Trafikstyrelsen
Danish Civil Aviation and Railway Authority

MULTI-PILOT AEROPLANE or HPCA

Application and report form

☐ SKILL TEST ATPL(A) ☐ SKILL TEST TYPE RATING ☐ MPL(A) ☐ PROFICIENCY CHECK

License Endorsement: ☐ PIC ☐ CO-PILOT

ATPL and other tests flown as PIC, require the applicant to occupy LH seat

☐ SP OPS ☐ MP OPS ☐ TEST/CHECK IN AIRCRAFT Special approval required and attached

☐ LH seat ☐ RH seat ☐ SFI Proficiency check performed to revalidate SFI and SFE privileges

A. To be filled out by the applicant

Date of Birth:	Licence no:	State of Licence Issue:
First name(s):	Last name:	
Street:		
Postal code and city:	E-mail:	Telephone:

Only Skill Test for the issue of ATPL(A) - Specification of flight time:

Total:	PIC:	PICUS:	Multi-pilot operations:	Total Cross-country:	PIC Cross-country:	Instrument time:	Night:

Only Proficiency check - Specification of flight time:

Total:	Total on type:	Route sectors latest validity period:
Date of Signature:		Signature of Applicant:

B. Udfyldes af ATO/ To be filled in by ATO

Name of ATO:	If issue or renewal: Flight time during training:	
ATO has checked that the applicant has completed this before the skill test:	A-UPRT trained: ☐	MCC trained: ☐
State if Zero Flight Time Training: ☐ Yes ☐ No	**Date of signature of Head of Training:**	**Signature of Head of Training:**

C. Udfyldes af examiner/ To be filled in by the examiner

Date of test:	Licence Endorsement:	Type of aircraft:
Name of examiner:	Authorisation no of examiner:	

Result of the test/check

Section 1 - Items failed:	**Section 2 - Items failed:**	**Section 3 - Items failed:**	**Section 4 - Items failed:**	**Section 5 - Items failed:**

Final result: ☐ Passed = All items passed ☐ Partial Pass = 1 – 5 items failed ☐ Failed	**RNP approach:** ☐ One of the approaches flown is an RNP approach	**Temp. perm. issued (copy enclosed):** ☐ Yes ☐ No

Only proficiency check: I have entered the following details in the applicants licence

Rating:	**Date of check:**	**Valid until:**
Rating:	**Date of check:**	**Valid until:**

I hereby verify that the applicant has passed the required training and that the applicant fulfils the requirements for the test or check being performed. I also declare that I have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in the latest version of the Examiner Differences Document. I, the undersigned Examiner, hereby confirm that I possess all the necessary privileges required to conduct this test, check, or assessment. Furthermore, I declare that all my privileges are valid and in full compliance with the relevant regulatory standards.

Date of signature:	**Signature of examiner:**

Name of Applicant:

For detailed instructions see Commission Regulation 1178/2011 Appendix 9
The starred items (*) in the left column shall be flown solely by reference to instruments.
+ marked skill test only.

	SECTION 1 **Flight preparation**	FSTD	A	Instructor initials when training completed	Manda-tory	Passed	Failed
1.1	Flight preparation/Performance calculation	OTD P				☐	☐
1.2	Aeroplane external visual inspection; location of each item and purpose of inspection	OTD P#	P			☐	☐
1.3	Cockpit inspection	P →				☐	☐
1.4	Use of checklist	P →			M	☐	☐
1.5	Taxiing of compliance with air traffic control or instructions of instructor	P →				☐	☐
1.6	Before take-off checks	P →			M	☐	☐

	SECTION 2	FSTD	A	Instructor initials when training completed	Manda-tory	Passed	Failed
2.1	Normal take-offs, different flap settings, incl. expedited take-off	P →				☐	☐
2.2	Instrument take-off*	P →				☐	☐
2.3	Cross wind take-off	P →				☐	☐
2.4	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P →				☐	☐
2.5.1*	Take-off with simulated engine failure shortly after reaching V2	P →				☐	☐
2.5.2*	Take-off with simulated engine failure between V1 and V2 FFS ONLY	P	X		M	☐	☐
2.6	Rejected take-off at a reasonable speed before reaching V1	P →			M	☐	☐

