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The following circular is promulgated for information, guidance and necessary action

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Director General

MICROLIGHTS: REGULATIONS, TRAINING AND LICENSING

REFERENCE:

The Civil Aviation (personnel Licensing) Regulations, 2017

1. Procedures for regulations and licensing specifically for microlight (LSA) operations

The regulations and licensing procedures for microlight (LSA) operations follow a framework like that of general aviation, albeit with less stringent requirements due to the lightweight and simple nature of microlights.

1.1 Definition of Microlight (LIGHT SPORT AIRCRAFT- LSA) Aircraft

Weight Limits: Typically, microlights (LSA) have a maximum takeoff weight (MTOW) of between 450–600 kg.

- i. **Seating:** Limited to 1 or 2 seats.
- ii. **Speed:** Sub-35 kts stall speed.

1.2 Regulatory Authority:

TCAA: Tanzania Civil Aviation Authority

1.3 Licensing & Pilot Requirements

- i. **Basic License:** PPL(M) Private Pilot's License with Microlight Rating endorsed in the license.
- ii. **Medical Requirements:** Requires medical certificate **Class 2**
- iii. **Flight Training:** Requires a minimum of 25 flight hours, including 10 hours of solo flights
- iv. **Theoretical Exams:** Covering air law, meteorology, navigation, radiology, principles of flight and aircraft systems.

1.4 Aircraft Registration & Certification

- i. **Factory-Built:** Microlights (LSA) are factory-built models and need Airworthiness certification
- ii. **Airworthiness:** Requires annual inspections.

1.5. Operational Limitations

- i. **Day VFR Only:** Microlights are restricted to Visual Flight Rules (VFR) in daylight.
- ii. **Second person Carrying:** Allowed after additional training and endorsement.
- iii. **Holders of other licenses:** Holders of Tanzanian pilot licenses, such as PPL(A), CPL(A) and ATPL(A) are required to undergo difference training with appropriately qualified Instructor prior to flying as Pilot in Command of Microlight (LSA). Foreign licenses are required to either be validated or converted as is normally required for other licenses. No type or ground examinations are required.
- iv. **Flight Experience in Microlights (LSA):** Flight experience amassed in microlights are counted towards meeting the experience or revalidation requirement for SEP Class Rating and recency requirements for SEP privileges at a factor of 2 (i.e. 2 hours of microlight flight is equivalent to 1 hour of standard aircraft.)

2. The syllabus for Microlights Flight Training

The Private Pilot's License for Microlights (LSA) PPL(M)

PPL(M) includes in it aircraft Class Ratings that allow the holder to fly specific classes of aircraft.

To obtain a PPL with a Microlight Class Rating PPL(M), one must complete ground and flight training with a Civil Aviation Authority Certificated Flight Instructor entitled to instruct on microlights (LSA) at an Approved Training Organization.

2.1 Flight Training Requirements

The Microlight Class Rating can be issued with either of the two options. The options are;

- i. Without Operational Limitations

The minimum flight training required for the grant of a PPL with a Microlight Class Rating Without Operational Limitations is:

- (a) Minimum total flight time under instruction: **25 hours**
- (b) Minimum flight time solo: **10 hours**
- (c) Minimum total navigation flight time: **5 hours**
- (d) Minimum solo navigation flight time: **3 hours**

- ii. With Operational Limitations.

The minimum flight training required for the grant of a PPL with a Microlight Class Rating with Operational Limitations is:

- (a) Minimum total flight time under instruction: 15 hours
- (b) Minimum flight time solo: 7 hours

2.2 The Operational Limitations at initial issue are:

- i. The pilot is not allowed to carry any other person.
- ii. Microlights (LSA) are prohibited from flying When the cloud base is 1000 ft or less with visibility less than 10 kilometers,
- iii. Microlight (LSA) pilots are not allowed to fly further than 8 nautical miles from take-off unless trained and approved to operate longer distances.

2.2.1 As part of flight training, you must take and pass a test with an authorized flight examiner to demonstrate your ability to fly a microlight through all the maneuvers that you will have learned during training. The test is called a General Skill Test (GST). The flight time of the GST can count towards the minimum total flight time required to obtain the PPL(M) but not towards the solo minimum time.

