CIVIL AVIATION AUTHORITY OF FIJI
ISO 9001:2015 Certified

Application For The Conversion of a Foreign CPL To A Fiji Commercial Pilot's License – B737

PL 104P

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)

Validation Number

Personal Residential or Postal Address

and contact number

Personal E-mail

Operator/ Training Institute

SECTION 2 APPLICATION

I apply to convert my foreign CPL (A) to a Fiji CPL (A) on the B737 aeroplane type and following:

☐ Instrument Rating *(Attach a copy of the completed instrument rating check form)*

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

Medical Fitness

☐ (a current class 1 (Minimum) medical examination conducted by a CAAF AMA (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 **Commercial Pilot's Licence** issued by an ICAO contracting State with a B737 Rating/endorsement.

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

☐ Conversion Flight Test Fee, and ☐ the licence issue fee

Photograph

☐ one passport size colour photograph

Proof of Identification

☐ Passport, or ☐ Birth Certificate 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

Note: The pilot must hold ATPL theory examination pass that has been accepted by the Civil Aviation Authority of Fiji (CAAF), if operating internationally.

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 licence and number: Date of expiry of licence:

Date and place of last medical examination: Date:

Date of expiry of medical (class 1 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

I, being a person duly authorized in writing by the Civil Aviation Authority of Fiji to conduct such conversion tests, hereby certify that I have assessed in a **B737** CAAF approved flight simulator the applicant _____ _____ 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, together with my name in BLOCK CAPITALS beneath the signature:
*(See Note 3)

		Date of test	A/c Reg. or Sim Code	EXAMINERS	
				Signature & Date of Sig. (name once in capitals)	License No.
4.1 By Day or Night in aeroplane in flight or in a simulator approved by the CAAF for the specified item					
4.1.1	Incapacitation of PF. Single pilot circuit and land (RW 08L)				
4.1.2	Low visibility or Reduced RVR T/O Engine fire or Malfunction after V2. One Engine Inoperative ILS (4R). Missed approach. (See note 1a.)				
4.1.3	One Engine Inoperative visual approach. Circuit and land (4R).				
4.1.4	Heavy weight night T/O. SID departure LNAV/VNAV				
4.1.5	TCAS event on climb to FL300				
4.1.6	Hydraulic non-normal on climb				
4.1.7	Cargo Fire or Pressurization system malfunction				
4.1.8	Decompression and emergency descent.				
4.1.9	DME Arc approach for VOR visual approach (4R) and G/A				
4.1.10	Radar Vectors for Approach to stall and recovery turning Base (5Flap & 25 Bank)				
4.1.12	Non-Normal on landing/Evacuation on runway.				
4.1.13	Rejected T/O before V1 (At anytime).				
4.1.14	Airmanship/CRM.				

☐ Normal T/O visual circuit with no glide slope (08L) has been satisfactorily covered in the training details prior to this Foreign Licence Conversion Check.

☐ Level Off Stall has been satisfactorily covered in the training details prior to this Foreign Licence Conversion Check.

SECTION 6 FLYING EXPERIENCE

I have had the following flying experience in the B737 as 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 'Night' means the hours between 15 minutes after sunset and 15 minutes before sunrise.

1a) Instructor to issue a revised missed approach procedure after the aircraft is stable on the One Engine Inoperative (OEI) ILS approach – "in the event of a missed approach, turn right H220 and maintain 1500' due to traffic". Instructor to clear the weather passing 1000' on the missed approach. Instructor to extend downwind vectors to approximately 7-8 DME prior to giving base turn to facilitate a visual approach.

2 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.

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 In the aeroplane 'Simulated engine failure' means with thrust lever set to zero thrust so as to represent a failed engine. In the flight simulator any approved method for simulating engine failure may be used. The accelerate-stop tests required by this Form should be carried out as follows:-

(a) In the aeroplane, simulated engine failure should be initiated at a speed that will not hazard the safety of the aircraft.

(b) In the flight simulator, simulated engine failure should be initiated at a speed which is close to V_1 but which is sufficiently below to require a decision to stop, e.g. V_1 -5 or -10 knots.

5 Emergency descent procedure should be carried out in the air by announcing a pressurisation failure, donning masks, carrying out touch drills and descending the aeroplane through a representative height band.

6 Endorsement of the licence will date from the completion of these tests. A flight simulator must be specifically authorised before testing boxed items during the initial ratings on type.

7 Only persons holding written authorisation from the Civil Aviation Authority of Fiji in respect of the aeroplane and/or simulator type used for this test may sign for the satisfactory completion of any test on this form.

8 Certain items of this test may be carried out on an appropriate flight simulator that has been specifically approved for them. Items so approved are enumerated in the relevant flight simulator approval, which also shows the Simulator Code for column 3.

9 This issue of CAAF **Form PL104P** is for use in respect of **Conversion of a Foreign CPL - B737 aeroplanes**. 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.