

**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 a **M/E Instrument Rating** endorsed 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 (Refer to Civil Aviation (Fees and Charges) Regulation)

Signature Date:

**SECTION 3: DECLARATION OF TRAINING AND PROFICIENCY**

This applicant has satisfactorily completed a course integrating ground, flying and simulator training and has demonstrated a satisfactory level of proficiency to Authorised Examiners in an aeroplane or a simulator approved by the CAAFF 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, including Flight Instruments, which are the responsibility of the Flight Crew.
- 3.2 Performance of normal, abnormal, alternate and emergency drills under Instrument Flight conditions as defined in the relevant Flight Manual.
- 3.3 Passed an Oral examination on the required knowledge for issue of an Instrument Rating.

Signature Date

Pilot in charge of Training for Company

Name (in BLOCK CAPITALS) Licence No & License Type

**FOR OFFICIAL USE ONLY**

Examiner authority checked

ACCEPT

REJECT because

Signature

Date

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

**SECTION 4: CERTIFICATE OF TEST FOR AN INSTRUMENT RATING (INITIAL ISSUE MULTI-ENGINE)  
ON A PROFESSIONAL PILOT'S LICENCE**

I, being a person duly authorised in writing by the Civil Aviation Authority of Fiji to conduct Instrument rating tests, hereby certify that I 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 my signature appears below, together with my name in BLOCK CAPITALS beneath the signature:

\*(See Note 3)

| <b>AIRCRAFT TYPE</b> | Date<br>of test | A/c Reg. or<br>Sim Code | <b>EXAMINERS</b>                               |             |
|----------------------|-----------------|-------------------------|--|-------------|
|                      |                 |                         | Signature<br>(name once in capitals<br>please) | Licence No. |

**BY DAY IN AEROPLANE INFLIGHT OR IN A SIMULATOR APPROVED BY THE CAAF FOR THE SPECIFIED ITEM**

|       |   |  |  |  |  |
|-------|---|--|--|--|--|
| 4.1.1 | Normal take-off Transition to instruments immediately after take off  |  |  |  |  |
| 4.1.2 | Primary instrument failure (artificial horizon). Standard Instrument Departure to join airways or en-route track. |  |  |  |  |
| 4.1.3 | En-route GPS/NDB tracking   |  |  |  |  |
| 4.1.4 | DME ARC Let down, VOR approach to minimum descent altitude and go around  |  |  |  |  |
| 4.1.5 | Entry to the holding pattern and hold   |  |  |  |  |
| 4.1.6 | Asymmetric ILS Let down to decision altitude CAT 1  |  |  |  |  |
| 4.1.7 | Asymmetric Go around on instruments from decision altitude  |  |  |  |  |
| 4.1.8 | A twin NDB approach and land. (All engines operating).  |  |  |  |  |

## SECTION 5: FLYING EXPERIENCE

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

### 5.1 Minimum Flying Experience

The applicant shall hold a PPL or a CPL

- Total Flight Time (Aeroplane/Simulator)
- **50** hours of Cross-country flight time as pilot in command (PIC) in aircraft in categories acceptable to the Authority, of which not less than **10** hours shall be in the aircraft category being sought.
- **40** hours of instrument time in aircraft of which not more than 20 hours, or **30** hours where a flight simulator is used, may be instrument ground time. The ground time shall be under the supervision of an authorised instructor.

Signed

Date

Certified correct

Training Manager for

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 **PL 106B** is for use in respect of **Initial Issue M/E Instrument Rating** 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.