

Application For The Inclusion Of The BN2 Aeroplane Type In Aircraft Rating Of A Pilot's License (Aeroplanes)

PL 105J

IMPORTANT

Before completing this form, the notes of page 3 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 licence. Your attention is drawn to the provisions of the Air Navigation Regulations in respect of documents, records and the personal flying logbook.

SECTION 1: PERSONAL PARTICUL	RS OF APPLICANT (in BLOCK CAPITALS please)
Full Name (Surname first)	· ,
Licence Number	and type of licence
Address to which licence is to be retur	ned
and telephone number	
	uded in the Aircraft Rating of my Pilot's Licence. I certify that the informat of my knowledge and belief. The following is also attached in support of
Knowledge Evidence of a pass in the CAA	F approved BN2 aeroplane type rating examination.
Fees(Refer to Civil Aviation (Fees and Type rating issue fee, and	Charges) Regulation) Flight test fee (if test conducted by CAAF Examiner)
Signature	Date
SECTION 3: DECLARATION OF TRA	NING AND PROFICIENCY
has demonstrated a satisfactory level	ted a course integrating ground and flying training on BN2 aeroplane and f proficiency to Authorised Examiners in this aeroplane for the particular the boxed items being completed on date and in the following
3.2 Performance of normal, abnor defined in the relevant Flight a	to this aircraft, which is the responsibility of the Flight Crew. nal, alternate and emergency drills appropriate to the Flight Crew duties and/or Company Operations Manual. ms panel of the aircraft, all normal in-flight procedures.
Signature	Date
Pilot in charge of Training for	Company
Name (in BLOCK CAPITALS)	Licence No. & License Type

FOR OFFICIAL USE ONL

Examiner authority checked			
ACCEPT			
REJECT because			
Signature			

Date

		Calculation
Fee		
Part:		
Item:		
Time:	From	
	То	
Travel:	From	
	То	
Transport		
Accommo	dation	
Overhead		
Receipt N	0.	
Date:		

SECTION 4 CERTIFICATE OF TEST FOR AIRCRAFT TYPE RATING ON A PROFESSIONAL PILOTS LICENCE (AEROPLANES)

I, being a person duly authorised in writing by the Civil Aviation Authority of Fiji to conduct such aircraft rating tests, hereby certify that I have flown in a **BN2** aeroplane 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, together with my name in BLOCK CAPITALS . *(See Note 2)

				EXAMINER				
		Date of test	A/c Reg.	Signature (name once in capitals please)	Licence No.			
4.1	4.1 BY DAY IN AN AEROPLANE IN FLIGHT FOR THE SPECIFIED ITEM.							
4.1.1	Normal take-off and climb to circuit							
4.1.2	Visual circuit, approach with no glide slope guidance, and full stop landing. (See Note 1)							
4.1.3	Take-off with simulated failure of an engine after V ₁ . (See Notes 3 & 5)							
4.1.4	With an engine simulated failed after take off, carry out an asymmetric circuit and landing. (See Note 3 & 5)							
4.1.5	Steep Turns To 45° AOB, 180° to left 180° to right							
4.1.6	In clean configuration and approach to stall (to stall warning), disengage autopilot and recover							
4.1.7	In landing configuration, stall (to nose down pitch) and recover							
4.1.8	Accelerate-stop with simulated engine failure immediately before V ₁ . (Note 3)							

4.1.9	Cross Wind Take off and Landing		
4.1.10	Low Level Circuit		
4.1.11	Short Field Take Off and Landing		
4.1.12	Flapless Landing		

SECTION 5: FLYING EXPERIENCE

Type Conversion training:

I have had the following flying experience on the **BN2** aeroplane as recorded in my personal Pilot's Flying Logbook:

Aeroplane Hours

Handling
Signed Date
Certified correct Training Manager for

Name in BLOCK CAPITALS

Licence number and type

GENERAL NOTES

5.1

- 1. '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.
- 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. The accelerate-stop tests required by this Form should be carried out as follows:
 - In the aeroplane, simulated engine failure should be initiated at a **speed and height** which will not hazard the safety of the aircraft.
 - Simulated engine failure for abort drills should be initiated at a speed which is close to V₁ but which is sufficiently below to require a decision to stop, eg V₁ -5 or -10 knots.
- 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 used for this test may sign for the satisfactory completion of any test on this form.
- 6. This issue of CAAF Form PL105J is for use in respect of all BN2 aeroplanes. Copies of this form are available from the Civil Aviation Authority of Fiji, Private Mail Bag (NAP 0354), Nadi Airport, Fiji, telephone (679) 8923155 or may be downloaded from www.caaf.org.fj/index.cfm Forms & Downloads Personnel Licensing Application-Aircraft Rating -PL 105J.