

HONG KONG CIVIL AVIATION DEPARTMENT

APPLICATION FOR THE INCLUSION OF AN AIRCRAFT RATING IN A HONG KONG PILOT'S LICENCE

IMPORTANT Before completing this form, please read the **IMPORTANT NOTES** for the completion of Form DCA 528 and the **Personal Data Collection Statement** at the back of this form. All applicable sections in this form must be completed before it will be accepted for processing.

SECTION 1 PERSONAL PARTICULARS OF APPLICANT (in BLOCK CAPITALS)

Full Name (Surname first) _____

Licence Type and Number _____

Name of Operator _____

SECTION 2 APPLICATION

I apply to have the :- (please check only ONE ☐ of the aircraft type(s) being applied for)

- ☐ Boeing 737-800 aircraft ☐ Boeing 737-700/800 aircraft
- ☐ Boeing 747-400 aircraft
- ☐ Boeing 777 aircraft

included in the Aircraft Rating, Aeroplanes, of my Pilot's Licence. I certify that all particulars given on this form and documents provided in support of this application are true to the best of my knowledge and belief. I understand that it is an offence to make with intent to deceive any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificates, licences, approvals, permissions, exemptions or other documents and if doing so render myself liable on summary conviction to a fine and on conviction on indictment to a fine or imprisonment as specified in Article 91 of the Air Navigation (Hong Kong) Order 1995 (CAP. 448C).

I understand that the personal data provided by means of this form, including all the supporting documents included in the application, will be used by the Hong Kong Civil Aviation Department for the purposes mentioned in the Personal Data Collection Statement at the back of this form and any information as contained therein this form and my Pilot's licence(s) and certificates may be disclosed to Government bureaux and departments, aviation authorities of other Contracting States of the International Civil Aviation Organization and other organizations or agencies for the said purposes.

I hereby authorize the Operator and/or Training Organization to submit to / collect from the Hong Kong Civil Aviation Department any licences, certificates, forms and supporting documents in relation to my licence application(s). I understand that in order for the Operator and/or Training Organization to properly discharge their safety oversight responsibility under CAP. 448C, the Operator and/or Training Organization may in the process collect any information, including test and examination results, expiry dates, etc., as contained therein my Pilot's licence(s), certificates and the related documents.

Applicant's Signature _____ Date _____

SECTION 3 DECLARATION OF TRAINING AND PROFICIENCY

This applicant has satisfactorily completed an approved course integrating ground, flying and/or flight simulator training as recorded in Section 7 of this form on the aircraft type(s) being applied for and has demonstrated a satisfactory level of proficiency to Authorised Examiners in an aircraft and/or a flight simulator of the aircraft type(s) being applied for so approved for the particular purpose in each test certified overleaf and in the following aspects of operation:

- 3.1 Use of all the equipment fitted to this aircraft which is the responsibility of the Flight Crew;
- 3.2 Performance of normal, alternate and emergency drills appropriate to Flight Crew duties as defined in the relevant Flight and/or Operator's Operations Manual.

Where applicable, this applicant has met all required pilot experience for Zero Flight Time Training and/or Simulator Base Training as stated in CAD 360.

Signature _____ Date _____

Pilot in-Charge-of Training for _____ (Name of Operator)

Name (in BLOCK CAPITALS) _____ Licence Type and Number _____

SECTION 4 CERTIFICATE FOR PART 1 & 2 RATING ON A PROFESSIONAL PILOT'S LICENCE

I, being a person duly authorised to conduct such aircraft rating tests, hereby certify that I have flown in an aircraft or approved flight simulator of the aircraft type(s) being applied for with the applicant at the controls and that the applicant has carried out satisfactorily and unassisted ^(NOTE 4), under the conditions stated, the manoeuvres and drills against which my signature appears below, together with my name in BLOCK CAPITALS beneath the signature:

