

**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 together with the licence, log book and Treasury Challan for the statutory fee.

Part I of this form must be completed for a P I rating on a professional pilot's licence, Part II for the P II 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 page 4.

The technical examination and the flying tests may be undertaken in any order but both must have been satisfactorily concluded within the 90 days immediately preceding the application for endorsement of the licence.

**Application and Signature**

I apply to have the ..... type of flying machine included in P ..... of the Aircraft Rating of my ..... Pilot's Licence , Number.....

Date .....20

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.

**PART I**

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

I being a person duly authorised in writing by the Director General 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 maneuvers and drills specified in the paragraph or paragraphs against which my signature appears.

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

<p><b>A.</b> By day at maximum landing weight all maneuvers used in normal flight including take- off and landing</p>	<p>Date of flight .....</p> <p>Reg. No. of aircraft .....</p> <p>No. of examiner's licence .....</p>
<i>Approved Examiner's Signature</i>	
<p><b>B.</b> By day at maximum landing weight with one engine inoperative all maneuvers used in normal flight including a landing</p>	<p>Date of flight .....</p> <p>Reg. No. of aircraft .....</p> <p>No. of examiner's licence .....</p>
<i>Approved Examiner's Signature</i>	
<p><b>C.</b> By day at maximum landing weight; emergency maneuvers including (i) simulated engine failure after take-of (ii) approach to stall and recovery in both level and banked attitudes and (iii) over-shoot with one engine inoperative.</p>	<p>Date of flight .....</p> <p>Reg. No. of aircraft .....</p> <p>No. of examiner's licence .....</p>
<i>Approved Examiner's Signature</i>	
<p><b>D.</b> By night at maximum landing weight: all maneuvers used in normal flight including take- off and landing</p> <p>Time (MST) and place of take-off.....</p> <p>.....</p> <p>Time (MST) and place of landing .....</p> <p>.....</p>	<p>Date of flight .....</p> <p>Reg. No. of aircraft .....</p> <p>No. of examiner's licence .....</p>
<i>Approved Examiner's Signature</i>	
<p><b>E.</b> By night at maximum landing weight: with one engine inoperative: all maneuvers used in normal flight including landing</p> <p>Time (MST) and place of commencement of test .....</p> <p>.....</p> <p>Time (MST) and place of landing .....</p> <p>.....</p>	<p>Date of flight .....</p> <p>Reg. No. of aircraft.....</p> <p>No. of examiner's licence .....</p>
<i>Approved Examiner's Signature</i>	



**PART III**

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

I being a person duly authorised by the Director General 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 maneuvers \_\_

- (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 maneuvers with each engine in turn inoperative;
- (l) approach and landing with one engine inoperative.

Date of flight .....

Reg.No of aircraft .....

Licence No. ....

Date .....20

*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 II. Section 1 B, 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 aeroplane does not exceed 20 lb 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 unladen 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 I , Section 1 E is a acceptable in lieu of one done as stated at Part I, Section 1 C . In which case 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.