



Application For The Inclusion of The Cessna 337 Aeroplane Type In Aircraft Rating of A Pilot's License (Aeroplanes)

PL 105A

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,

and telephone number

SECTION 2 APPLICATION

I apply to have the **C337** aeroplane included in the Aircraft Rating of my Pilot's Licence. 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.

Knowledge

Evidence of a pass in the CAAF approved C337 aeroplane type rating examination.

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

Signature _____ Date _____

Date

ALLOW 3 WORKING DAYS FROM RECEIPT DATE OF THIS APPLICATION AS PER CAAF SERVICE CHARTER

SECTION 3 DECLARATION OF TRAINING AND PROFICIENCY

This applicant has satisfactorily completed a course integrating ground and flying training on **C337** 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.

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 |
|---------------|------|-------------|
| Fee | | |
| Part: | | |
| Item: | | |
| Time: | From | |
| | To | |
| Travel: | From | |
| | To | |
| Transport | | |
| Accommodation | | |
| Overhead | | |
| Receipt No. | | |
| Date : | | |

**SECTION 4 CERTIFICATE OF TEST FOR 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 aircraft rating tests, hereby certify that I have flown in a **C337** 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)

| | | Date of test | A/c Reg. | EXAMINER | | | |
|--|--|--------------|----------|--|----------------|--|--|
| | | | | Signature (name once in capitals please) | Licence No. | | |
| 4.1 By day in aeroplane in flight for the specified items | | | | | | | |
| 4.1.1 | Normal take-off and climb to circuit | | | | | | |
| 4.1.2 | Visual circuit, approach with no glideslope 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, an approach 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 | Return for ILS/VOR and Go-around on instruments from DA/MDA, with one engine inoperative. | | | | | | |
| 4.1.9 | Accelerate-stop with simulated engine failure immediately before V_1 . (Note 3) | | | | | | |

| | | | | | |
|--------|---|--|--|--|--|
| 4.1.10 | Incapacitation of “pilot flying” at V2 circuit and land | | | | |
| 4.1.11 | Incapacitation of “pilot flying” on final approach land | | | | |
| 4.1.12 | Cross Wind Take off and Landing | | | | |
| 4.1.13 | Maximum All up weight Check | | | | |
| 4.1.14 | Low Level Circuit | | | | |
| 4.1.15 | Short Field Take Off and Landing | | | | |
| 4.1.16 | Flapless Landing | | | | |

SECTION 5 FLYING EXPERIENCE

I have had the following flying experience on the C337 aeroplane as recorded in my personal Pilot's Flying Logbook:

5.1 Type Conversion training: Aeroplane Hours

Handling

Date

Certified

Training Manager for

Training Manager for

GENERAL NOTES

- 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 thrust 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 V_1 but which is sufficiently below to require a decision to stop, eg $V_1 - 5$ 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 **PL 105A** is for use in respect of all **C337** 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.