

### 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)

Licence Number

Address to which licence is to be returned,

and contact number

### SECTION 2 APPLICATION

I apply for:

Issue of an Airline Transport Pilot's Licence (aeroplanes)

Inclusion of B737 Aircraft type rating into my pilot's Licence.

Pilot

Co - Pilot

I certify that the information provided on this form is true to the best of my knowledge and belief. The following is also attached in support of this application.

### Airline Transport Pilot's Licence Issue

#### Medical Fitness

a current class 1 medical examination conducted by a CAAF approved DME (including chest x-ray, audiogram, electro-cardiogram and any other test deemed necessary by the medical examiner)

#### Knowledge

a pass in the Fiji Air Law examination, and, **either;**

produce evidence of having passed all written examinations required for the issue of an **Airline Transport Pilot's Licence** by CAAF or the Civil Aviation Authorities of Australia, New Zealand or the United Kingdom. A combination of papers set by these Authorities, or papers set by any other State is not acceptable, **OR**

hold a current **Airline Transport Pilot's Licence** issued by an ICAO contracting State.

#### Skill

**EITHER** (for applicants **not** holding a current **Airline Transport Pilot's Licence** issued by an ICAO contracting State)

a pass in the **Airline Transport Pilot's Licence** Flight Test under Section 5 of this form conducted by a CAAF authorised flight examiner, or

a pass in the Flight Test for the Conversion of a Foreign Licence (Form OP 104F) – (B737)

#### Language Proficiency

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

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

Flight test fee (If test conducted by CAAF Examiner) / Licence Issue fee

**Knowledge**

Evidence of a pass in the CAAF approved **B737 aeroplane** type rating examination.

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

Type rating issue fee

Signature

Date

**SECTION 3 DECLARATION OF TRAINING AND PROFICIENCY**

This applicant has satisfactorily completed a course integrating ground and flying training on Boeing 737 aeroplane and has demonstrated a satisfactory level of proficiency to Authorised Examiners in this aeroplane for the particular purpose in each test certified overleaf (the boxed items being completed on date \_\_\_\_\_ and in the following aspects of operation:

- 3.1 Use of all the equipment, fitted to this aircraft, which is the responsibility of the Flight Crew.
- 3.2 Performance of normal, abnormal, alternate and emergency drills appropriate to the Flight Crew duties as defined in the relevant Flight and/or Company Operations Manual.
- 3.3 Ability to carry out, at the systems panel of the aircraft, all normal in-flight procedures.
- 3.4 Passed an oral examination on required knowledge for issue of an Airline Transport Pilot's License (for ATPL issue).

Signature

Date

Pilot in charge of training for

Company

Name (in BLOCK CAPITALS)

Licence No. and Type

**FOR OFFICIAL USE ONLY**

Examiner authority checked

ACCEPT

REJECT because

Signature

Date

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

#### SECTION 4 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 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 5 CERTIFICATE OF TEST FOR ATPL ISSUE AND/OR AIRCRAFT TYPE RATING ON A PROFESSIONAL PILOT'S LICENCE (AEROPLANES)**

I, being a person duly authorised 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 please)	Licence No.
<b>5.1</b>	<b>By Day or Night in aeroplane in flight or in a simulator approved by the CAAF for the specified item</b>				
5.1.1	Incapacitation of PF. Single pilot circuit and land (RW08L).				
5.1.2	Low visibility or Reduced RVR T/O Engine fire or Malfunction after V2. One Engine Inoperative ILS (4R), Missed approach. (See note 1a.)				
5.1.3	One Engine Inoperative visual approach. Circuit and land (4R).				
5.1.4	Heavy weight night T/O. SID departure LNAV/VNAV				
5.1.5	TCAS event on climb to FL300				
5.1.6	Hydraulic non-normal on climb				
5.1.7	Cargo Fire or Pressurization system malfunction.				
5.1.8	Decompression and emergency descent.				
5.1.9	DME Arc approach for VOR visual approach (4R) and G/A				
5.1.10	Radar Vectors for Approach to stall and recovery turning Base. (5 flap & 25 bank)				
5.1.11	Radar Vectors for Approach to stall and stall recovery on the ILS Final Approach. (Gear Down & 30 Flap) in the landing configuration.				
5.1.12	Non-Normal on landing/Evacuation on runway.				
5.1.13	Rejected T/O before V1 (At anytime).				
5.1.14	Airmanship/CRM.				

Normal T/O visual circuit with no glideslope (08L) has been satisfactorily covered in the training details prior to this Type Rating Check.

Level off Stall and Steep Turns (45 deg. Bank, 280kts) has been satisfactorily covered in the training details prior to this Type Rating Check.

## SECTION 6 FLYING EXPERIENCE

### 6.1 ATPL Issue

6.1.1 I have had the following flying experience as recorded in my personal Pilot's Flying Logbook:

#### Minimum Flying Experience ( )

- Total flight time in aeroplanes(1500)

#### Totals

- Flight time as pilot in command in Aeroplanes (250)

 PIC

OR

OR

- 100hrs PIC plus in command in Aeroplanes (250)

 PIC  
ICUS

- Total cross country flight of 200 hrs of which not less than 100 hrs PIC or ICUS

 Total  
 PIC & ICUS

- Night flight time as PIC or Co-pilot (100)

- Instrument time(75) ( of which not more than 30hrs instrument ground time

 Inst. Flight Time  
 Inst. Ground Time

### 6.2 B737 Type Rating

6.2.1 I have had the following flying experience in the B737 as recorded in my personal Pilot's Flying Logbook:

Type Conversion Training

- Handling

#### Totals

Aeroplane Hours Simulator Hours

<input type="text"/>	<input type="text"/>
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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 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 In the aeroplane 'Simulated engine failure' means with thrust lever set to idle so as to represent a failed engine as nearly as possible. 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:
  1. In the aeroplane, simulated engine failure should be initiated at a speed, which will not hazard the safety of the aircraft.
  2. Simulated engine failure for abort drills 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 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 which 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 **PL 105P1** is for use in respect of all **Boeing 737** 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 maybe downloaded from [www.caaf.org.fj/index.cfm](http://www.caaf.org.fj/index.cfm) - Forms & Downloads – Flight Operations – Application-Aircraft Rating – PL105P1