



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 EMB110 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 EMB110 aeroplane type rating examination.

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

[] Type rating issue fee, and [] Flight test fee (if test conducted by CAAF Examiner)

Signature..... Date

SECTION 3 DECLARATION OF TRAINING AND PROFICIENCY

This applicant has satisfactorily completed a course integrating ground and flying training on EMB110 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: Frm		
: To		
Travel:Frm		
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 **EMB110** 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	Steep Turns To 45° AOB, 180° to left 180° to right (One Exercize)				
4.1.2	In clean configuration approach to stall (to stall warning), and recover.				
4.1.3	In landing configuration, stall and recover, on the stall warning				
4.1.4	Hydraulic non normal (landing gear manual deployment)				
4.1.5	Normal visual circuit, Touch and go landing				
4.1.6	Visual circuit, approach with no glideslope Guidance. Touch and Go landing. (See Note 1)				
4.1.7	Flapless Landing				
4.1.8	Cross Wind Take off and Landing				
4.1.9	Take-off with simulated failure of an engine after Vr. [See Notes 3(i) & 5]				
4.1.10	Low Level Circuit				
4.1.11	With an engine simulated failed , an approach and landing. [See Notes 3(i) & 5]				
4.1.12	Incapacitation of "pilot flying" at V ₂ circuit and land				

4.1.13	Rejected Take Off- Accelerate-stop with simulated engine Failure/fire or any other non normal exercise immediately before V_R . [Note 3(ii)]				
4.1.14	Non Normal on Rejected Take Off or Landing-Evacuation on runway.				

SECTION 5 FLYING EXPERIENCE

I have had the following flying experience on the **EMB110** aeroplane as recorded in my personal Pilot's Flying Logbook:

5.1 Type Conversion training: Aeroplane Hours

Handling

Signed Date

Certified correct Training Manager for

Name in BLOCK CAPITALS Licence no. and type

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(i) 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 aeroplane, simulated engine failure should be initiated at a **speed and height** which will not hazard the safety of the aircraft.
- (ii) The accelerate-stop tests required by this Form should be carried out as follows :
 - Simulated engine failure/fire or any other non normal exercise for abort drills(rejected take-off) should be initiated at a speed which is close to V_R but which is sufficiently below to require a decision to stop, eg V_R -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 105AJ** is for use in respect of all **EMB110** 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/index.cfm - Forms & Downloads – Personnel Licensing – Application-Aircraft Rating –PL105AJ.