

**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, Republic of Fiji, together with the license. Your attention is drawn to the provisions of the Air Navigation Regulations in respect of documents, records and personal flying logbook.

**SECTION 1 PERSONAL PARTICULARS OF APPLICANT (in BLOCK CAPITALS please)**

Full Name (Surname first)

Licence Number and type of license

Address to which license is to be returned

and contact number

**SECTION 2 APPLICATION**

I apply to have RNP AR APCH endorsed in my Instrument Rating – Aeroplanes. I certify that the information provided on this form is true to the best of my knowledge and belief.

Application Fee (Refer to Civil Aviation (Fees and Charges) Regulation)

Signature

Date

**SECTION 3 DECLARATION OF TRAINING AND PROFICIENCY**

This applicant has satisfactorily completed a CAAF Approved Training Programme that meets the syllabus requirements of the ICAO PBN manuals and covers the general information and produces to all types of GNSS equipment, as well as the essential operating procedures for the specific type of aircraft equipment and has demonstrated a satisfactory level of proficiency to Authorised Examiners in an aeroplane or a simulator approved by the CAAF for the particular purpose.

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:

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

**SECTION 4 CERTIFICATE OF TEST FOR ENDORSEMENT OF RNP AR IN AN INSTRUMENT RATING - AEROPLANES**

I being a person duly approved 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 satisfactory\* (or unsatisfactory) and unassisted, the manoeuvres and drills, under the conditions stated.: \*See note 2

**Examiner**

Name

Aircraft Type:

License No:

A/c Reg or Sim Code:

Signature:

Date of Test:

1	Prior to commencing procedure	Rated
1.1	Verify that the correct procedure is loaded.	S / UN
1.2	Verify correct RNP accuracy requirements.	S / UN
1.3	Cross-check the chart with the RNAV system display.	S / UN
1.4	Verify GNSS sensor in use (only for multi-sensor systems).	S / UN
1.5	Inhibit specific NAVAIDS as required.	S / UN
1.6	Modify only to accept direct to waypoint before FAF and not preceding an RF leg or to change altitude/speed constraints in initial, intermediate or missed approach segments.	S / UN
1.7	Confirm that the aircraft is capable of complying with the missed approach climb gradient.	S / UN

<b>2</b>	<b>During procedure</b>	
2.1	Maintain centre line; monitor track deviation; lateral deviation limited to $\pm$ one-half navigation accuracy (up to 1 x RNP in fly-by turns). Execute missed approach if 1 x RNP is exceeded.	S / UN
2.2	Maintain vertical path; monitor vertical deviation — limited to $\pm$ 75 ft. Execute a missed approach if $\pm$ 75 ft is exceeded.	S / UN
2.3	For RNP < 0.3, cross-check lateral and vertical guidance against other data sources.	S / UN
2.4	Do not exceed aircraft category speeds in RF turns.	S / UN
2.5	Apply temperature compensation as appropriate.	S / UN
2.6	Ensure that the local QNH is set before FAF.	S / UN
2.7	Cross-check altimeters after IAF and before FAF ( $\pm$ 100 ft).	S / UN
2.8	Do not exceed $\pm$ 100 ft vertical deviation at VNAV capture.	S / UN
2.9	If LNAV is disengaged at TOGA, re-engage as quickly as possible.	S / UN
2.10	Manage speed to maintain track in any go-around.	S / UN
2.11	Comply with the manufacturer's instructions/procedures.	S / UN
2.12	Use FD and/or AP.	S / UN
<b>3</b>	<b>Contingencies</b>	<b>Rated</b>
3.1	Advise ATC if unable to comply with the requirements for an RNP AR APCH.	S / UN
3.2	Air-ground communications failure.	S / UN

**Key**

**S** = Satisfactory

**UN** = Unsatisfactory

## SECTION 5 FLYING EXPERIENCE

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

5.1 Type conversion training:                      Aeroplane Hours                      Simulator Hours  
Handling

Signed

Date :

Flight times 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 '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. A flight simulator must be specifically authorised before testing boxed items.
- 4 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.
5. Certain items on 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 on section 4.
6. This issue of CAAF Form **PL 106E** is for use in respect of **RNP AR Endorsement: Instrument Rating**  
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.