

# FIJI AERONAUTICAL INFORMATION CIRCULAR



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**OPS/ATC**

## APPROVAL FOR ZERO FLIGHT TIME TRAINING

### **1.0 Purpose**

- 1.1 This AIC provides guidance for the minimum content and standard for Zero Flight Time Training (ZFTT).

### **2.0 Applicability**

- 2.1 This AIC is applicable to all Aviation Training Organizations (ATO)/ Aviation Training Institute (ATI) and Air Operator Certificate (AOC) holders seeking approval for their ZFTT course for the endorsement of an aircraft rating.

### **3.0 Introduction**

- 3.1 Any course of training or instruction must be approved by the Authority. This Circular contains information about the design, content and standard of the ZFTT course acceptable to CAAF.
- 3.2 The ZFTT program designed for the entire type rating training and test on specific multi-pilot aircraft type to be carried out completely in high fidelity Flight Simulation Training Devices (FSTD). As such, the initial aircraft handling is only accomplished during commercial line operations.

### **4.0 Elements for ZFTT Implementation**

- 4.1 Basically, there are three essential and interacting elements to consider for the successful implementation of ZFTT. These are the:
- (a) Fidelity of the FSTD in particular the Full Flight Simulators (FFS)
  - (b) Competency of the instructors and examiners conducting the ZFTT
  - (c) Entry requirements of the trainees for the course
- 4.2 Presently there are no FSTD that can replicate the aircraft's handling characteristics perfectly with motion and visual feedback that are indistinguishable from the real world. Perceptible performance, motion and visual gaps still exist between the aircraft and a Level D or Type VII qualified FFS (based on ICAO 9625 3rd Edition). If the gap is minimal ZFTT is still

possible if the three elements mentioned above are addressed appropriately.

Taking into consideration these factors and international best practices, ATO / ATI and AOC holders who are planning to conduct ZFTT are advised to meet the following requirements:

**(a) Organizational Requirements**

- The ATO / ATI must have a specific arrangement with the AOC holder approved by CAAF. It must include the obligation of the AOC holder to complete the Initial Operating Experience for all ZFTT trainees.
- The AOC Holder and ATO / ATI must have held their respective approvals for the specific aircraft type for at least one year. This is to ensure that the organizations have sufficient operating and training experience in the new aircraft type before they can apply for ZFTT approval.
- In order to be used for ZFTT, the FFS must be qualified to Type VII based on ICAO Document 9625 3rd Edition or Level D under the FAA requirements.

**(b) Training Programme Requirement**

- Prior to license endorsement, the trainee must complete an aircraft exterior familiarization. Computer-based training on exterior checks may be used only if there are no aircraft available, and if such training has been approved by CAAF. For either case, a suitably qualified instructor must certify the trainee's satisfactory completion.
- The ZFTT programme must not be less than the OEM's recommended ZFTT programme for the aircraft type. CAAF may require additional sessions or training exercises to be included as necessary to meet ICAO requirements and training standards acceptable to the Authority.
- A specific simulator session must be conducted in place of actual aircraft training. This training-to-proficiency session must be conducted by a Flying Instructor (FI) to include a minimum of 6 satisfactory take-offs and landings in varying wind, turbulence and visual conditions. The instructor must sit at one of the pilot's seat to get direct feedback of the trainee's handling performance so as to facilitate tutoring and coaching.

- The first sector of the Initial Operating Experience must be conducted within 21 days of the specific simulator session followed by the first four take-offs and landings to be supervised by the FI. These take-offs and landings must be continuously completed without disruption. Any delay beyond 21 days or disruptions to the conduct of these take-offs and landings will require the trainees to restart from the specific simulator session.

**(c) Instructors and Examiners Requirements**

- The FI or Authorized Flight Examiner (AFE) conducting ZFTT must have held the appointment for at least a year.
- The specific simulator session must be conducted by an FI of the applicable aircraft type. The instructor must assess the trainee to be competent and to recommend him/her for the Aircraft Rating Test.
- All the items in the Aircraft Rating Test must be conducted by an AFE of the applicable aircraft type in an approved FFS.
- The FI is qualified under his/her instructor rating to instruct on both the FFS and the aircraft, and is deemed most qualified to understand the nuances between the FFS and aircraft. The first four take-offs and landings must therefore be supervised by the FI, and have the experience on training take-offs and landings in the specific simulator session.

**(d) Trainee Requirements**

- The Manager Training must ensure the trainees meet the prerequisites before embarking on the ZFTT course:
  - (a) For Captains or Pilot-in-Command: At least 100 PIC and 200 ICUS hours
  - (b) For First Officers or Co-pilots: At least 100 PIC and/or ICUS hours

**5.0 Consultations with CAAF**

Organizations seeking approval for ZFTT should arrange for preliminary discussions with CAAF to determine their feasibility of proceeding with this training programme and next steps.