SWEDISH TRANSPORT AGENCY

Privileges for single and multi-pilot operations on SP HPCA

REPORT FORM FOR TYPE RATING SKILL TEST AND PROFICIENCY CHECKS FOR SINGLE AND MULTI-PILOT OPERATIONS FOR SINGLE PILOT COMPLEX AEROPLANES WITH HIGH PERFORMANCE ACCORDING TO APPENDIX 9 TO COMMISSION REGULATION (EU) NO 1178/2011 OF 3 NOVEMBER 2011.

Name	Date of test	Licence no
Licence endorsement, type of aircraft		

Instructions for completing form

If privileges for both single-pilot and multi-pilot privileges are sought, the manoeuvres/procedures in 2.5, 3.8.3.4, 4.4, 5.5 and as indicated in table 1 at least one manoeuvre/procedure from section 3.4 have to be completed in addition as single-pilot and recorded in the table 1.

Table 1

	Exercise	FSTD	A	Instructors initials when training completed	Mandatory	Chkd in FS/A	Pass	Fail
2.5	Take-offs with simulated engine failure:							
2.5.1*	Shortly after reaching V2	P →	→		**M**		☐	☐
	(In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above the runway end. 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 shortly after reaching V2).							
2.5.2*	Between V1 and V2	P	X		**M** FFS only		☐	☐
3.4	At least one manoeuvre/procedure from Section 3.4 have to be completed. Specify exercise number and description below in column 1 & 2.							
					M		☐	☐
3.8	Instrument flight procedures							
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 1 000 ft above aerodrome level; and (ii) after passing 1 000 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* →	→A		**M** choice of (i) or (ii) or both		☐	☐
4.4*	Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P* →	→		**M**		☐	☐
5.5	Landing with critical engine simulated inoperative	P →	→		**M**		☐	☐
			Examiners initials when test section completed					

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