2.2.2 To ensure that when your license is issued your skill level and knowledge is current, you must have completed the minimum solo flight time and all the navigation flight training within the twenty-four-month period immediately prior to applying for your license. The GST must be taken and passed within the six-month period immediately prior to applying for your license.

2.3 Ground Training Requirements

2.3.1 The training syllabus lists the subject matter that an applicant for a Microlight Class Rating must understand. There is no minimum requirement for training by an instructor to achieve this knowledge, but the applicant must have demonstrated knowledge of the subject matter by passing examinations.

2.3.2 There are written examinations in five subjects. Meteorology, Navigation, Radio Telephony, Aviation Law, Human Factors and Aircraft Technical subjects. The examinations must have been passed within the twenty-four month period immediately prior to applying for your license.

2.3.3 There is one further examination to complete, which is a demonstration of your knowledge of the aircraft type that you have used to complete your GST. This examination is an oral examination and must be conducted by a flight examiner entitled to examine on microlight aircraft. It is usual, but not mandated, that the examination is conducted at the same time as the GST by the same examiner.

2.3.4 The ground oral examination must have been passed within the six-month period immediately prior to applying for your license.

2.4 Allowances for holders of other Licenses and Ratings

Pilots holding licenses or ratings for other classes of aircraft, current or expired, are entitled to allowances against the minimum hours required for the PPL(M). Student pilots with uncompleted courses may also be eligible.

2.5 License application

Application for the grant of a PPL with a Microlight Class rating PPL(M), must be made in writing on the PPL Microlight license application form to the Tanzania Civil Aviation Authority online or at the Banana/Kitunda Head Office address.

2.6 Limitations on PPL Microlight Class Rating

2.6.1 To be able to carry another person, the license holder must have completed at least 25 hours of total flying in microlights (either under training or as a licensed pilot) and at least 10 hours solo flying in microlights. The holder's experience is certified in their logbook by a flight examiner and then the Authority removes the Limitation in the license henceforth.

2.6.2 To remove the Limitations the holder must have completed at least 25 hours of total flying in microlights (either under training or as a licensed pilot) including at least 10 hours solo flying in microlights. Additionally, the holder must have completed the navigation training requirements specified in the syllabus prior to applying to have the limitations removed. Application to have these Limitations removed must be made in writing on the PPL Microlight license application form online to the Authority.

2.7 Medical requirements

A pilot may only fly microlights as Pilot in Command if he is considered physically and mentally fit to do so. For the PPL(M) there is provision for a pilot to submit himself to medical check and be declared as physically fit to fly and issued with Medical Certificate Class 2. The Declaration is submitted online on the Authority web site. Pilots must be aware of their responsibilities if they suffer from a decrease in medical fitness. Regulations require

that student pilots obtain a Medical Certificate at the start of their training to ensure that they will be able to meet the required medical standards.

2.8 Personal Flying Logbook

Students are required to purchase personal flying logbooks. This is an important document, which must be produced when required as evidence of your training when you apply for your license at the end of your course. Once qualified, you must continue to record all your flights. Your Pilot Rating needs to be revalidated every two years, and your logbook contains evidence of the necessary experience to do so. Your instructor will give you guidance when making the first line entry. Guidance is also provided from the regulations and at the initial pages of the logbook.

2.9 Flight Training

PHASE 1: FAMILIARISATION EXERCISES AND FOUNDATION

1. Air experience: the first lesson
2. Component parts, controls and systems of the aircraft
3. Preparation for flight and actions after flight
4. Effects of controls
5. Taxiing

PHASE 2: THE BASIC FLIGHT MANOEUVRES

6. Straight and level flight
7. Basic climbing and descending
8. Performance climbing and descending
9. **9a** - Turning flight
- 9b** - Climbing and descending turns

PHASE 3: SLOW SPEED HANDLING

10. **10a** - Critically slow airspeed
- 10b** - Stalling, and
11. Spin avoidance

