

IMPORTANT

Before completing this form, its contents should be read carefully. Completed applications should be sent to the Civil Aviation Authority of Fiji, Private Mail Bag (NAP 0354), Nadi Airport, Fiji, together with the documents required and personal Flying Log Book. Your attention is drawn to the provisions of the Air Navigation Regulations in respect of Regulation 128 *Forgery, etc., of documents*, of the Air Navigation Regulations.

SECTION 1 PERSONAL PARTICULARS OF APPLICANT (in BLOCK CAPITALS please)

Full Name (Surname first)

Flying Training Permit/Validation Number

Personal Residential or Postal Address

and contact number

Personal E-mail

Operator/ Training Institute

SECTION 2 APPLICATION

I hereby apply to convert my foreign PPL(A) or CPL(A) licence to FIJI PPL(A) FIJI CPL(A)

Evidence of the following is also attached in support of this application:

Medical Fitness

a current class 1 or 2 (for PPL) medical examination conducted by a CAAF approved DME
(including audiogram, electro-cardiogram and any other test deemed necessary by the medical examiner)

Knowledge

a pass in the Fiji Air Law Examination

Produce evidence of language proficiency assessment level minimum 4 and above.

Hold a valid Foreign Licence & Medical Validation issued by the PEL Office

Hold a current **PPL(A) or CPL(A)** issued by an ICAO contracting State.

Fees (Refer Civil Aviation (Fees and Charges) Regulation)

Conversion Flight Test Fee the licence issue fee

Photograph

2 passport size colour photographs (signed and dated on the back)

Proof of Identification

Passport, or Birth Certificate together with Photo ID

Police Clearance

Police Clearance

Consent

I consent to CAAF obtaining confirmation about the authenticity of my foreign pilot licence from the relevant issuing Authority

ALLOW 5 WORKING DAYS FROM RECEIPT DATE OF THIS APPLICATION AS PER CAAF SERVICE CHARTER

SECTION 3 FIT AND PROPER PERSON

THE INFORMATION SOLICITED HEREUNDER IS REQUIRED PURSUANT TO ANR REGULATION 53 (2) OF THE AIR NAVIGATION REGULATIONS 1981 WHICH PROVIDES FOR THE REQUIREMENT FOR FIT AND PROPER PERSON.

- a) Have you previously had an application for an Aviation Document rejected or have you been the holder of an aviation document which has been suspended or revoked (other than a licence that has been superseded by a replacement or a higher licence?
- b) Have you been convicted on any criminal charge or are you presently facing charges for a transport safety offence ?
- c) Have you been convicted on any criminal charge or are you presently facing charges for a criminal offence ?
- d) Have you any history of physical or mental health or serious behavioural problems ?

If answering "YES" to questions b, c or d above, please provide details on separate sheets enclosed in a sealed envelope marked **"Confidential, Chief Executive, Civil Aviation Authority of Fiji, include name, client No (if known), organisation name**, and attach to this application.

Note: The provision of false information or failure to disclose information relevant to the grant or holding of an aviation document constitutes an offence under Section 17A(5)(b) of the Civil Aviation Authority Act 1979 and Regulation 128 of the Air Navigation Regulations 1981 and the applicant is subject to prosecution as well as the revocation, suspension or cancellation of their aviation document or in the event of initial issue, the rejection of the application.

I hereby certify that to the best of my knowledge and belief the statements made and the information supplied on this form is true and correct and that the enclosed copies of my personal documents are authentic and that information shown on them is true and correct.

I hereby consent to the Civil Aviation Authority of Fiji obtaining confirmation about the authenticity of my foreign pilot licence from the relevant issuing Authority

I hereby authorise the Civil Aviation Authority of Fiji to use the information concerning me on this form or attached hereto for any purpose as required or authorised by Law and I authorise such information to be disclosed by the CAAF to any person who requires such information to carry out any function as lawfully directed by the CAAF. I consent to the disclosure by any court of law of any details of any convictions I may have pursuant to this application, to the Chief Executive, Civil Aviation Authority of Fiji.

