

### TRI (A) Extension of Privileges

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

To be filled by the applicant		
Date of Birth:	Licence No.:	State of Licence issue:
First names(s):	Last name:	
Address:		
Postal code and city:	E-mail:	Telephone:
Date and place of signature:	Signature:	

Training completed and applicant approved	
Name and number of ATO:	Signature of Head of Training or nominated person:
Date:	Name in block letters:

Training course completed	
Type of aircraft:	
<input type="checkbox"/> LIFUS training	<input type="checkbox"/> Landing training

**Table 1.1 Training performed for LIFUS privileges - FSTD Training**

Familiarization as PF on both seats, as applicable, which should include at least the following:

Training items	Date performed	Instructor Licence no.	Instructor or HT signature
<input type="checkbox"/> Pre-flight preparation and use of checklists (train) <input type="checkbox"/> Taxiing (train) <input type="checkbox"/> Take-off (train) <input type="checkbox"/> Rejected take-off (train) <input type="checkbox"/> Engine failure during take-off, after take-off decision speed (V1) (train) <input type="checkbox"/> One-engine-inoperative approach and go-around (train) <input type="checkbox"/> One-engine-inoperative (critical, simulated) landing (train) <input type="checkbox"/> Other emergency and abnormal operating procedures (as necessary) (train) <input type="checkbox"/> Emergency evacuation (train) <input type="checkbox"/> Task sharing and decision-making (brief)			

**Table 1.2 Training performed for LIFUS privileges – FSTD training in Aeroplane techniques**

Methods for delivering effective commentary and applying intervention strategies, developed through role-played scenarios led by a TRI training course instructor. These scenarios should be taken from, but are not limited to:

Training items	Date performed	Instructor Licence no.	Instructor or HT signature
<b>Take-off:</b> <input type="checkbox"/> Tail strike awareness and avoidance (brief and train) <input type="checkbox"/> Rejected take-off, (train) <input type="checkbox"/> Actual engine failure (brief) <input type="checkbox"/> Take-off configuration warning (brief and train) <input type="checkbox"/> Overcontrolling (train)  <b>Approach and landing:</b> <input type="checkbox"/> Normal approach (train) <input type="checkbox"/> High flare, long float, no flare (train) <input type="checkbox"/> Immediate go-around after touchdown (train) <input type="checkbox"/> Baulked landing (train) <input type="checkbox"/> Rejected landing (train) <input type="checkbox"/> Crosswind, and (train) <input type="checkbox"/> Overcontrolling (train)  <b>Flight management:</b> <input type="checkbox"/> Task sharing and handover of controls (brief and train) <input type="checkbox"/> Effect of ATC-delaying actions on endurance (brief) <input type="checkbox"/> Alternate management and diversion (brief) <input type="checkbox"/> Traffic awareness when flying in pattern (brief)			

**Tabel 1.3 Consolidation of FSTD training in an Aeroplane performed for LIFUS privileges**

Training items	Date performed	Instructor Licence no.	Instructor or HT signature
1. One route sector as observer of a TRI(A) who conducts line flying under supervision, or  2. One route sector as TRI(A) while role playing line flying under supervision for a TRI(A) who is qualified for line flying under supervision.			
Upon completion of the above-mentioned tasks under supervision, the candidate instructor should complete a route sector in the role of a TRI under the supervision and to the satisfaction of a TRI(A) who is nominated for that purpose by the ATO.			

**Table 2.1 Training performed for Landing Training privileges - FSTD-Training**

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.

**In addition to the LIFUS training items in the FSTD (as listed in table 1.1 and 1.2),** the landing training should comprise a variety of exercises that cover both normal and abnormal operations including **all** items below:  
 (The applicant needs to be additionally trained in other abnormal items during the training course, if required).

Training Items	Date Performed	Instructor Licence no.	Instructor or HT Signature
Consideration of threats during touch-and-go: <input type="checkbox"/> Operating at low altitude (brief and train) <input type="checkbox"/> General Aviation (GA) traffic (brief) <input type="checkbox"/> Increased fuel consumption (brief) <input type="checkbox"/> Bird strikes (brief) <input type="checkbox"/> Decision to continue touch-and-go or make a full-stop landing (brief and train) <input type="checkbox"/> Aspects of performance and associated risks (brief)			
<input type="checkbox"/> Incorrect rudder inputs (train) <input type="checkbox"/> Failure of a critical engine (train) <input type="checkbox"/> Approach and full-stop landing in simulated engine-out flight (train) <input type="checkbox"/> Go-around in simulated engine-out flight (train)			

**Table 2.2 Training performed for Landing Training privileges - Consolidation of FSTD training in an aeroplane**

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. The training should cover at least the following elements:

Training Items	Date Performed	Instructor Licence no.	Instructor or HT Signature
<input type="checkbox"/> Take-off (train) <input type="checkbox"/> Traffic pattern (train) <input type="checkbox"/> Go-around (train) <input type="checkbox"/> Touch-and-go (train) <input type="checkbox"/> Full-stop landing with different flap settings (train)			