

Application for reduced training for holders of a licence, rating or certificate issued by a third country, according to Commission Delegated Regulation (EU) 2020/723 of 4 March 2020.

1. Applicant information

Name of applicant (Full name)	Date of birth
E-mail address	
Type of licence, rating or certificate issued by a third country	Issuing state and authority
Licence, rating or certificate applied for	Signature of applicant

2. Required mandatory attachments

<p>Copy of:</p> <ul style="list-style-type: none"> Valid passport Valid licence, rating or certificate issued by a third country Valid medical issued by a third country Proof of PIC privileges on the rating applied for Documentation of passed theoretical exams Last three pages of pilot's logbook <p>Send all documentation to: info@trafikstyrelsen.dk with Conversion as the subject.</p> <p><i>Note: The Danish CAA will have to verify your licence with the issuing authority, which could extend the processing time.</i></p>
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3. Summary of flight time

Total flight time on relevant category of aircraft	Time on relevant rating or type applied for	
Time on relevant rating(s) in the last 12 months	Night time	Instrument time
Other relevant information (as applicable, e.g. flight time other categories, classes or types since last proficiency check)		

4. PPL

The regulations regarding conversion of licenses are described in Commission Delegated Regulation (EU) 2020/723, and for PPL holders the requirements are as follows:

- I. Have completed at least 100 hours of flight time as a pilot.
- II. Pass an initial class 2 medical assessment at an EASA AME or AeMC (Aeromedical Center) which need to send the results to the DK CAA.
- III. Pass a written examination in Air Law and Human Performance.
- IV. Perform a language proficiency assessment with an EASA approved language assessor.
- V. Fulfil the requirements for the issue of the relevant class or type rating, in accordance with Subpart H.
- VI. Pass an EASA PPL skill test with an EASA examiner within 6 months prior to application. The test shall be conducted on a class/type valid in the third country licence .

5. CPL

The regulations regarding conversion of licenses are described in Commission Delegated Regulation (EU) 2020/723, and for CPL holders the requirements are as follows:

- I. Pass an initial class 1 medical assessment at an EASA AeMC (Aeromedical Center) which need to send the results to the DK CAA.
- II. Perform a language proficiency assessment with an EASA approved language assessor.
- III. Complete a full CPL/ATPL theoretical knowledge course at an EASA ATO and pass all CPL/ATPL theoretical examinations with an EASA Authority, however for pilots holding a valid UK CPL licence, we accept CPL/ATPL theoretical examination certificates issued before 2021 without further re-examinations, for up to 36 months after the last theoretical examination.
- IV. Perform all the exercises in the EASA ATO's approved CPL program but without any requirements for number of training hours as recommended by an EASA approved ATO.
(use schedule found in 6.)
- V. Pass an EASA CPL licence skill test and a class/type rating skill test if applicable with an EASA examiner within 6 months prior to application. The test shall be conducted on a class/type valid in the third country licence.
- VI. For a class or type rating to be added to the EASA license all the requirements in Regulation (EU) 2020/723 Article 10 must be met, including being in current flying practice and have no less than the hours of flight experience in the relevant category, type or class.

6. ATO Recommended training plan for CPL.

The recommended training plan must be accepted by the Danish CAA before any training can begin.

	Aircraft	FSTD
Total time on rating 1:		
Total time on rating 2:		
Total instrument time:		
Total night time:		
Total flight time during course:		
Expected course length (calendar days):		
Total theoretical knowledge training time:		
Other relevant information (content of training, topics or similar)		
Date and place		Signature (Head of Training)
Name of ATO		

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Recommendation accepted	Required amendment (if applicable)
No	
Yes	
Yes, with amendment	
Date	Signature and stamp

7. ATPL

The regulations regarding conversion of licenses are described in Commission Delegated Regulation (EU) 2020/723, and for ATPL holders the requirements are as follows:

- I. Pass an initial class 1 medical assessment at an EASA AeMC (Aeromedical Center) which need to send the results to the DK CAA.
- II. Perform a language proficiency assessment with an EASA approved language assessor.
- III. Pass all 13 ATPL theoretical examinations with an EASA Authority, however for pilots holding a valid UK ATPL licence who held an EASA aeroplane licence with a valid IR or in the case of helicopters, a type rating entered in that licence, on the date December 31 2020, we accept ATPL theoretical examination certificates without further re-examinations until December 31 2027.
- IV. Pass a combined EASA ATPL and Type rating skill test with an EASA examiner within 6 months prior to application. The test shall be conducted on a type valid in the third country licence.
- V. For a class or type rating to be added to the EASA license all the requirements in Regulation (EU) 2020/723 Article 10 must be met, including being in current flying practice and have no less than the hours of flight experience in the relevant category, type or class.

8. Instructor

Regarding your third country instructor privileges; there can be given no credit for any third country instructor ratings including FI, TRI, SFI, STI etc. You must complete the full course including all theoretical and practical elements of an EASA ATO's approved relevant instructor program without any reduction of training hours before an EASA assessment of competence can be completed.

However for pilots who previously held any EASA instructor rating, credit can be given for the Teaching and Learning element of the instructor course.

Holders of valid 900.c instructor ratings with the Danish CAA can have a 900.a privilege issued by request.

9. Skill test

The Skill test form to be used must be the relevant Danish form which can be found on our examiner website www.examiner.dk.

Please note that the skill test must be performed as PIC from the left seat in aeroplanes or right seat in (most) helicopters.

Please pay attention to the regulations in the Examiner Differences Documents found at www.examiner.dk when planning the skill test.

Skill tests require 5 working days notice.

ATPL skill tests require 14 working days notice.

Notice is given by submitting details of the test to flighttestbookings@trafikstyrelsen.dk

For all skill tests the following documentation **must always** be submitted:

1. A skill test- or proficiency check- or assessment of competence-form,
2. A flight test schedule (if applicable).
3. Copy of the statement of the approved training organisation (ATO) which confirms the required training has been completed (if applicable).
4. Copy of FSTD approval certificate (if applicable).
5. Copy of the examiner's licence. (if applicable).
6. Copy of the examiner's examiner certificate.
7. Copy of the examiner's medical certificate. (if applicable).