

Application for privileges as TRI(A) to perform LIFUS and/or Landing training
Applicant information

Date of birth (yyyy-mm-dd)		State of licence issue	Licence no
Last namn		First and middle names	
Street or box		Country	
Postal code	City		
Telephone number		E-mail address	
<input type="checkbox"/> Applicant verification of compliance according to ARA.GEN.315 and AMC1 ARA.GEN.315(c) (see instructions)			

Training completed and applicant approved

Name and number of ATO	Signature of Head of Training or nominated person
Date	Name in block letters

Training during course

Training course completed <input type="checkbox"/> LIFUS training	<input type="checkbox"/> Landing training
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Training performed, for LIFUS privileges

FSTD-Training		
Training item	Date performed	Instructor signature
Familiarisation as PF on both seats, as applicable, which should include at least the following:		
Training item	Date performed	Instructor signature
pre-flight preparation and use of checklists		
taxiing		
take-off		
rejected take-off		
engine failure during take-off, after take-off decision speed (V1)		
one-engine-inoperative approach and go-around		
one-engine-inoperative (critical, simulated) landing		
other emergency and abnormal operating procedures (as necessary)		
emergency evacuations		
task sharing and decision-making; and		

Aeroplane training techniques

<p>methods of providing appropriate commentary; intervention strategies developed from situations that are role-played by a TRI training course instructor, taken from but not limited to:</p> <p>take-off:</p> <ul style="list-style-type: none"> — tail strike awareness and avoidance — rejected take-off, — actual engine failure — take-off configuration warning — overcontrolling <p>approach and landing:</p> <ul style="list-style-type: none"> — normal approach, — high flare, long float, no flare, — immediate go-around after touchdown, — baulked landing, — rejected landing, — crosswind, and — overcontrolling <p>flight management:</p> <ul style="list-style-type: none"> — task sharing and handover of controls, — effect of ATC-delaying actions on endurance, — alternate management and diversion, and — traffic awareness when flying in pattern 		
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Training in aeroplane (in flight)

One route sector as:		
(1) observer of a TRI(A) who conducts line flying under supervision, or (2) TRI(A) while role playing line flying under supervision for a TRI(A) who is qualified for line flying under supervision		
One route sector under the supervision and to the satisfaction of a TRI(A) who is nominated for that purpose by the ATO.		

Training performed, for Landing training privileges

FSTD-Training		
Training item	Date performed	Instructor signature
<p>The training in an FSTD should be tailored and appropriate to the aeroplane type, and the exercises should be more demanding for each candidate instructor.</p> <p>In addition to the LIFUS training items in the FSTD (listed in the table above), the landing training should comprise a variety of exercises that cover both normal and abnormal operations including the items below (The applicant needs to be additionally trained in other abnormal items during the training course, if required)</p>		
Training item	Date performed	Instructor signature
consideration of threats during touch-and-go: — operating at low altitude; — General Aviation (GA) traffic; — increased fuel consumption; — bird strikes; — decision to continue touch-and-go or make a full-stop landing; and — aspects of performance and associated risks		
Incorrect rudder inputs		
Incorrect rudder inputs		
failure of a critical engine		
approach and full-stop landing in simulated engine-out flight		
go-around in simulated engine-out flight		

Training in aeroplane (in flight)

Upon completion of the FSTD training, the applicant should perform role-play flying for landing training under the supervision and to the satisfaction of a TRI(A) who is nominated for that purpose by the ATO		
Training item	Date performed	Instructor signature
take-off		
traffic pattern		
go-around		
touch-and-go		
In exceptional circumstances, it may be necessary to perform simulated engine-out handling and engine-out operations in an aeroplane in addition to representative exercises from the type rating course.		