



**Application for the issue of an Airline Transport Pilot's Licence**  
**Multi- engine aircraft above 5700 Kg**

**IMPORTANT**

Before completing this form, its contents 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 documents required under Section 2 and personal Flying Log Book. Your attention is drawn to the provisions of the Air Navigation Regulations in respect of Regulation 128 *Forgery, etc., of documents*, of the Air Navigation Regulations.

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

Full Name (Surname first) \_\_\_\_\_

Flying Training Permit Number \_\_\_\_\_  
Address to which licence is to be returned, \_\_\_\_\_

and contact number \_\_\_\_\_

**SECTION 2 APPLICATION**

I hereby apply for the issue of an **Airline Transport Pilot's Licence** (aeroplanes) on Multi- engine aircraft above 5700 Kg.

Evidence of the following is also attached in support of this application:

**Medical Fitness**

- a current class 1 (Minimum) medical examination conducted by a CAAF approved DME (including audiogram, electro-cardiogram and any other test deemed necessary by the medical examiner)

**Knowledge**

- a pass in the Fiji Air Law Examination
- Produce evidence of language proficiency assessment level minimum 4 and above.
- EITHER**, produce evidence of having passed all written examinations required for the issue of an Airline Transport Pilot's Licence (Aeroplanes) by CAAF.
- OR**, hold a current **Airline Transport Pilot's Licence** issued by an ICAO contracting State.

**Skill**

**EITHER**

(for applicants **not** holding a current **Airline Transport Pilot's Licence** issued by an ICAO contracting State)

- a pass in the **Airline Transport Pilot's Licence** Flight Test under Section 5 and 6 of this form conducted by a CAAF authorised flight examiner

**OR;** (for applicants **holding** a current **Airline Transport Pilot's Licence** issued by an ICAO contracting State)

- a pass in the Flight Test for the Conversion of a Foreign Licence – (M/E aircraft above 5700 kg)

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

- Conversion Flight Test Fee  the licence issue fee

**Photograph**

- one passport size colour photograph

**Proof of Identification**

- Passport, or  Birth Certificate with Photo ID

**Police Clearance**

- Police Clearance

**ALLOW 5 WORKING DAYS FROM RECEIPT DATE OF THIS APPLICATION AS PER CAAF SERVICE CHARTER**

**SECTION 3 FIT AND PROPER PERSON**

**THE INFORMATION SOLICITED HEREUNDER IS REQUIRED PURSUANT TO ANR REGULATION 53 (2) OF THE AIR NAVIGATION REGULATIONS 1981 WHICH PROVIDES FOR THE REQUIREMENT FOR FIT AND PROPER PERSON.**

- a) Have you previously had an application for an Aviation Document rejected or have you been the holder of an aviation document which has been suspended or revoked (other than a licence that has been superseded by a replacement or a higher licence)?
  
- b) Have you been convicted on any criminal charge or are you presently facing charges for a transport safety offence ?
  
- c) Have you been convicted on any criminal charge or are you presently facing charges for a criminal offence ?
  
- d) Have you any history of physical or mental health or serious behavioural problems ?

If answering "YES" to questions b, c or d above, please provide details on separate sheets enclosed in a sealed envelope marked **"Confidential, Chief Executive, Civil Aviation Authority of the Fiji, include name, client No (if known), organisation name,** and attach to this application.

*Note: The provision of false information or failure to disclose information relevant to the grant or holding of an aviation document constitutes an offence under Section 17(5)(b) of the Civil Aviation Authority Act 1979 and Regulation 128 of the Air Navigation Regulations 1981 and the applicant is subject to prosecution as well as the revocation, suspension or cancellation of their aviation document or in the event of initial issue, the rejection of the application.*

I hereby certify that to the best of my knowledge and belief the statements made and the information supplied on this form is true and correct and that the enclosed copies of my personal documents are authentic and that information shown on them is true and correct.

I hereby authorise the Civil Aviation Authority of Fiji to use the information concerning me on this form or attached hereto for any purpose as required or authorised by Law and I authorise such information to be disclosed by the CAAF to any person who requires such information to carry out any function as lawfully directed by the CAAF. I consent to the disclosure by any court of law of any details of any convictions I may have pursuant to this application, to the Chief Executive, Civil Aviation Authority of Fiji.

\_\_\_\_\_  
Signature of Applicant

\_\_\_\_\_  
Date:

**SECTION 4 DECLARATION OF TRAINING AND PROFICIENCY**

This applicant has satisfactorily completed a course integrating ground and flying training and has demonstrated a satisfactory level of proficiency to Authorised Examiners in an aeroplane 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 or Operators Handbook including weight and balance and trim sheet calculations.
- 3.3 Passed an Oral examination on the required knowledge for issue of an **Airline Transport Pilot's Licence**.

