

APPLICATION FOR THE INCLUSION OF THE VC 10 AEROPLANE IN THE AIRCRAFT RATING OF A PILOT'S LICENCE (AEROPLANES)

IMPORTANT

Before completing this form, please read notes on page 4. Completed applications should be sent to the Civil Aviation Authority, FCL 5, Aviation House, 129 Kingsway, London WC2B 6NN. Your attention is drawn to the provisions of the Air Navigation Order 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 VC 10 aeroplane included in the Aircraft Rating Aeroplanes Part 1 or, (delete as applicable) Part 2 of my Pilot's Licence.

Date _____ Signature _____

SECTION 3 DECLARATION OF TRAINING AND PROFICIENCY

This applicant has satisfactorily completed a course integrating ground, flying and simulator training on VC 10 aeroplanes and demonstrated his proficiency to Authorised Examiners in this aeroplane or a simulator approved for the particular purpose in each test certified overleaf (the boxed Certificate of Test items being completed on date _____) and in the following aspects of operation:

- 3.1 In the use of all the equipment fitted to this aircraft which is the responsibility of the Flight Crew.
- 3.2 In the performance of normal, abnormal, and emergency drills appropriate to the Flight Crew duties as defined in the relevant Flight and/or Company Operations Manual.
- 3.3 In his ability to carry out at the systems panel of the aircraft all ground handling and in-flight procedures.

Date _____ Signature _____ Pilot in charge of Training for

_____ Company

Name in BLOCK CAPITALS _____ Licence No _____

FOR OFFICIAL USE ONLY

Examiner Authority checked _____

ACCEPT _____

REJECT because: _____

Date _____ Signature _____

**SECTION 4 CERTIFICATE FOR PART 1 RATING ON A PROFESSIONAL PILOT'S LICENCE
OR GROUP C ON A PRIVATE PILOT'S LICENCE**

I, being a person duly authorised in writing by the Civil Aviation Authority to conduct such aircraft type rating tests, hereby certify that I have flown in a VC 10 aeroplane, with _____ at the controls and that he has 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 beneath the signature.

	Date of Test	A/c Reg, or Sim. Code	EXAMINER'S		
			Signature	Date of Sig.	Licence No.
4.1 By Day					
4.1.1 Normal take-off and climb to clean configuration					
4.1.2 Visual circuit, approach without visual/radio glideslope guidance, and full stop landing					
4.2 By Day or Night					
4.2.1 Accelerate-stop with simulated engine failure before V_1					
4.2.2 In landing configuration, approach to stall (to stick shake) and recovery					
4.2.3 In landing configuration, approach to stall (to stick push) and recovery					
4.2.4 High speed run to M_{MO} horn					
4.2.5 In clean configuration, recovery from Dutch Roll					
4.2.6 Buffet in turns					
4.2.7 Emergency descent with use of oxygen starting above 30 000 ft agl, through at least 15 000 ft with recovery at a pre-determined altitude not below 10 000 ft agl					
4.2.8 Approach and landing with partial power control failure (ELRAT configuration)					
4.2.9 Take-off with simulated failure of outer engine immediately after V_1 and climb to circuit configuration					
4.2.10 With outer engine simulated failed, ILS approach to Decision Height and overshoot solely by reference to instruments					
4.2.11 With outer engine simulated failed, approach and full stop landing					
4.3 By Night					
4.3.1 Take-off with simulated failure of outer engine immediately after V_1 and climb to clean configuration.					
4.3.2 Visual circuit with outer engine simulated failed					
4.3.3 With outer engine simulated failed, approach and overshoot					
4.3.4 With outer engine simulated failed, approach and full stop landing.					

SECTION 5 CERTIFICATE FOR PART 2 RATING ON A PROFESSIONAL PILOT'S LICENCE

I, being a person duly authorised in writing by the Civil Aviation Authority to conduct such aircraft rating tests, hereby certify that I have flown in a VC 10 aeroplane, with _____ at the Co-pilots controls, and that he has 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 beneath the signature.

	Date of Test	A/c Reg, or Sim. Code	EXAMINER'S		
			Signature	Date of Sig.	Licence No.
5.1 By Day					
5.1.1	Normal take-off and climb to circuit configuration				
5.1.2	Visual circuit, approach without visual/radio glideslope guidance, and full stop landing				
5.2 By Day or Night					
5.2.1	Accelerate-stop with simulated engine failure before V_1				
5.2.2	Take-off and landing acting as co-pilot				
5.2.3	In landing configuration, approach to stall (to stick shake) and recovery				
5.2.4	In landing configuration, approach to stall (to stick push) and recovery				
5.2.5	High speed run to M_{MO} horn				
5.2.6	In clean configuration, recovery from Dutch Roll				
5.2.7	Buffet in turns				
5.2.8	Emergency descent with use of oxygen starting above 30 000 ft agl, through at least 15 000 ft with recovery at a pre-determined altitude not below 10 000 ft agl				
5.2.9	Take-off with simulated failure of outer engine immediately after V_1 and climb to clean configuration.				
5.2.10	With outer engine simulated failed, approach and overshoot				
5.2.11	With outer engine simulated failed, approach and full stop landing				
5.3 By Night					
5.3.1	Normal take-off, visual circuit, approach and overshoot				
5.3.2	Normal approach and full stop landing				

SECTION 6 FLYING EXPERIENCE

I have had the following flying experience on the VC 10 as recorded in my personal Pilot's Flying Logbook:

6.1	Type conversion training:	Aeroplane Hours	Simulator Hours
	Handling	_____	_____
	As Co-pilot	_____	_____
	As Observer	_____	_____
	As Systems panel operator	_____	_____
6.2	P1 under supervision:	_____	
6.3	Other flying on type	_____	_____
Signed _____		Date _____	
Certified Correct _____		Type Rating Examiner _____	
Name in BLOCK CAPITALS _____		Licence No. _____	

GENERAL NOTES

- 1 'Night' means the hours between half an hour after sunset and half an hour before sunrise.
- 2 'A circuit' is the flight path around 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 and crew, drills and procedures 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 'Clean configuration' means with undercarriage and flaps fully retracted.
- 5 'Simulated engine failure' means with engine controls set up for low power so as to represent a failed engine as nearly as possible.
- 6 The tests specified in the heavy box at Section 4 together comprise for a Pilot in Command, and in the heavy box at Section 5 for a Co-pilot, the flying test for the Certificate of Test described in the Air Navigation Order.
- 7 Only persons holding written authorisation from the Civil Aviation Flying Unit in respect of the aeroplane type used for this test may sign for the satisfactory completion of any test on this form.
- 8 This issue of CA 1179 is for use in respect of all VC 10 aeroplanes and for this purpose supersedes F 1179/VC 10 (080575). Applications for the supply of this form should be made to the CAA – Civil Aviation Flying Unit, Stansted Airport, Stansted, Essex.
- 9 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.
- 10 Applicants are reminded that the technical and flying tests may be undertaken in any order but both must have been satisfactorily concluded within 6 months immediately preceding the application for the aircraft rating.
- 11 The certificate of test will date from the completion of the tests quoted at Note 6.