ISO 9001: 2015 CERTIFIED	Civil Aviation Authority of Fiji **Application for the inclusion of the A330 Aeroplane Type in Aircraft Rating (In Flight Cruise Relief Only) of a Pilot's Licence (Aeroplanes)**	Form **PL 105AL**

IMPORTANT

Before completing this form the notes of page 2 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 Type License Number

Address to which licence is to be returned

and telephone number

SECTION: 2 APPLICATION

I apply to have the **A330** aeroplane included in the Aircraft Rating (In flight Cruise Relief) 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 Fiji Airways **A330** aeroplane type rating course.

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

☐ Type rating issue fee

☐ Flight test fee (If test conducted by CAAF Examiner)

Signature Date

ALLOW 10 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 **A330** 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.

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 FLYING EXPERIENCE

I have had the following flying experience on the A330 aeroplane as recorded in my personal Pilot's Flying Logbook:

4.1 Type Conversion training: Aeroplane Hours Simulator Hours

Handling

Signed Date

Certified correct …… Training Manager for ……..

Name in BLOCK CAPITALS Licence no. 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 maneuver 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. 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:

    - 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_1 but which is sufficiently below to require a decision to stop, e.g. V_1 -5 or -10 knots.

5. Emergency descent procedure should be carried out in the air by announcing a pressurisation failure, donning masks, carrying out touch drills and descending the aeroplane through a representative height band.

6. 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 initial ratings on type.

7. 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.

8. 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.

9. This issue of CAAF Form **PL 105AL** is for use in respect of all **A330** 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) 6721 555 or CAAF website www.caaf.org.fj

SECTION 5 CERTIFICATE OF TEST FOR AIRCRAFT TYPE RATING (IN FLIGHT CRUISE RELIEF ONLY) 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 In Flight Cruise Relief tests, hereby certify that I have flown in a A330 aeroplane or CAAF approved simulator with at the controls and that the applicant carried out satisfactorily* and unassisted, under the conditions stated, the maneuvers and drills against which my signature appears below.

DATE**:**		A/c REG or SIM CODE:	
EXAMINER NAME: (IN CAPITALS PLEASE)			
LICENSE NUMBER:		EXAMINER SIGNATURE:	
5.1	**In a simulator approved by the CAAF for the specified item with NFFN scene available otherwise YMML runway 16/34 is alternate choice**		
5.1.1	**TAKE-OFF R/W 20** **CLIMB R/W HDG MAINTAIN 5000ft** **# TCAS - RA** **WHEN CLEAR OF CONFLICT CONTINUE CLIMB TO FL 370** **TRACK SW OF MI NDB ON A QDR OF 240**		• Holding point R/w 20 • Transit checks COMPLETED Engines running. • All checks completed to "before take-checks" • ATC Clearance – FJ one cleared to the local training area SW of MI NDB for upper air-works FL 370 • Cleared for T/O, maintain R/w Heading climb to and maintain 5000ft. • Traffic Information at 6000ft

5.1.2	**STALL RECOGNITION** **# STALL RECOVERY** **CONTINUE DESCENT TO FL 200**		• "SLEW" TO FL 370 • COMPLETE CRUISE BRIEF • INTRODUCE FAILURES TO INDUCE ALTERNATE OR DIRECT LAW • APPROACH TO STALL AND RECOVER • ON RECOVERY CONTINUE DESCENT TO FL 200 • RESTORE ALL SYSTEMS TO NORMAL
5.1.3	**# ENGINE FAILURE or FIRE** NO ENGINE RELIGHT		• EXPECT TO LEVEL OFF FOR ENGINE OUT DRIFT DOWN PROCEDURE AND STRATEGY • EXPECT TO TURN BACK TO MI NDB, IF NOT, PROVIDE ATC CLEARANCE TO TRACK DIRECT MI AND CONTINUE DESCENT TO FL 200 • AT SATISFACTORY COMPLETION OF THE PROCEDURES, END OF EXERCISE RESTORE THE FAILED ENGINE. • CONTINUE THE DESCENT.
5.1.4	**# ALL ADR FAILURES** **And or** **UNRELIABLE AIRSPEED** **MAINTAIN FL 200**		• PASSING FL 270. • INDUCE FAILURES TO ALLOW THE DESCENT TO CONTINUE TO FL 200 ON THE "**BUSS**". (FAILURE OF THE 3 ADR) • **MAINTAIN FL 200** • COMPLETE THE PROCEDURE TO SECURE THE AIRCRAFT OR REGAIN AN ADR. NOT EXPECTED TO PREPARE OR FLY THE APPROACH. • END OF EXERCISE • RESTORE ALL SYSTEMS TO NORMAL.

5.1.5	**# EMERGENCY ELECTRICAL CONFIGURATION IN THE CRUISE**		• MAY NEED TO FREEZ SIM POSITION APROX. 20 MILES SW OF MI ON THE 060 QDM. • TRIP BOTH ENGINE DRIVEN GENERATORS. • EDP DRIVES THE EMER GEN. • COMPLETE THE ECAM ACTIONS. • END OF EXERCISE. • RESTORE ALL SYSTEMS TO NORMAL.
5.1.6	**# PRESSURISATION FAULT** **# EMERGENCY DESCENT**		**CLIMB FL310** **DURING THE CLIMB** • FAILURE OF AUTOMATIC PRESSURISATION SYSTEMS OR STRUCTURAL DAMAGE. • USE OF MANUAL SYSTEM. • UNCONTROLLABLE. • EMERGENCY DESCENT TO 10,000 FT. • 10,000 FT, COMPLETE THE PROCEDURE. • END OF EXERCISE. • RESTORE ALL SYSTEMS TO NORMAL
5.1.7	**TRACK TO MI NDB** **# MANUAL ILS APPROACH AND G/A R/W 02**		• COMPLETE PREPARATION FOR A MANUAL APPROACH R/W 02. • AT 1000FT GIVE GO – AROUND INSTRUCTIONS PASSING 500ft TUR N LEFT, FOR A VISUAL APPROACH LEFT HAND R/W 09. CLIMB 1500 ft.

5.1.8	**# SELF POSITION FOR A VISUAL APPROACH R/W 09 LAND**		• ON THE MAP. • AFTER SELECTION OF THE LANDING GEAR UP, PF BECOMES INCAPACITATED. • PM TO TAKE CONTROL , FLY THE APPROACH AND LAND. • ENSURE A MAP INSTRUCTIONS FROM ATC HAS BEEN OBTAINED BEFORE THE LANDING • ON LANDING END OF EXERCISE AND TEST.
5.1.9	CRM EVALUATION		
5.1.10	T.E.M		
5.1.11	DECISION MAKING		
5.1.12	PILOT INCAPACITATION (Any time)		