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

**SECTION 5 CERTIFICATE OF FLIGHT TEST FOR AIRLINE TRANSPORT PILOT'S LICENCE AND COMMAND INSTRUMENT RATING (M/E AIRCRAFT ABOVE 5700 KG)**

Surname: \_\_\_\_\_ First Names: \_\_\_\_\_ Location: \_\_\_\_\_  
 Aeroplane Type: \_\_\_\_\_ Registration: \_\_\_\_\_ Flight Time: \_\_\_\_\_

I, being a person duly authorised in writing by the Civil Aviation Authority of Fiji to conduct such conversion tests, hereby certify that I have flown in a M/E Aircraft above 5700 kg 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 above the signature:

\*(See Note 3)

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

**PHASE 1**

- |                           |                          |   |                          |
|---------------------------|--------------------------|---|--------------------------|
| 1. A/C Documentation      | <input type="checkbox"/> | 10. Cross wind Take Off and landing                           | <input type="checkbox"/> |
| 2. A/C Performance        | <input type="checkbox"/> | 11. Hydraulic failure and Manual Reversion Land.              | <input type="checkbox"/> |
| 3. Weight and Balance     | <input type="checkbox"/> | 12. Pilot incapacitation at V2 single pilot circuit and land. | <input type="checkbox"/> |
| 4. Fuel                   | <input type="checkbox"/> | 13. Cargo compartment fire.                                   | <input type="checkbox"/> |
| 5. Emergency Equipment    | <input type="checkbox"/> | 14. Airmanship / CRM  | <input type="checkbox"/> |
| 6. Weather Interpretation | <input type="checkbox"/> |   |                          |

**PHASE 2**

**PILOTING TECHNIQUE**

- |  |                          |
|--|--------------------------|
| 1. Flight Preparation  | <input type="checkbox"/> |
| 2. Normal take-off / Normal Circuit  | <input type="checkbox"/> |
| 3. Abort prior to V1   | <input type="checkbox"/> |
| 4. Steep turns 45° - Left & Right  | <input type="checkbox"/> |
| 5. Stalls, basic, power & flap (landing configuration)                           | <input type="checkbox"/> |
| 6. Unusual Attitudes   | <input type="checkbox"/> |
| 7. Engine Fire. Single engine (ILS) approach and go around at decision altitude. | <input type="checkbox"/> |
| 8. Single engine, circling app and land  | <input type="checkbox"/> |
| 9. Engine failure after T/O, circuit and land.                                   | <input type="checkbox"/> |

**COMMENTS:**

Name of Flight Examiner (Print): \_\_\_\_\_ Licence: \_\_\_\_\_ Number: \_\_\_\_\_

Certified that this report is an accurate assessment of the test carried out

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**SECTION 6 CERTIFICATE OF TEST FOR A COMMAND INSTRUMENT RATING ON A PROFESSIONAL PILOT'S LICENCE (M/E AIRCRAFT ABOVE 5700 KG)**

Surname: \_\_\_\_\_ First Names: \_\_\_\_\_ Location: \_\_\_\_\_  
Aeroplane Type: \_\_\_\_\_ Registration: \_\_\_\_\_ Flight Time: \_\_\_\_\_

I, being a person duly authorised in writing by the Civil Aviation Authority of Fiji to conduct such conversion tests, hereby certify that I have flown in a M/E Aircraft above 5700 kg 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 above the signature:\*(See Note 3)

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

**PHASE 1**

- 1. A/C Documentation
- 2. A/C Performance
- 3. Weight and Balance
- 4. Fuel
- 5. Emergency Equipment
- 6. Weather Interpretation

**PHASE 2**

**PILOTING TECHNIQUE**

- 1. Normal take-off Transition to instruments immediately after takeoff.
- 2. Primary instrument failure (artificial horizon). Standard Instrument Departure to join airways or enroute track.
- 3. NDB back tracking enroute.
- 4. Enroute GPS tracking.
- 5. DME ARC Let down, VOR approach to minimum descent altitude and touch and go landing.
- 6. Entry to the holding pattern and hold.
- 7. ILS Let down to decision altitude/height CAT I
- 8. Go around on instruments (all engines operating) from decision altitude/height. Engine failure on go around.
- 9. With an engine simulated failed A twin NDB approach and land

Assessment Code: ✓ = Pass ✗ = Fail NT = Not Tested

COMMENTS:

Name of Flight Examiner (Print):

Licence:

Number:

Certified that this report is an accurate assessment of the test carried out

Signature:

Date:

**SECTION 7 FLYING EXPERIENCE**

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

7.1	Minimum Flying Experience ( ) Hrs	Totals
	• Total flight time in aeroplanes <b>(1500)</b>	<input type="text"/>
	• Flight time as pilot in command in aeroplanes <b>(250)</b>	<input type="text"/> PIC
	<b>OR</b>	<b>OR</b>
	• 100 hrs PIC plus 150 hrs ICUS <b>(250)</b>	<input type="text"/> PIC
		<input type="text"/> ICUS
	• Total cross country flight time of 100 hrs PIC plus 100 hrs ICUS <b>(200)</b>	<input type="text"/> PIC
		<input type="text"/> ICUS
	• Night flight time as PIC or Co-pilot <b>(100)</b>	<input type="text"/>
	• Instrument Time <b>(75)</b> (30 hrs max can be Instrument Ground Time)	<input type="text"/> Instrument Time
		<input type="text"/> Inst. Ground time

Signed ..... Date .....

Flight times Certified correct ..... by 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 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, 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<sub>1</sub> but which is sufficiently below to require a decision to stop, e.g. V<sub>1</sub> -5 or -10 knots.
- 5 The licence will date from the completion these tests.
- 6 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.
- 7 This issue of CAAF Form **PL 103D** is for use in respect of **Airline Transport Pilot's Licence (M/E A/C above 5700kg)**. Applications for the supply of this form should be made to the Civil Aviation Authority of the Fiji, Private Mail Bag (NAP 0354), Nadi Airport, Fiji, telephone (679) 8923 155.