



BOEING B777

APPLICATION FOR THE INCLUSION OF AEROPLANE IN THE AIRCRAFT RATING OF A PILOT'S LICENCE

SECTION 1: PERSONAL PARTICULARS OF APPLICANT (In BLOCK CAPITALS)

Full Name (Surname first) _____

Licence Number _____ Type of licence _____

Address to which licence is to be returned _____

Tele. /Mobile number _____

* Please see the 'General notes' before carrying out the exercise.

SECTION 2: APPLICATION

I apply to have BOEING B777 aeroplane included in the Aircraft Rating, Aeroplanes, Part1 (P1) or Part2 (P2) (tick whichever is applicable) on my Pilot's Licence. I certify that the information provided on this form is true to the best of my knowledge and belief.

Signature _____

Date ____ / ____ / ____

SECTION 3: DECLARATION OF TRAINING AND PROFICIENCY

This applicant has satisfactorily completed a course integrating ground, flying and simulator training on Boeing B777 series aeroplanes and has demonstrated a satisfactory level of proficiency to Authorized Examiners in this aeroplane or a simulator approved by Kuwait DGCA 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 where appropriate.

- 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 Flight Crew duties as defined in the relevant flight and/or Operations Manual.
- 3.3 Ability to carry out at the system panel of the aircraft all normal in-flight procedures.

Signature _____

Date ____ / ____ / ____

Training Pilot-in-charge _____

Name in BLOCK CAPITALS _____ Licence number & type _____

FOR OFFICE USE ONLY:

ACCEPT	P1	P2
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REJECT because: _____

Date	
Amount in KD.	
DGCA Letter Ref:	

Signature _____

Date ____ / ____ / ____



SECTION 4: CERTIFICATE FOR TYPE RATING ON A PROFESSIONAL PILOT'S LICENCE.

I being a person duly authorized in writing by the Kuwait DGCA to conduct such aircraft rating tests hereby certify that I have flown in a Boeing B777 aeroplane or Kuwait DGCA approved simulator with _____ at the controls and that the applicant has carried out *satisfactorily and *unassisted, under the conditions stated, the maneuvers 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	Examiners Signature (Name CAPS once)	Authority Number
4.1 By Day in aeroplane in flight				
4.1.1	Normal take-off and climb to circuit altitude			
4.1.2	Visual circuit, approach without visual or radio glideslope guidance, without autothrottle and go-around from 100 ft AGL.			
4.1.3	Visual circuit, approach without visual or radio glideslope guidance and full stop landing using reverse thrust.			
4.2 By Day or Night in aeroplane in flight or in a simulator approved by Kuwait DGCA.				
4.2.1	Accelerate-stop with simulated failure of one engine before V ₁ .			
4.2.2	In clean configuration approach to stall (to onset of heavy buffet) and recover, without autothrottle.			
4.2.3	In landing configuration, approach to stall (to nose-down pitch after stick shake) and recovery without autothrottle, having experienced the operation of the Pitch Envelope Protection.			
4.2.4	High Mach run (At or above 35,000ft) to IMN 89 and recovery with use of speed brakes.			
4.2.5	Emergency descent starting above 30,000 ft AGL, through at least 15,000 ft with recovery at a predetermined altitude not below 10,000 ft AGL.			
4.2.6	With flight controls in direct mode an ILS approach to 200 ft AGL, a missed approach followed by a visual approach and landing.			
4.2.7	In flapless configuration, but with slats sealed, approach from 10 miles, and go-around from 50' AGL (in the simulator a landing should be completed instead of go-around).			
4.2.8	With flight controls in normal mode maintain a bank angle 45° or more and then allow the Bank Angle Protection to operate.			



