

DEPARTMENT OF CIVIL AVIATION, MYANMAR

**APPLICATION FOR THE INCLUSION OF AIRCRAFT TYPE IN THE AIRCRAFT RATING OF
A PILOT'S LICENCE (FLYING MACHINES)**

This form, when completed, should be returned to the Department of Civil Aviation, Yangon Airport, Mingaladon together with the licence, log book and Treasury Chalan for the statutory fee.

Part 1 of this form must be completed for a Group 1 rating on a professional pilot's licence, Part II for the Group 2 rating on a professional pilot's licence and. part III for a Group C rating on a private pilot's licence. For explanatory notes on the conduct of test see page4.

The technical examination and the flying tests may be undertaken in any order but both must have been satisfactorily concluded within the 6months immediately proceeding the application for endorsement of the licence.

Application and Signature

I apply to have the _____ type of flying machine included in group _____ of the Aircraft Rating of my _____ pilot's Licence, Number _____

Date20

Signature of Applicant

Personal Particulars of Applicant

1. Name in full _____
(BLOCK CAPITALS; SURNAME FIRST)
 2. Address _____
Telephone number (if any) _____
 3. Statement of flying experience on the type for which a rating is required;-
 - (i) Type conversion training _____ hours.
 - (ii) Second Pilot _____ hours.
 - (iii) Previous pilot in charge _____ hours.
 - (iv) Supernumerary pilot _____ hours.
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PART I

Certificate (To be completed by each certifying a flight, in respect of flight)

I being a person duly authorized in writing by the Director of Civil Aviation hereby certify that on the date shown, I flew in a _____ flying machine with _____ at the controls and that he carried out satisfactorily, under the conditions stated, with man oeuvres and drills specified in the paragraph or paragraphs against which my signature appears.

Section 1. Multi- engine Fling Machines (Items A, B, C, D and E are each exclusive, i.e. there are 5 flight tests to be completed).

A. By day at maximum landing weight all man oeuvres used in normal flight including take- off and landing

Date of flight _____
Reg. No. of aircraft _____
No. of examiner's licence _____

Approval Examiner's Signature

B. By day at maximum landing weight with one engine inoperative all man oeuvres used in normal flight included a landing

Date of flight _____
Reg. No. of aircraft _____
No. of examiner's licence _____

Approval Examiner's Signature

C. By day at maximum landing weight; emergency man oeuvres including (1) simulated engine failure after take-off (ii) approach to stall and recovery in both level and banked attitudes and (iii) over-shoot with one engine inoperative.

Date of flight _____
Reg. No. of aircraft _____
No. of examiner's licence _____

Approval Examiner's Signature

D. By night at maximum landing weight: all man oeuvres used in normal flight including take- off and landing
Time (MST) and place of take-off _____

Date of flight _____
Reg. No. of aircraft _____
No. of examiner's licence _____

Time (MST) and place of landing _____

Approval Examiner's Signature

E. By night at maximum landing weight: with one engine inoperative: all man oeuvres used in normal flight including landing
Time (MST) and place of commencement of test _____

Date of flight _____
Reg. No. of aircraft _____
No. of examiner's licence _____

Time (MST) and place of landing _____

Approval Examiner's Signature

PART III

Certificate (To be completed by person certifying the flying test)

I being a person duly authorized by the Director of Civil Aviation hereby certify that on the dated shown.

I flew in a _____ flying machine with _____

at the control and that he carried out satisfactorily and unassisted all the following man oeuvres ___

- (a) Starting procedure and running up;
- (b) taxiing;
- (c) take- off;
- (d) correct action after engine failure after take-off;
- (e) straight and level flying;
- (f) medium and steep turns;
- (g) climbing and descending turns;
- (h) gliding turns;
- (i) stall or approach and landing;
- (j) powered approach and landing;
- (k) normal man oeuvres with each engine in turn inoperative;
- (l) approach and landing with one engine inoperative.

Date of flight _____

Reg. No of aircraft _____

Licence No. _____

Date19.

Approved Examiner's Signature

Notes on the conduct of test

NOTE 1. – Only tests conducted and certified by an approved examiner (s) will be accepted.

NOTE 2. - The requirement for the test in Part 1 . Section IB, C and E to be conducted at maximum landing weight is to ensure that pilots are capable of making a safe circuit, approach and landing under emergency conditions resulting from loss of power from one engine. In this context the term maximum landing weight means a weight greater than 90% of maximum lading weight. Where at maximum all up weight ; the loading of the aero plane does not exceed 20lb per square foot for the stalling speed in the landing configuration does not exceed 60 knots, the Department is to prepare to accept certification of the tests called for in Sections B, C and E at the unladed weight.

NOTE 3.- The term " one engine inoperative" means with the propeller feathered, or with it wind milling and the engine controls adjusted to give the same effect as if the propeller was feathered. In the case of aircraft with non-feathering propellers, the exercise should be carried out with throttle closed.

NOTE 4; - An overshoot exercise completed at Part 1 , Section E is a acceptable in lieu of one done as stated at Part 1, Section IC . In which casse item C (iii) should be deleted and the words " including overshoot" added by the examiner at E.

NOTE 5; - In part II a minimum of six take-offs and landings, by day or night is required.