations with a fully developed Training Department (with adequate number of training staffs, aids, facility like Class room, multimedia projector, photocopier, technical library with required number of books and manuals, CBT, record keeping facilities of all crews etc) headed by a CAAB approved head of Operations who shall recommend the company pilots for ZFTT.

- (b) Company policy on initial, recurrent and revival procedure for ZFTT shall be laid down in Part-D of OM.
- (c) Company shall have adequate number of Training / Check Captains (at least two (02) Training / Check Pilots for each type of aircraft applied for ZFTT).

3. Ground Training Program and Ground Test (Type Technical):

- 3.1 The Ground Training Syllabus of the Manufacturer/operator, duly approved by CAAB, shall be followed. The training and testing will be carried out at or by approved training organizations only.
- 3.2 The Type Technical Examination will be conducted at CAAB or CAAB approved simulator training centre/institute.
- 3.3 Type technical test result will be reflected in the SIM report or a separate certificate/paper.

4. Simulator Training Program:

- 4.1 The Simulator Training Program shall be in accordance with the Manufacturer's/Operator's laid down simulator profile training duly approved by CAAB and will include the following in sequence.
 - (a) LOFT;
 - (b) PPC; and
 - (c) Base Training/Check involving minimum Four (4) Take offs and Landings by Day and Four (4) Take offs and Landings by Night.

5. Route Training and Check after Simulator

- 5.1 Route Training for the pilot shall be commenced as soon as possible but not later than 21 days following the completion of simulator training.
- 5.2 In case the Route Training is commenced between 22 to 28 days following the completion of simulator training, the pilot shall complete at least two (2) sectors of Route Observation prior to the commencement of Route Training.
- 5.3 In case the Route Training is commenced between 29 to 42 days following the completion of simulator training, the pilot shall complete at least Four (4) sectors of Route Observation prior to the commencement of Route Training.
- 5.4 In case the Route Training is not commenced within 42 days following the completion of simulator training, the pilot shall complete at least Two (2) Circuits and Landings by Day and Two (2) Circuits and Landings by Night, either in the simulator or in the aircraft, prior to the commencement of Route Training.
- 5.5 Once commenced, the pilot shall undergo Route Training as specified in ANO (OPS) A-3, before being recommended for Initial Route Check (IRC).
- 5.6 The pilot shall have to complete the IRC as mentioned in Para 5.5 within 120 days from the date of commencement of Route Training.

- 5.7 In case the IRC as mentioned in Para 5.5 is accomplished within 121-135 days from the date of commencement of Route Training, the pilot shall complete at least additional Two (2) Sectors of Route Training prior to the IRC.
 - 5.8 In case the IRC as mentioned in Para 5.5 is accomplished within 136-150 days from the date of commencement of Route Training, the pilot shall complete at least additional Four (4) Sectors of Route Training prior to the IRC.
 - 5.9 In case the IRC as mentioned in Para 5.5 is not accomplished within 150 days from the date of commencement of Route Training, the operator shall stop training and notify CAAB for review and disposal.
 - 5.10 The Initial Route Check (IRC) shall be conducted/monitored by a FOI of CAAB.
6. This circular is considered to be in effect from 02 August 2011 and will supersede all previously issued circulars 03/2011, vide reference No. CAAB/52/143/2001/FI/VOL-3/185A, dated 02 August 2011 and No. CAAB/52/143/2001/FI/VOL-3/511A, dated 05 October, 2011 on the same subject.

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