	SECTION 3 **Flight manoeuvre and procedures**	FSTD	A	Instructor initials when training completed	Manda-tory	Passed	Failed
3.1	Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws (if applicable)	P →				☐	☐
3.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope	P →				☐	☐
3.1.2	Steep turns using 45° bank,180° to 360° left and right	P →				☐	☐
3.1.3	Turns with and without spoilers	P →				☐	☐
3.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P →				☐	☐
3.2	Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll) (An aeroplane shall not be used for this exercise)	P	X			☐	☐
3.3	Normal operation of systems and Engineer s panel	OTD P →				☐	☐
3.4 Normal and abnormal operations of following systems: (Select min 3 items from 3.4.0 to 3.4.14 inclusive (marked below)							
3.4.0	Engine (if necessary propeller)	OTD P →			♦	☐	☐
3.4.1	Pressurisation and air conditioning	OTD P →			♦	☐	☐
3.4.2	Pitot/static system	OTD P →			♦	☐	☐
3.4.3	Fuel system	OTD P →			♦	☐	☐
3.4.4	Electrical system	OTD P →			♦	☐	☐
3.4.5	Hydraulic system	OTD P →			♦	☐	☐
3.4.6	Flight control and trim system	OTD P →			♦	☐	☐
3.4.7	Anti-icing and de-icing system, glare shield heating	OTD P →			♦	☐	☐
3.4.8	Autopilot/Flight director (Mandatory for SP)	OTD P →			♦	☐	☐
3.4.9	Stall warning devices or stall avoidance devices, and stability argumentation devices	OTD P →			♦	☐	☐
3.4.10	GPWS, Weather radar, Radio altimeter, Transponder	P →			♦	☐	☐
3.4.11	Radios, navigation equipment, instruments, FMS	OTD P →			♦	☐	☐
3.4.12	Landing gear and brake	OTD P →			♦	☐	☐
3.4.13	Slat and flap system	OTD →			♦	☐	☐
3.4.14	Auxiliary power unit (APU)	OTD P →			♦	☐	☐

Name of Applicant:

3.6 Abnormal and emergency procedure. Select min. 3 items from 3.6.1 to 3.6.9 inclusive (♦ marked below)

		FSTD	A	Instructor initials when training completed	Manda-tory	Passed	Failed
3.6.1	Fire drills e.g. Engine, APU, cabin, cargo, flight deck wing and electrical fires incl. evacuation	P →			♦	☐	☐
3.6.2	Smoke control and removal	P →			♦	☐	☐
3.6.3	Engine failures, shut-down and restart at safe height	P →			♦	☐	☐
3.6.4	Fuel dumping (simulated)	P →			♦	☐	☐
3.6.5	Windshear at take-off/landing FFS ONLY	P	X		♦	☐	☐
3.6.6	Simulated cabin pressure failure/emergency descent	P →			♦	☐	☐
3.6.7	Incapacitation of flight crew member	P →			♦	☐	☐
3.6.8	Other emergency procedures as outlines in AFM	P →			♦	☐	☐
3.6.9	TCAS event FFS ONLY	P	X		♦	☐	☐
3.7	**Upset recovery training**						
3.7.1	Recovery from stall events in: - take-off configuration; - clean configuration at low altitude; - clean configuration near maximum operating altitude; and - landing configuration	P	X			☐	☐
3.7.2	The following upset exercises: - recovery from nose-high at various bank angles; and - recovery from nose-low at various bank angles FFS ONLY	P	X			☐	☐
3.8	**Instrument flight procedures**						
3.8.1*	Adherence to departure and arrival routes and ATC instructions	P →			M	☐	☐
3.8.2*	Holding procedures	P →				☐	☐
3.8.3*	3D operations to DH/A of 200 ft (60m) or to higher minima if required by the approach procedure					☐	☐
Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taking into account such limitations (for example, choose an ILS for 3.8.3.1 in case of such AFM limitation)							
3.8.3.1*	Manually, without flight director Skill test only	P →			M+	☐	☐
3.8.3.2*	Manually, with flight director	P →				☐	☐
3.8.3.3*	With autopilot	P →				☐	☐
3.8.3.4*	Manually, with one engine simulated inoperative during final approach, either until touchdown or through the complete missed approach procedure (as applicable), starting: (i) before passing 1000 ft above aerodrome level; and (ii) after passing 1000 ft above aerodrome level. In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the 2D approach in accordance with 3.8.4. The go-around shall be initiated when reaching the published obstacle clearance height/ altitude (OCH/A); however, not later than reaching an MDH/A of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport cetagory aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with exercise 3.8.3.4.	P →			M	☐	☐

