



## CERTIFICATE OF TEST FOR CONVERSION OF A FOREIGN LICENSE on MULTI ENGINE AIRCRAFTS.(MCTOW BELOW 5700KG)

The candidate is to be assessed competent in all aspects of the CPL; this may require more than one flight. Upon completion, the instructor that conducted the Test is to make an appropriate entry in the candidate's logbook.

First Names		Total Flight Time	
Surname		Total Test Time	
Client ID		Flight Time last 90 days	
Identity verified?	Lifetime licence sighted?	Candidate's signature	
Consider:	Holds a type rating for the aircraft?	Holds a current medical?	Medical Type

Mark each item X = not yet competent Examiners initials = competent Not Tested = NT	Flight time	Flight time	Flight time
Date	/ /	/ /	/ /
Personal preparation: I'm Safe, current documents			
<b>PHASE 1</b>			
Knowledge of Certificate of Airworthiness, Technical Log			
Knowledge of Flight manual,			
Weather - AFOR, TAF, METAR, NOTAMS, AIP, Go/No go			
<b>Aircraft performance and operating requirements</b>			
P Charts, group rating, seasonal effects on performance			
Fuel management: required, quantity, consumption			
Loading: MAUW, C of G position, load distribution			
<b>PHASE 2 - PART 1</b>			
Pre-flight inspection: interior, exterior, load security			
Passenger briefing: supervision & briefing			
Engine start; warm up; shutdown: checks, fire drills, Run Ups(Smooth Ops)			
ATS procedure: ATIS, clearances, phraseology, QNH			
Taxiing and brake check: speed, instruments, parking			
Pre take-off checks: t/o briefing, departure procedures			
<b>PART 2-VFR Conversion</b>			
Normal Takeoff			
Crosswind Takeoff			
After Takeoff Checks			
Tracking			
Climbing: ± 5 knots, trim, T's & P's, lookout- Climb Turns			
Straight and level: ± 50', ± 5 degrees, trim			
Descending – Descending Turns ; ± 5 knots, trim, T's & P's, lookout			
Steep turns 45deg AoB: ± 50' coordinated, power, reference point			
Stalls in the Clean Configuration			
Stall in the Landing Configuration			
Instrument flying – full panel			
Instrument flying – limited panel			
Unusual Attitude Recovery.			

Rejoining the Circuit			
Normal Landing			
Crosswind Landing			
Aborted Takeoff			
Simulated Engine Failure after Takeoff, Fly Circuit and Land.			
Short Field Takeoff and Landing			
Flapless Takeoff and Landing			
Simulated Low Level Bad weather Circuit : $\pm 50'$ , $\pm 5$ knots			
Slow flight: $\pm 50'$ , $\pm 5$ knots, balance, trim			
Flap usage : operation, speed.			
<b>PART 3 – FOR IFR CONVERSION- (Steep Turns and Stalls may be Omitted)</b>			
SID Departure			
NDB or VOR Tracking / Intercepts			
VOR/DME Arc , let Down to MDA and Mis approach			
Asymmetric Approach on LLZ or NDB and Mis approach with Instruments			
Sector Entry and Hold (NDB /VOR)			
NDB Approach and Land.			
<b>AIRMANSHIP</b>			
Approach and go-round: procedure sequence			
TEM (refer web site under Pilots/Threat & Error Policy)			
Radiotelephony tuning and procedures: phraseology			
Lookout (critical task): situational awareness, VMC			
Flight orientation: airspace boundaries, reporting points			
Pilot judgment: performance, clearances, emergencies			

This is to certify that _____ has successfully completed a Foreign License Conversion Test and demonstrated competence to exercise the privileges of a CPL (Aeroplane).					
Examiner Name				License Type	
License Number		Aircraft Type		Registration	
Examiner Signature				Date	

The instructor certifying competence is to distribute copies of this form as follows:

1. Candidate.
2. The Examiner.
3. Scan and email a copy to [madeleine.civav@vanuatu.com.vu](mailto:madeleine.civav@vanuatu.com.vu) or [civav@vanuatu.com.vu](mailto:civav@vanuatu.com.vu)

Attach Air Law KDRs , and Relevant KDRs attach a signed copy by an A or B Cat instructor with evidence of knowledge improvement.