



Sudan Type Rated Instructors (TRI) And Pilot Flight Instructors

POLICIES AND PROCEDURES FOR INSTRUCTORS

CONTENTS

GENERAL.....	2
Applicability: All AOC holders, and ATO holders	2
ATO PILOT FLIGHT INSTRUCTOR.....	2
Documents to be Submitted	2
Initial Appointment and Renewal	3
Privileges of the Flight Instructor	4
ATO outside of Sudan with TRI's and TRE's.....	4
AOC TYPE RATED INSTRUCTOR (TRI).....	4
Documents submitted.....	4
Privileges of the TRI.....	5
Renewal of a TRI.....	6
ATO outside of Sudan with TRI's and TRE's.....	6
Aircraft Type Training.....	6
Pilot Proficiency Checks (PPC).....	7
Acceptance of Foreign ATO's.....	7



Sudan Type Rated Instructors (TRI) And Pilot Flight Instructors

POLICIES AND PROCEDURES FOR EXAMINERS

GENERAL

This Annex defines the requirements for a TRI and Simulator Instructors for AOC holders, and Pilot Flight Instructors for Approved Flight Training Organizations (ATO).

Type Rated Instructors (TRI) are the responsibility of SCAA Flight Operations under the Air Operator Certificate (AOC), and Flight Instructors are the responsibility of PEL and the Approved Training Organization (ATO).

Applicability: All AOC holders, and ATO holders

Note: The PEL Directorate is presently responsible to approve TRI for AOC. The PEL Directorate has been working closely with the Flight Operations Directorate to revise and streamline the process. Until the handover of responsibilities is completed the following requirements will have to be met to become a TRI for an AOC holder or a Pilot Instructor for an Approved Flight Training Organization:

ATO PILOT FLIGHT INSTRUCTOR

Documents to be Submitted

1. A letter of nomination must be produced from the the Director of Training for the ATO. This letter must include the following information:
 - Name of the Pilot and Sudanese License number
 - A statement that the pilot meets the minimum flight experience requirement as listed in the Company Training Manual.
 - A statement that the pilot has passed a Teaching Techniques course.



2. The pilot shall provide evidence of having completed the following training requirements within the previous 12 months of the date indicated on the nomination letter:
- Ground school training on the aircraft type(s).
 - Company Procedures Training.
 - IFR Operational Knowledge Review.
 - CRM and CFIT Training.
 - Dangerous Goods Training
 - Any other recurrent training mandated in the Company Training Manual
 - A Flight Instructor must have received simulator training in accordance with the company training manual before conducting simulator training.
 - **NOTE:** Where a company has approval to provide training to pilots in the actual aeroplane or helicopter, then the Flight Instructor must have completed the training in the aeroplane.
 - A Flight Instructor must have passed an IR Pilot Proficiency Check to train pilots for an IR initial or renewal.

Note: A Flight Instructor has received training on the operation of the simulator if training is conducted in the simulator.

Initial Appointment and Renewal

A Flight Instructor for initial appointment and for renewal shall be required to undergo a check ride with an approved Examiner. (An Examiner will be especially appointed by the SCAA as not all Examiners will receive this appointment).

A Flight Instructor shall hold an ICAO English Language Proficiency Rating of Level 5 or higher.

By meeting the above requirements a pilot may receive their SCAA Certificate for initial Flight Instructor appointment.



Privileges of the Flight Instructor

The holder of a Flight Instructor Certificate shall be able to exercise the following privileges:

Provide training for a type rating, PPL, CPL, Multi-engine, and instrument rating in an aircraft or simulator, provided the training program is in the company training manual. This training must be approved by the PEL Directorate.

Note: A Flight Instructor shall not conduct any flight test for the issue of a type rating, instrument rating or for a license unless they also hold a Flight Examiner Certificate.

ATO outside of Sudan with TRI's and TRE's

Several students use Foreign ATOs for their PPL, CPL, Multi-engine, and Instrument rating training.

From the PEL Directorate when an applicant wishes to conduct initial training, endorse their license with a type rating, or an instrument rating all training must be approved by the PEL Directorate prior to the commencement of training..

If an ATO holder has a foreign ATO approved in their company Training Manual and the specific training is detailed in the training manual, then the PEL Directorate will accept the approved training.

AOC TYPE RATED INSTRUCTOR (TRI)

Documents submitted

A letter of nomination must be produced to SCAA Flight Operations Directorate from the the Director of Training for the AOC airline. This letter must include the following information:

- Name of the Pilot and Sudanese License number
- A statement that the pilot meets the minimum flight experience requirement as listed in the Company Training Manual Part D.



