

## 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 PARTICULARS OF APPLICANT (in BLOCK CAPITALS please)

Full Name (Surname first)

Licence Number \_\_\_\_\_ and type of licence \_\_\_\_\_

Address to which licence is to be returned,

telephone number \_\_\_\_\_

## SECTION 2: APPLICATION

I apply to have the **Instrument Rating** renewed in my Pilot's Licence. I certify that the information provided on this form is true to the best of my knowledge and belief.

Flight Test Fee for Tests conducted by CAAF Examiner (Refer to Civil Aviation (Fees and Charges) Regulation)

Signature \_\_\_\_\_

Date \_\_\_\_\_

## FOR OFFICIAL USE ONLY

Examiner authority checked

ACCEPT

REJECT because \_\_\_\_\_

Signature \_\_\_\_\_

Date \_\_\_\_\_

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

### SECTION 3: CERTIFICATE OF TEST FOR AN INSTRUMENT RATING RENEWAL ON A PROFESSIONAL PILOT'S LICENCE

We being persons duly authorised in writing by the Civil Aviation Authority of Fiji to conduct Instrument rating renewal tests, hereby certify that we have flown in an aeroplane or CAAF approved flight simulator with

at the controls and that the applicant carried out satisfactorily\* and unassisted, under the conditions stated, the manoeuvres and drills against which our signatures appear below, together with our names in BLOCK CAPITALS beneath the signatures:

\*(See Note 3)

| AIRCRAFT TYPE                                                                                        | Date of test | A/c Reg. or Sim Code | EXAMINERS                                   |             |
|------------------------------------------------------------------------------------------------------|--------------|----------------------|---------------------------------------------|-------------|
|                                                                                                      |              |                      | Signature<br>(name once in capitals please) | Licence No. |
| <b>BY DAY IN AN AEROPLANE INFLIGHT OR IN SIMULATOR APPROVED BY THE CAAF FOR THE A ITEM SPECIFIED</b> |              |                      |                                             |             |
| 3.1.1 Normal take-off transition to instruments immediately after take-off.                          |              |                      |                                             |             |
| 3.1.2 Standard Instrument Departure to join enroute track.                                           |              |                      |                                             |             |
| 3.1.3 NDB back tracking enroute                                                                      |              |                      |                                             |             |
| 3.1.4 Enroute GPS tracking                                                                           |              |                      |                                             |             |
| 3.1.5 DME ARC Let down, VOR approach to MDA and missed approach                                      |              |                      |                                             |             |
| 3.1.6 Entry to the holding pattern and hold                                                          |              |                      |                                             |             |
| 3.1.7 S/E ILS Let down to decision height/decision altitude (DH/DA) (For 2 engined aircraft)         |              |                      |                                             |             |
| 3.1.8 S/E Go around on instruments from DH/DA. (For 2 engined aircraft)                              |              |                      |                                             |             |
| 3.1.9 A twin NDB approach and land. (All engines operating)                                          |              |                      |                                             |             |

#### AIRCRAFT EXAMINER

Signature \_\_\_\_\_ Duration \_\_\_\_\_ mins Date. \_\_\_\_\_  
 Name in BLOCK CAPITALS \_\_\_\_\_ Licence number and type \_\_\_\_\_

#### SIMULATOR EXAMINER

Signature \_\_\_\_\_ Duration \_\_\_\_\_ mins Date. \_\_\_\_\_  
 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. In the aeroplane 'Simulated engine failure' means with throttle 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. 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, eg  $V_1 -5$  or  $-10$  knots.
5. 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 Instrument Rating.
6. 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.
7. 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.
8. This issue of CAAF Form **OP 106C** is for use in respect of **Instrument Rating Renewal**. 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) 6721 555.

## INSTRUMENT RATING RENEWAL

### Required Aircraft General Knowledge:

- 1] Privileges and limitations of Rating.
- 2] Rules and Regulations relevant to Flight under IFR in and outside control area.
- 3] Related Air Traffic Services Practices and Procedures. Classification of control airspace.
- 4] Aircraft and instruments contained therein. (Limits and Malfunction of Flight Instruments).
- 5] Flight Performance and Planning. Filing ATS Flight Plans (IFR) Altimeter setting procedures.
- 6] Human performance and limitations relevant to instrument Flight in Aeroplanes.
- 7] Meteorology. Interpretations and use of reports, charts and forecasts. Cause recognition and effects of engine and airframe icing. Understand Anti-icing and De-icing. Hazardous weather avoidance.
- 8] Navigation using radio navigation aids in all phases of flight.
- 9] Interpretation and use of Aeronautical documents, and instrument procedure charts for departure, en-route, descent and approach.
- 10] Precautionary and Emergency Procedures under IFR. Use of Transponder.
- 11] Radio Telephony Procedures and action to be taken in case of communications failure.
- 12] Minimum equipment list for Flight Instruments and anti Icing Equipment.