APPLICANT'S NAME	Date of Test	Aircraft Registration or Simulator Code	AUTHORISED EXAMINER'S	
			Signature & Date of Signature (NAME IN CAPS ONCE)	Licence Type & No.
4.10 BY DAY OR NIGHT ^(NOTE 2), EITHER IN AN AIRCRAFT IN FLIGHT (4.10.1) OR IN A SIMULATOR SO APPROVED (4.10.2) ^(NOTE 10), UNDER THE SUPERVISION OF AN AUTHORISED EXAMINER ^(NOTE 1)				
4.10.1 For <u>Aircraft Base Training</u> , take-off, approach and landing, using available glide slope guidance with a minimum of <u>three</u> landings or touch-and-go's. ^(NOTES 6, 7 & 12)				
OR				
4.10.2 For <u>Simulator Base Training</u> , take-off, approach and landing, using available glide slope guidance with a minimum of <u>six</u> landings or touch-and-go's. ^(NOTES 6 & 12)				
4.20 BY DAY OR NIGHT ^(NOTE 2) IN AN AIRCRAFT IN FLIGHT ^(NOTE 19) OR IN A SIMULATOR SO APPROVED ^(NOTE 10) UNDER THE SUPERVISION OF AN AUTHORISED EXAMINER ^(NOTES 5, 8, 9, 12 & 13)				
4.20.1 Normal take-off and climb to clean configuration.				
4.20.2 Accelerate-stop with an engine failure (<i>outboard engine for 747-400</i>) immediately before V ₁ .				
4.20.3 With autopilot engaged, emergency descent starting above 30,000 FT, through at least 15,000 FT, with recovery at a pre-determined altitude not below 10,000 FT AGL.				
4.20.4 In the clean configuration approach to a stall and recovery at the first indication of stall, i.e. buffet or stick shaker.				
4.20.5 In the landing configuration approach to a stall and recovery at the first indication of stall, i.e. buffet or stick shaker.				
4.20.6 With all engines operating, a 3D instrument approach to decision height/altitude and a go-around solely by reference to instruments.				
4.20.7 Take-off with an engine failure (<i>outboard engine for 747-400</i>) immediately after V ₁ and climb to clean configuration.				
4.20.8 With an engine failure (<i>outboard engine for 747-400</i>), precision approach to decision height and go-around solely by reference to instruments.				
4.20.9 With an engine failure (<i>outboard engine for 747-400</i>), approach and full stop landing using reverse thrust.				
4.20.10 Automatic 3D instrument approach and automatic go-around.				
4.20.11 Automatic 3D instrument approach and automatic landing.				
4.20.12 For 747-400 ONLY , with a failure of two engines on same side, approach and full stop landing.				
4.30 BY NIGHT ^(NOTE 2) IN AN AIRCRAFT IN FLIGHT OR IN A SIMULATOR SO APPROVED ^(NOTE 10) UNDER THE SUPERVISION OF AN AUTHORISED EXAMINER ^(NOTE 9)				
4.30.1 Visual circuit, approach without glide slope guidance and full stop landing using reverse thrust. ^(NOTE 16)				

SECTION 5 CERTIFICATE FOR PART 2X RATING ON A PROFESSIONAL PILOT'S LICENCE

I, being a person duly authorised to conduct such aircraft rating tests, hereby certify that I have flown in an approved simulator of the type(s) being applied for with the applicant at the Co-pilot's controls and that the applicant has carried out satisfactorily and unassisted ^(NOTE 4), under the conditions stated, the manoeuvres and drills against which my signature appears below, together with my name in BLOCK CAPITALS beneath the signature:

APPLICANT'S NAME	Date of Test	Simulator Code	AUTHORISED EXAMINER'S	
			Signature & Date of Signature (NAME IN CAPS ONCE)	Licence Type & No.
5.20 BY DAY OR NIGHT ^(NOTE 2) IN A SIMULATOR SO APPROVED ^(NOTE 10) UNDER THE SUPERVISION OF AN AUTHORISED EXAMINER ^(NOTES 5, 8, 9 & 13)				
5.20.1 Normal take-off and climb to clean configuration.				
5.20.2 Accelerate-stop with an engine failure (<i>outboard engine for 747-400</i>) immediately before V ₁ .				
5.20.3 With autopilot engaged, emergency descent starting above 30,000 FT, through at least 15,000 FT, with recovery at a pre-determined altitude not below 10,000 FT AGL.				
5.20.4 In the clean configuration approach to a stall and recovery at the first indication of stall, i.e. buffet or stick shaker.				
5.20.5 In the landing configuration approach to a stall and recovery at the first indication of stall, i.e. buffet or stick shaker.				
5.20.6 With all engines operating, a 3D instrument approach to decision height/altitude and a go-around solely by reference to instruments.				
5.20.7 Take-off with an engine failure (<i>outboard engine for 747-400</i>) immediately after V ₁ and climb to clean configuration.				
5.20.8 With an engine failure (<i>outboard engine for 747-400</i>), precision approach to decision height and go-around solely by reference to instruments.				
5.20.9 With an engine failure (<i>outboard engine for 747-400</i>), approach and full stop landing using reverse thrust.				
5.20.10 Automatic 3D instrument approach and automatic go-around.				
5.20.11 Automatic 3D instrument approach and automatic landing.				
5.20.12 For 747-400 ONLY , with a failure of two engines on same side, approach and full stop landing.				