	Date of test	A/c Reg or Sim Code	Examiners Signature (Name CAPS once)	Authority Number
4.3 By Day or Night in Aeroplane in flight or in a simulator approved by Kuwait DGCA.				
4.3.1	Take-off with simulated failure of one engine between V1 and V2 with Thrust Asymmetry Compensation (TAC) selected OFF and climb to circuit altitude.			
4.3.2	With one engine simulated failed TAC OFF, ILS approach without autothrust, with flight director to Decision Altitude, and go-around solely by reference to instruments.			
4.3.3	With one engine simulated failed, TAC OFF approach and fullstop landing using asymmetric reverse thrust on operating engine.			
4.4 By Day or Night in aeroplane in flight or in a simulator approved by Kuwait DGCA.				
4.4.1	Take off with simulated failure of one engine between V1 and V2 and climb to circuit altitude.			
4.4.2	With one engine simulated failed, visual circuit and approach without autothrottle and go-around.			
4.4.3	With one engine simulated failed, visual circuit and approach without autothrottle and full stop landing using asymmetric reverse thrust.			
4.5 By Day or Night in aeroplane in flight or in a simulator approved by Kuwait DGCA. (Simulator training right hand seat covering boxed item)				
4.5.1	Take-off with simulated failure of one engine between V1 and V2 with Thrust Asymmetry Compensation (TAC) selected OFF and climb to circuit altitude.			
4.5.2	With one engine simulated failed TAC OFF, ILS approach without autothrust, with flight director to Decision Altitude, and go-around solely by reference to instruments.			
4.5.3	With one engine simulated failed, TAC OFF approach and fullstop landing using asymmetric reverse thrust on operating engine.			



	Date of test	A/c Reg or Sim Code	Examiners Signature (Name CAPS once)	Authority Number
4.6 By Day or Night in aeroplane in flight or in a simulator approved by Kuwait DGCA. (Aircraft training right hand seat covering boxed item)				
4.6.1 Take-off with simulated failure of one engine between V1 and V2 with Thrust Asymmetry Compensation (TAC) selected OFF and climb to circuit altitude.				
4.6.2 With one engine simulated failed TAC OFF, ILS approach without autothrust, with flight director to Decision Altitude, and go-around solely by reference to instruments.				
4.6.3 With one engine simulated failed, TAC OFF approach and fullstop landing using asymmetric reverse thrust on operating engine.				

SECTION 5: FLYING EXPERIENCE

I have had the following flying experience on Boeing B777 as recorded in my personal Pilot's Flying Logbook:

5.1 Type of conversion training

Handling	Aeroplane Hours	Simulator Hours
P1 under supervision		
As Co-Pilot		
As Observer		

Certified correct, Training Pilot in charge _____ Date ____/____/____

Name in BLOCK CAPITALS _____ Lic.No _____



GENERAL NOTES

1. "Night" means the hours between half an hour after sunset and half an hour before sunrise. "Day or Night" at paragraph 4.2 permits tests in the twilight period.
2. "A circuit" is the flight path around an aerodrome at a specified altitude 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 the 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. "Clean configuration" means with the landing gear, slats and flaps fully retracted.
5. In the aeroplane "Simulated engine failure" means with engine controls set up for low power after landing gear retraction so as to represent a failed engine as nearly as possible. In the flight simulator any approved method or simulating engine failure may be used. The accelerate-stop tests required by this form should be carried out as follows:-
 - (i) In the aeroplane, simulated engine failure should be initiated at a speed which will not hazard the safety of the aircraft.
 - (ii) In a flight simulator, simulated engine failure 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. $V_1 -5$ to 10 kt.
6. Emergency descent procedure should be carried out in flight by announcing a pressurization failure, donning masks, carrying out touch drills and descending the aeroplane through a representative altitude band. The aeroplane should NOT be depressurized.
7. The items of test in the heavily outlined box at Section 4 together comprise the flying test for the Certificate of Test described in Kuwait Civil Aviation Safety Regulations (KCASR). When a simulator is permitted to be used, the C of T test for any pilot should be that in the box at Section 4. Endorsement of the licence will date from the completion of these tests. A flight simulator must be specifically authorized by the Kuwait DGCA before testing boxed C of T items during initial ratings on Type.
8. Certain items of this test may be carried out on an appropriate flight simulator which has been specifically approved by Kuwait DGCA for them. Items so approved are enumerated in the relevant flight simulator approval, which also shows the Simulator Code for column 3.
9. Only persons holding written authorization from the Kuwait DGCA in respect of the aeroplane type and/or simulator used for this test may sign for the satisfactory completion of any test on this form
10. Applicants are reminded that the technical and flying tests (simulator only) may be undertaken in any order but both must have been satisfactorily concluded within 6 months preceding the application for the aircraft rating.
11. All deck crew will go through the same drills and training required up to Part 1 qualifications, but the co-pilot will be endorsed with P₂ endorsements. Based on the request by the Operator after the completion of the candidate's command training, the DGCA will endorse the licence with P₁.
12. This issue of DGCA Skill Test Form is for the use in respect of all Boeing B777 aeroplanes only.

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