- A statement that the pilot has passed a Teaching Techniques course.
 - A statement that the pilot has completed the complete TRI training prescribed in the Operations Manual, Part D.
3. The pilot shall provide evidence of having completed the following training requirements within the previous 12 months of the date indicated on the nomination letter:
- Ground school training on the aeroplane type;
 - Company SOP Training;
 - IFR Operational Knowledge Review;
 - CRM and CFIT Training;
 - Dangerous Goods Training (if applicable);
 - Any other recurrent training mandated in the Company Operations Manual;
 - A TRI must have received simulator training in accordance with the SCAA approved company training program for TRI in Part D.
 - **NOTE:** Where a company has approval to provide training to pilots in the actual aeroplane or helicopter then the TRI must have completed the training in the aeroplane.
 - A TRI must have passed an IR Pilot Proficiency Check (PPC) to train pilots for an IR PPC.

Note: A TRI must have received training on the operation of the simulator before training is conducted in the simulator.

Privileges of the TRI

The holder of a TRI Certificate shall be able to exercise the following privileges.

Provide company training for line training, a type rating, instrument rating, and for instructing company pilots in their Pilot Proficiency Checks in an aircraft or simulator provided the training program is in the company Operations Manual Part D. This training is approved by the Flight Operations Directorate. Conduct ground school for the aircraft type.

Note: A TRI shall not conduct any flight test for the issue of a type rating, instrument rating or for a PPC unless they also hold a TRE Certificate.

A TRI shall hold an ICAO English Language Proficiency Rating of Level 5 or higher.



A TRI will receive a final check by a TRE after completing the sectors of training required by the Operations Manual Part D. If successful the Manager of Training will amend the names in the Operations Manual, Part A and submit the amendment for acceptance to the SCAA that the pilot has become a TRI in the airline.

Renewal of a TRI

A TRI will be subject to one monitor training session ride with a TRE appointed examiner every three years.

ATO outside of Sudan with TRI's and TRE's

Several AOC holders use Foreign ATOs for their company recurrent training, type rating training, instrument rating renewals, and pilot proficiency checks.

From the PEL Directorate when an applicant wishes to endorse their license with a type rating, or an instrument rating all training must be approved by the PEL Directorate.

For type initial or recurrent training, and Pilot Proficiency Checks all approvals must come from the Flight Operations Directorate.

If an AOC holder has a foreign ATO approved in their company Operations Manual Part D and the specific training is detailed in the training manual, then the PEL Directorate will accept the approved training.

Aircraft Type Training

Where the use of a foreign ATO is approved in the company Operations Manual Part D each applicant for a type rating must provide the following documentation from the ATO with each application to the PEL Directorate:

1. Name of the pilot and a copy of the pilot license;
2. A copy of the last PPC;
3. A copy of the ground training and simulator training syllabus
4. A copy of your written examination results;
5. Provide acceptable evidence that the type rating instructor is authorized by the local Civil Aviation Authority to conduct training on the aircraft rating applied for;
6. Evidence that the local Civil Aviation Authority has approved the type examiner;
7. A copy of the State's Simulator Approval Certificate.



8. A Certificate from the ATO that course was successfully completed for the type rating;
9. A copy of the State Approval for the ATO that clearly shows the ATO is approved to provide type rating training on the type requested;
- 10 Complete the normal application form for the issue of the type rating.

NOTE: The name of the ATO must be stated in the company Operations Manual.

If the name of the ATO is not stated in the company Operations Manual, then SCAA Flight Operations must approve the ATO separately and this approval can take some time.

Pilot Proficiency Checks (PPC)

The foreign Instructor and Examiner will work from the SCAA approved AOC Simulator Syllabus. An AOC cannot use any syllabus for PPC not approved for the AOC in the Operations Manual, Part D.

The Manager of Training must control the syllabus being used for each pilot attending the simulator, as each of the pilots may have areas of weakness different from each other and require additional training.

The Flight Operations Directorate shall approve all foreign ATO's and simulators being used in any foreign program.

Acceptance of Foreign ATO's

The PEL Directorate will accept the use of a TRE from an ATO approved by SCAA Flight Operations for the issue of a type rating on a license, provided points 5 through 9 above is complied with.

All flight tests for an initial instrument rating or for the renewal of an instrument rating can only be conducted by a TRE approved by the SCAA. The TRE must have met the SCAA qualification requirements and attended a TRE workshop from the SCAA once a year.

When pilots are required to renew their instrument rating please ensure that the examiner is approved by SCCA. No examiner will be approved for IR flight tests unless



they have completed the SCAA TRE or Pilot Examiner Program. This program will be conducted jointly by the Flight Operations and the Personnel Licensing Directorates.

The SCAA will issue a new advisory circular as to the start date for the Type Rating Examiner (TRE) and Pilot Examiner Programs. If the company wishes to use an examiner to renew an instrument rating they must have completed the SCAA TRE and Pilot Examiner Program.