SECTION 6 PREVIOUS EXPERIENCE REQUIRED FOR ZERO FLIGHT TIME TRAINING AND/OR SIMULATOR BASE TRAINING
(to be completed by applicants undergoing Zero Flight Time Training and/or Simulator Base Training)

I am a holder of a valid (a) Hong Kong Professional Pilot's Licence; or (b) Airline Transport Pilot Licence (Aeroplane) ATPL(A) issued by an ICAO Contracting State; or (c) Commercial Pilot Licence (CPL) with ATPL(A) ground examination issued by an ICAO Contracting State.

I possess at least 500 hours of accredited flight time (at least 250 hours of which is as PIC or P1(U/S) or equivalent or the combination of both) or 100 sectors, on a multi-pilot turbine engine aircraft with a maximum certified take-off mass of not less than 10 tonnes or a certificated passenger seating configuration of more than 19 passengers.

Signature of Applicant _____ Date _____

SECTION 7 TYPE CONVERSION TRAINING

I certify that I have successfully completed the appropriate course of training so approved by the Hong Kong Civil Aviation Department and received the following training in an aircraft and/or a flight simulator of the aircraft type(s) being applied for as recorded in my Personal Flying Log Book:

Type conversion training	Aircraft Hours	Simulator Hours
Pilot-Flying	_____	_____
Pilot-Monitoring	_____	_____

Signature of Applicant _____ Date _____

Personal Data Collection Statement

1. Purposes of Collection

The personal data provided by means of this form, including all the supporting documents included in the application, will be used by Civil Aviation Department for the following purposes:

- a. Processing of your application in this form;
- b. Carrying out relevant provisions of the Civil Aviation Ordinance (Chapter 448) and its subsidiary Orders / Regulations;
- c. Assisting in the enforcement of any other Ordinances and Regulations by other Government Bureaux and Departments;
- d. For communication purposes between Civil Aviation Department and yourself;
- e. For validation and verification of authenticity of your supporting documents in association with the application;
- f. For statistics and research purposes on the condition that the resulting statistics or results will not be made available in a form which will identify the data subjects.

It is obligatory for you to supply the personal data as required in this form. If you fail to supply the required data, we may not be able to process your application.

2. Classes of Transferees

The personal data you provided by means of this form may be disclosed to:

- a. Other Government Bureaux and Departments for the purposes mentioned in paragraph 1 above;
- b. Other Contracting States of the International Civil Aviation Organisation and Civil Aviation Authorities for the purpose mentioned in paragraph 1 above;
- c. Other organisations or agencies for execution of their duties as required by Civil Aviation Department.

3. Access to Personal Data

You have a right of access and correction with respect to personal data as provided for in Sections 18 and 22 and Principle 6 of Schedule 1 of the Personal Data (Privacy) Ordinance. Your right of access includes the right to obtain a copy of your personal data provided by this form.

4. Enquiries

Enquiries concerning the personal data collected by means of this form, including the making of access and correction, should be addressed to :

Personnel Licensing Office
Flight Standards and Airworthiness Division
Civil Aviation Department Headquarters
1 Tung Fai Road
Hong Kong International Airport
Lantau, Hong Kong

(Attn.: Personnel Licensing Officer)

Anti-bribery Reminder

Anyone, while having dealings of any kind with the Civil Aviation Department (CAD), should not offer advantage to the CAD officers, or else he may commit an offence under section 4(1) and/or section 8 of the Prevention of Bribery Ordinance (Chapter 201 of Laws of Hong Kong), and be liable to a maximum penalty of a fine of \$500,000 and imprisonment for 7 years.

Application Channel

Completed application should be sent by email (plo@cad.gov.hk), by post or submitted in person to Personnel Licensing Office, Flight Standards and Airworthiness Division, Civil Aviation Department Headquarters, 1 Tung Fai Road, Lantau, Hong Kong. Your attention is drawn to the provisions of the Air Navigation (Hong Kong) Order 1995 in respect of documents, records and personal flying log book.