Signature of Applicant

Date:

SECTION 4 DETAILS OF PRINCIPAL FOREIGN PILOTS LICENCE HELD (in BLOCK CAPITALS please)

State of issue:

Date of issue:

Type of license and:

Date of expiry of Licence:

Date and place of last medical examination:

Date:

Date of expiry of medical (class1 or 2) :

Details of any endorsements/Limitations:

Details of other licences held (if any):

FOR OFFICIAL USE ONLY

Examiner authority checked

ACCEPT

REJECT because

Signature

Date:

		Calculation
Fee		
Part:		
Item:		
Time: From		
To		
Travel: From		
To		
Transport		
Accommodation		
Overhead		
Receipt No.		
Date:		

SECTION 5 CERTIFICATE OF TEST FOR CONVERSION OF A FOREIGN LICENCE TO A FIJI LICENCE (S/E AIRCRAFT - LAND PLANE)

Surname:

First Names:

Location:

Aeroplane Type:

Registration:

Flight Time:

I, being a person duly authorised in writing by the Civil Aviation Authority of Fiji to conduct foreign licence conversion, hereby certify that I have flown in a S/E Aircraft - Land Plane with at the controls and that the applicant carried out satisfactorily* and unassisted, under the conditions stated, the manoeuvres and drills against which my signature appears below:

*See Note 3

PHASE 1			PHASE 2 I/F FULL PANEL			PHASE 3 VISUAL TEST CONTINUED		
1	A/C Documentation		1	S + L $\pm 5^\circ$ and ± 100 ft		1	Turning – medium; climbing, descending, steep, steep-gliding, Max Rate	
2	A/C Performance		2	Medium Turns 180° L + R $\pm 10^\circ$ on heading ± 100 ft		2	Stall recovery; safety checks and clearing turns, Basic Stall, Power + Flap, wing drop, steep turns	
3	Weight and balance		3	Straight Climb and Descent ± 100 ft on preselected Alt.		3	Forced landing without power	
4	Fuel		4	Stall onset recovery: Power on level flight; recovery from stall in climbing turn		4	Low Flying, Poor Visibility	
5	Emergency equipment		5	Recovery, Power on Spiral Dive		5	Forced Landing with power	
6	Weather interpretation					6	Circuit Joining Procedure – CVFR or non radio	
PHASE 2 PILOTING TECHNIQUES VISUAL			PHASE 4 I/F LIMITED PANEL			7	Flap use or side slip technique	
1	Pre – flight inspection		1	Climbing turns, Comp Hdgs		8	Approach and Landing:	
2	Engine start/warm/checks		2	Straight Climb, Comp Hdgs			i) Landing in minimum distance AT OPS	
3	Taxi/brake/ Inst checks		3	Medium Turns (Limits for 1 to 4 above ± 200 ft $\pm 10^\circ \pm 10K$)			ii) Flapless	
4	Pre-take-off/Run up checks		4	Recovery from unusual attitudes, including Power on Spiral Dive			iii) Cross wind	
5	T/O Normal / X-Wind / Max Perf / Aborted					9	Missed approach/overshoot (below 50 ft)	
6	EFATO Technique					10	ATS/Radio Procedures	
7	Climbing and Descending					11	Airmanship:	
8	Straight and Level						i) Pilot Judgement	
							ii) Look out	

Note: All exercises $\pm \frac{1}{4}$ Ball deflection slip or skid
Assessment Code: \checkmark = Pass \times = Fail NT = Not Tested

ADDITIONAL COMMENTS:

Name of Flight
Examiner (Print):

Licence:

Number:

Certified that this report is an accurate assessment of the test carried out

Signature:

Date:

SECTION 6 FLYING EXPERIENCE

I have had the following flying experience in S/E Aircraft - Landplane recorded in my personal Pilot's Flying Logbook:

6.1	Totals	
	Aeroplane Hours	Simulator Hours
• Total Flight Time		
• Co-pilot		
• PIC under supervision		
Pilot in Command		

Signed:

Date:

Flight times certified correct

By Training manager of

Name in BLOCK CAPITALS

Licence number and type

GENERAL NOTES

- 1 'A circuit' is the flight path around an aerodrome at a specified height that facilitates an aircraft's positioning from a point on the take-off path of a given runway to a point on the approach path of the same runway from which a landing can be made.
- 2 'Satisfactorily' means that the applicant is in full control of his aeroplane at all times and that the successful outcome of a manoeuvre is never in doubt. 'Unassisted' means without verbal prompting or physical assistance with the flying controls.
- 3 In the aeroplane 'Simulated engine failure' means with throttle lever set to idle so as to represent a failed engine as nearly as possible.
- 4 Endorsement of the licence will date from the completion of these tests.
- 5 Only persons holding written authorisation from the Civil Aviation Authority of Fiji in respect of the aeroplane type used for this test may sign for the satisfactory completion of any test on this form.
- 6 This issue of CAAF **Form PL104B** is for use in respect of conversion of a foreign licence – s/e aircraft land plane. Applications for the supply of this form should be made to the Civil Aviation Authority of Fiji, Private Mail Bag (NAP 0354), Nadi Airport, Fiji, telephone (679) 8923155.
- 7 The Applicant for the conversion of a foreign licence must hold an aircraft type rating or provide evidence of previous experience on the type of aircraft to be used for the flight test that is on the Fiji Register.