Name of Applicant:

		FSTD	A	Instructor initials when training completed	Manda-tory	Passed	Failed
3.8.4*	2D operations down to the MDH/A	P →			M	☐	☐
3.8.5	Circling approach under the following conditions: (a)*approach to the authorised minimum circling approach altitude at the aerodrome in question at the accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by: (b) circling approach to another runway at least 90° off centreline from the final approach used in item (a), at the authorised minimum circling approach altitude. Remark: It (a) and (b) are not possible due to ATC reasons, a simulated low visibillity pattern may be performed.	P →				☐	☐
3.8.6	Visual approaches	P →				☐	☐

	SECTION 4 **Missed approach procedures**	FSTD	A	Instructor initials when training completed	Manda-tory	Passed	Failed
4.1	Go-around with all engines operating* during a 3D operation on reaching DH	P* →				☐	☐
4.2	Go-around with all engines operating* from various stages during an instrument approach	P* →				☐	☐
4.3	Other missed approach procedures	P* →				☐	☐
4.4*	Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH, MAPt	P* →			M	☐	☐
4.5	Rejected landing with all engines operating: - from various heights below DH/MDH; - after touchdown (baulked landing) In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.	P →				☐	☐

	SECTION 5 **Landings**	FSTD	A	Instructor initials when training completed	Manda-tory	Passed	Failed
5.1	Normal landings* with visual reference established when reaching DA/H following an instrument approach operation	P				☐	☐
5.2	Landing with simulated jammed horizontal stabiliser in any out-off-trim position (An A/C may not be used for this exercise)	P	X			☐	☐
5.3	Cross wind landings (A/C if practicable)	P →				☐	☐
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats	P →				☐	☐
5.5	Landing with critical engine simulated inoperative	P →			M	☐	☐
5.6	Landing with two engines inoperative (3-engine A/C: centre and one outboard inop) (4-engine A/C: two engine at one side inop) FFS ONLY	P	X		M+	☐	☐

Name of Applicant:

Details of the flight			
Departure aerodrome:	Off block:**	Airborne:	
Destination aerodrome:	On block:**	On ground:	
Aircraft Reg or FFS Auth number:	Tot. block time:**	Tot. airborne time:	No. of landings:

** In case of test/check in simulator, enter time in simulator and not block time

Remarks/overall assessment/Reason for failure (if applicable):

Signature of examiner:	**Signature of applicant:**

Aircraft training (non ZFTT)					
Aircraft training completed date:	Aircraft type:	No. of landings:	TRI Name:	Signature of TRI:	
Off block:	Airborne:	On ground:	On block:	Tot. block time:	Tot. airborne time:

Name of Applicant:

In accordance with ARA.GEN.315(a), (b) – (c)

Undertegnede bekræfter hermed, at jeg ved ansøgningstidspunktet

1. ikke var i besiddelse af et personligt certifikat, rating, tilladelse eller attestation med samme anvendelsesområde og i samme kategori udstedt i en anden medlemsstat;

2. ikke har ansøgt om et personligt certifikat, rating, tilladelse eller attestation med samme anvendelsesområde og i samme kategori i en anden medlemsstat; og

3. aldrig har haft et personligt certifikat, rating, tilladelse eller attest med samme anvendelsesområde og i samme kategori udstedt i en anden medlemsstat, som er tilbagekaldt eller suspenderet i anden medlemsstat.

Note:

Ukorrekte oplysninger vedrørende ovenstående, kan være diskvalificerende for udstedelse af certifikat, rating, tilladelse m.v.

Undersigned hereby confirm that I at the time of application

1. was not holding any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another Member State;

2. has not applied for any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category in another Member State; and

3. has never held any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another Member State which was revoked or suspended in any other Member State.
4.

Note:

Incorrect information regarding the above can be disqualifying for obtaining a certificate, rating, authorization, etc.

Dato:/Date:

Underskrift/Signature: