

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)

FTP or Licence Number

Address to which licence is to be returned,
and contact number

SECTION 2 APPLICATION

I hereby apply for ☐ ISSUE ☐ RENEWAL

Of a PPL (Helicopters) the evidence of the following is also attached in support of this application:

Medical Fitness

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

Knowledge (INITIAL ISSUE ONLY)

a pass in the Fiji Air Law Examination

Produce evidence of having passed all written examinations required for the issue of a Private Pilot's Licence (Helicopters) by CAAF

Produce evidence of language proficiency assessment level (if necessary, undergo assessment)

Skill

logbook certification by a Fiji Flight instructor that the applicant has satisfactorily completed a cross-country flight (100 NM) with 2 landings not less than 45 km (25 nm) distant from the point of departure. (INITIAL ISSUE ONLY). (Note: The cross-country flight is not required in the case of the holder of a current licence to fly aeroplanes.) and;

a pass in the Private Pilot's Licence Flight Test under Section 4 of this form conducted by a CAAF authorised flight examiner (ISSUE AND RENEWAL)

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

PPL Flight Test Fee and the licence issue fee **(INITIAL ISSUE ONLY)**

Photograph **(INITIAL ISSUE ONLY)**

one passport size colour photograph

Proof of Identification **(INITIAL ISSUE ONLY)**

Passport, or Birth Certificate together with Photo ID

Police Clearance **(INITIAL ISSUE ONLY)**

Police Clearance

PLEASE NOTE THE PROCESSING TIME FRAME 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 or facing charges for any aviation related offence?
- c) Have you been convicted or facing charges for any 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 17(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 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 DECLARATION OF TRAINING AND PROFICIENCY (INITIAL ISSUE ONLY)

This applicant has satisfactorily completed a course integrating ground and flying training the following aspects of operation:

- 3.1 Use of all the equipment, including Flight Instruments, which are the responsibility of the pilot.
- 3.2 Performance of normal, abnormal, alternate and emergency drills and under Flight conditions as defined in the relevant Flight Manual or Operating Handbook including weight and balance and trim sheet calculations.
- 3.3 Passed an Oral examination on the required knowledge for issue of a Private Pilot's Licence (Helicopters).

Signature:

Date:

Pilot in charge of training or CFI for

Organisation

Name (in BLOCK CAPITALS)

Licence No and Type

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 FLIGHT TEST FOR PRIVATE PILOT'S LICENCE (HELICOPTERS)

Surname:

First Names:

Location:

Helicopter Type:

Registration:

Flight Time:

I, being a person duly authorised in writing by the Civil Aviation Authority of Fiji to conduct Private Pilot's Licence test, hereby certify that I have flown in a helicopter with the above at the controls and that the applicant carried out satisfactorily* and unassisted, under the conditions stated, the exercises, manoeuvres and drills below:

*(See Note 3)

PHASE		
1	A/C Documentation	
2	A/C Performance	
3	Weight and balance	
4	Fuel	
5	Emergency Equipment	
6	Weather Interpretation	
PHASE 2		
PILOTING TECHNIQUE		
1	Pre-Flight Preparation	
2	Engine start/checks	
3	Take-off and taxi	
4	Sideways and backwards	
5	Spot turns	
6	Unusual Attitudes	
7	Limited power take off	
8	Limited power landing	
9	Quickstops	

VISUAL TEST CONTINUED		
10	Straight in autorotation's (Note3)	
11	180° autorotation (Note3)	
12	Hovering autorotation's (Note4)	
13	Hydraulic failure	
14	Governor failures	
15	Anti torque drive failures	
16	Anti torque jammed pedal	
17	Confined area landing's	
18	Slope operations	
19	Shutdown checks	
20	ATC compliance	
21	Airmanship	

Assessment Code: ✓ = Pass x = Fail NT = Not Tested

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 the following flying experience as recorded in my personal Pilot's Flying Logbook:

6.1	Minimum Flying Experience ()	Totals
	• Total flight time in Helicopters (40)	
	• Flight time as pilot in command in Helicopters (10)	
	• Cross country flight time as pilot in command in Helicopters (3)	
	• (At least one cross country flight of not less than 100 nm with 2 landing at 2 different aerodromes not less than 45 km (25 nm) distant from the point of departure)	
	• At least 10 hours as pilot-in-command on the first type of helicopter to be endorsed on the licence	

Signed:

Date:

Flight times Certified correct

by Chief Flight instructor of

Name in BLOCK CAPITALS

Licence number and type

GENERAL NOTES

- 1 'Night' means the hours between 15 minutes after sunset and 15 minutes before sunrise.
- 2 'A circuit' is the flight path around an aerodrome at a specified height which 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.
- 3 '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.
- 4 Simulated engine failures for practice may be carried out provided the area is suitable for an autorotative landing, and:
 - a) for helicopters without collective mounted throttle control, the fuel flow control will not be retarded.
 - b) for helicopters with collective mounted throttle, the throttle may be retarded.
- 5 During a hovering autorotation the fuel flow control or throttle will be retarded by the examiner.
- 6 The licence validity will date from the completion of this test.
- 7 Only persons holding written authorisation from the Civil Aviation Authority of Fiji in respect of the helicopter used for this test may sign for the satisfactory completion of any test on this form.
- 8 This issue of CAAF Form **PL 103E** is for use in respect of **Private Pilot's Licence (Helicopters)**. 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.