

## IMPORTANT NOTES for the completion of Form DCA 528 – Aeroplanes

1. The Authorised Examiner signing for the satisfactory completion of the flight test item 4.10.1 must be approved by Hong Kong Civil Aviation Department (HKCAD) to conduct :-
  - (a) aircraft base training if the item is conducted in an aircraft in flight; or
  - (b) aircraft or simulator base training if the item is conducted in a simulator so approved.
2. In an aircraft, 'NIGHT' means the time between half an hour after sunset and half an hour before sunrise. In a simulator, 'DAY' or 'NIGHT' requires the appropriate scene to be serviceable and in use.
3. Aircraft departing for Base Training may not take-off before sunrise or 0600 hours (local) whichever is later, and the final full-stop landing must be completed by 2200 hours (local).
4. 'Satisfactorily' means that the examinee is in full control of the aircraft at all times and that the successful outcome of a manoeuvre is never in doubt. 'Unassisted' means without verbal prompting or physical assistance with the flying controls.
5. In an aircraft, engine failure should be simulated by setting the throttle or thrust lever to idle. In a flight simulator any approved method for simulating engine failure may be used. The accelerate-stop tests required by this form should be carried out as follows :-
  - (a) in an aircraft, simulated engine failure should be initiated at a speed which will not hazard the safety of the aircraft (See also Flight Operations Notice 01/2005); or
  - (b) in a flight simulator, simulated engine failure should be initiated at a speed which is close to  $V_1$  but which is sufficiently below to require a decision to stop, e.g.  $V_1-5$  to  $-10$  KT.
6. The use of an autopilot is not permitted unless prior agreement has been made with HKCAD for a particular test item.
7. The use of autothrottle or autothrust is not permitted, except for the setting of thrust during take-off or go-around manoeuvres or when autopilot use is specified for a particular item. Autothrottle or autothrust may be used for item 4.10.1 in an aircraft in flight where in the opinion of the Authorised Examiner it will contribute to a higher level of safety.
8. The flying test for the Certificate of Test described in the Air Navigation (Hong Kong) Order 1995 comprises the items specified in the heavily outlined box unless prior agreement has been made with HKCAD.
9. Only Authorised Examiners holding written authorization issued by HKCAD in respect of the aircraft and/or flight simulator type used for this test may sign for the satisfactory completion of any test on this form.
10. Certain items of this test may be carried out in an appropriate flight simulator which has been specifically approved for them by HKCAD. Test items so approved are enumerated in the relevant Flight Simulator Approval Code to be entered on this form.
11. Applicants are reminded that the Type Technical and/or Type Performance examinations and flight tests may be undertaken in any order but both must have been satisfactorily conducted within 6 months immediately preceding the application for the grant of an aircraft rating.
12. Those items required to be conducted in the aircraft must be commenced within 28 days and completed within 42 days of the completion date of the "Boxed Items" performed in an approved flight simulator. For those undergoing Zero Flight Time (ZFT) Simulator Conversion Training, all items must be completed within 14 days of the completion date of the "Boxed Items" performed in an approved flight simulator and the first take off and landing must be completed within 14 days of completion of test item 4.10.1, i.e. Simulator Base Training (SBT). For those undergoing Cross Crew Qualification (CCQ) Simulator Conversion Training, the first take off and landing must be completed within 21 days of completion of the "Boxed Items".
13. The Certificate of Test will date from the completion of the "Boxed Items" mentioned as per Note 8.
14. When using an aircraft for an initial aircraft rating, reference must be made to Flight Operations Notice 01/2005.
15. The fee for inclusion of an additional aircraft rating in a professional pilot's licence is stipulated in the Hong Kong Air Navigation (Fees) Regulations. A crossed cheque for the required amount made payable to the 'Government of Hong Kong Special Administrative Region' must be forwarded along with this form, unless prior payment arrangement has been made with HKCAD. Please note that the application fee is required to be paid at the time of application and is non-refundable even if the application is refused or withdrawn or otherwise ceases to have effect.
16. This form shall be used in respect of the aircraft type(s) being applied for when the use of an aircraft for aircraft base training is required in addition to the use of an approved flight simulator for the type conversion training.
17. A 'circuit' is the flight path around an aerodrome at a specified height which facilitates an aircraft's positioning from a point on the take-off path of a given runway to a point on the approach path of the same runway from which a landing can be made.
18. Where applicable, test item 5.10.4 may be entered with the autopilot engaged for 6 monthly renewal tests.
19. When using this form for initial issuance of aircraft rating, for all test items involving an engine failure, Thrust Asymmetry Compensation (TAC) system and/or system for similar purpose, if installed, shall be switched off.
20. 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.

21. Prior notice should be given to HKCAD if any of the test items under 4.20 is to be conducted by day or night in an aircraft in flight.
22. First indication of stall, depending on different aircraft types, may refer to stick shaker (e.g. Boeing) / alpha protection / alpha floor (e.g. Airbus).
23. 'Spin avoidance' means stall with a wing drop and recovery action to be taken immediately with the start of the wing drop to straight and level after recovery from the stall, which shall only be carried out on single-engine spin capable aircraft. Wing drop at the stall for the purposes of spin avoidance training must not be induced by application of pro-spin rudder and the induction of a spin.

### **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.

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