

MULTI-PILOT AEROPLANE or HPCA
Application and report form
☐ **SKILL TEST ATPL(A)** ☐ **SKILL TEST TYPE RATING** ☐ **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. Udfyldes af ansøgeren/To be filled out by the applicant

Date of Birth:		Certifikat nr/Licence no:		Udstedende Stat/State of Licence Issue:	
Fornavn/First name(s):			Efternavn/Last name:		
Gade eller vej/Street:					
Postnr. og by/Postal code and city:		E-mail:		Tlf./Telephone:	
Only Skill Test for the issue of ATPL(A)			Specification of flight time		
Total:	PIC:	Multi-pilot operations:	Total Cross-country:	PIC Cross-country:	Night:
Only Proficiency check - specification of flight time					
Total:	Total on type:		Route sectors latest validity period:		
Dato for underskrift/Date of signature:			Underskrift/Signature: <i>Morten Keller</i>		

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

Name of ATO (Use stamp):		
If issue or renewal: Flight time during training:		
State if Zero Flight Time Training: <input type="checkbox"/> Yes <input type="checkbox"/> 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 and stamp:		
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:	Section 6 - Items failed:
Final result: <input type="checkbox"/> Passed = All items passed <input type="checkbox"/> Partial Pass = 1 – 5 items failed <input type="checkbox"/> Failed		RNP approach: One of the approaches flown is an RNP approach		Temperary permission to exercise privileges (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.					
Date of signature:			Signature of examiner: <i>Martin Frederiksen</i>		

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	OTD	FTD	FS	A/C	Instructor initials when training completed	Mandatory	Passed	Failed
	Flight preparation								
1.1	Flight preparation/Performance calculation	P							
1.2	Aeroplane external visual inspection; location of each item and purpose of inspection	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	OTD	FTD	FS	A/C	Instructor initials when training completed	Mandatory	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	X		M		

	SECTION 3	OTD	FTD	FS	A/C	Instructor initials when training completed	Mandatory	Passed	Failed
	Flight manoeuvre and procedures								
3.1	Manuel flight with/without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws (if applicable))		P						
3.1.1	At different speeds (incl. slow flight) and altitudes within 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 incl. instrument departure and arrival, and visual approach		P						
3.2	Tuck under and Mach buffets (if applicable), and specific flight characteristics of the aeroplane (An aircraft may not be used for this exercise)		P		X				
3.3	Normal operation of systems and Engineer's panel	P							

3.4 Normal and abnormal operations of the following. Select min 3 items from 3.4.0 to 3.4.14 inclusive (♦-marked below)

3.4.0	Engine (if necessary propeller)	P					♦		
3.4.1	Pressurisation and air conditioning	P					♦		
3.4.2	Pitot/static system	P					♦		
3.4.3	Fuel system	P					♦		
3.4.4	Electrical system	P					♦		
3.4.5	Hydraulic system	P					♦		
3.4.6	Flight control and trim system	P					♦		
3.4.7	Anti-icing and de-icing system, glare shield heating	P					♦		
3.4.8	Autopilot/Flight director (Mandatory for SP)	P					♦		
3.4.9	Stall warning devices or stall avoidance devices, and stability argumentation devices	P					♦		
3.4.10	GPWS, Weather radar, Radio altimeter, Transponder		P				♦		
3.4.11	Radios, navigation equipment, instruments, FMS	P					♦		
3.4.12	Landing gear and brake	P					♦		
3.4.13	Slat and flap system	P					♦		
3.4.14	Auxiliary power unit	P					♦		

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

		OTD	FTD	FS	A/C	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			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 category 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		

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		OTD	FTD	FS	A/C	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 visibility pattern may be performed.		P*	→	→				
3.8.6	Visual approaches		P	→	→				

	SECTION 4	OTD	FTD	FS	A/C	Instructor initials when training completed	Manda- tory	Passed	Failed
	Missed approach procedures								
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 (balked 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	OTD	FTD	FS	A/C	Instructor initials when training completed	Manda- tory	Passed	Failed
	Landings								
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-of-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+		

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	SECTION 6 General remarks: Special requirements for the extension of a type rating for instrument approaches down to a decision height of less than 200 ft (60 m), i.e. CAT II/III operations.	OTD	FTD	FS	A/C	Instructor initials when training completed	Mandatory	Passed	Failed
	Additional authorisation on a type rating for instrument approaches down to a DH of less than 60 m (200 ft) (CAT II/III). The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures, all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used.								
6.1*	Rejected take-off at minimum authorised runway visual range (RVR)		P*	→	X		M*		
6.2*	CAT II/III approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, callout procedures, mutual surveillance, information exchange and support) shall be observed.			P	→		M		
6.3*	Go-around: after approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, ground/airborne equipment failure prior to reaching DH, and go-around with simulated airborne equipment failure.			P	→		M*		
6.4*	Landing(s): with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed.			P	→		M		

Details of the flight			
Aircraft Reg or FFS Auth number:	On block:**	On ground:	
Departure aerodrome:	Off block:**	Airborne:	
Destination aerodrome:	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: <i>Martin Frederiksen</i>	Signature of applicant: <i>Morten Keller</i>

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:

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: 25.05.2022

Underskrift/Signature: *Morten Keller*