PHASE 4: TAKE-OFF, LANDING AND CIRCUIT FLYING

12. Circuit training
13. Advanced take-off and landing techniques

PHASE 5: ADVANCED HANDLING

14. Advanced turning
15. Unusual attitudes

PHASE 6: OPERATIONAL HAZARDS, EMERGENCY PROCEDURES AND ABNORMAL OCCURRENCES

16. **16a** - Forced landings
- 16b** - Precautionary landings
- 16c** - Operation at minimum level

16d - Action in the event of an engine/cockpit fire

16e - Systems failure

PHASE 7: SOLO FLIGHT TRAINING

17.17a - First Solo

17b - Solo circuit, local area orientation and general handling consolidation

PHASE 8: VFR NAVIGATION

18.18a - Pre-flight planning

18b - En-route navigation, departure and arrival procedures

18c - Navigation at minimum level and/or in deteriorating Conditions

18d - Unsure of position and lost procedures

PHASE 9: PREPARATION FOR THE GENERAL SKILL TEST AND GROUND ORAL EXAM

19.19a - Dual revision for GST

19b - Revision for the ground oral exam

19c - Documentation review

3. Microlight (LSA) Licensing Procedure

Microlights (LSA) are small, lightweight aircraft between 450kg and 600kg with simple controls, designed for sports and recreational flying. Licensing requirements follow a structure same as that of general aviation, with some simplifications. Below is a general outline of the microlight licensing process:

3.1 Eligibility Requirements

- **Minimum Age:** 17 years
- **Medical Fitness:** medical certificate Class 2
- **Language Proficiency:** Ability to communicate in English not below ELP level 4. No minimum academic qualifications are required (like PPL(A)) except a good knowledge of English.

3.2 Training Stages

There are two stages of training; that is **theoretical training** and **flight training**.

A. Theoretical Knowledge (Ground School)

(Formal classroom training is required at an ATO.)

Pilots must pass exams covering:

- i. **Air Law & Regulations**
- ii. **Aerodynamics & Principles of Flight**
- iii. **Meteorology**
- iv. **Navigation, Radio Telephony**
- v. **Human Performance & Limitations**
- vi. **Operational Procedures**
- vii. **Aircraft General Knowledge**
- viii.

B. Flight Training

- i. **Minimum Flight Hours: 25 hours**
- ii. **Solo Flight Requirement: Usually 10 hours.**
- iii. **Dual Instruction: With a certified microlight instructor.**
- iv. **Skills Covered:**
 - Takeoff & landing
 - Basic maneuvers (turns, climbs, descents)
 - Emergency procedures (engine failure, stalls)
 - Cross-country navigation (some countries require a qualifying flight)

3.3 License Issuance

- (a) After completion of training and pass ground exams and flight check at the ATO, the student must sit and pass exams at the Authority.
 - **Written Exam:** multiple-choice.
 - **General Skill Test (GST)** with an approved examiner.
- (b) Upon passing both examinations, the Authority issues a **Private Pilot License with Microlight rating PPL(M) (Group 1)**

3.4 License Privileges

- (a) Fly microlights (LSA) within 450 kgs and 600kgs & speed limits.
- (b) Carry another person after additional training determined by the DFE.
- (c) Day VFR (Visual Flight Rules) only

3.5 Additional Ratings (Optional)

- (a) **Another Person Endorsement:** Required before carrying extra person.
- (b) **Cross-Country Endorsement:** For longer flights- to be determined by the ATO.
- (c) **Advanced Microlight (LSA) Rating:** For (complex) higher-performance models. (Group 2).

3.6 Renewal & Recurrency

- (a) **License Validity:** Requires periodic revalidation every 2 years.
- (b) **Medical Renewal:** Submit to Medical Examination for Medical Class 2 before any renewal
- (c) **Flight Review:** Requires a recurrency check flight with an approved instructor every 12 months.
- (d) **When a pilot has not flown a microlight (LSA) for 6 months or more;** An approved instructor should first supervise the pilot by giving him systems refresher training and check flight before being allowed to fly as PIC.