



ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ  
ΥΠΟΥΡΓΕΙΟ ΥΠΟΔΟΜΩΝ ΜΕΤΑΦΟΡΩΝ ΚΑΙ ΔΙΚΤΥΩΝ  
ΥΠΗΡΕΣΙΑ ΠΟΛΙΤΙΚΗΣ ΑΕΡΟΠΟΡΙΑΣ

Hellenic Civil Aviation Authority  
Member of EASA

HCAA REFERENCE No:

HCAA USE ONLY

FSD REFERENCE No:

HCAA USE ONLY

**ΑΡΧΙΚΗ ΑΙΤΗΣΗ και ΑΝΑΦΟΡΑ ΕΞΕΤΑΣΤΗ – PPL(A) Skill Test**  
**INITIAL APPLICATION and EXAMINER'S REPORT – PPL(A) Skill Test**

Παρακαλούμε όπως συμπληρώσετε το έντυπο με κεφαλαία γράμματα χρησιμοποιώντας μαύρο ή σκούρο μπλέ μελάνι. Συμπληρώστε με Ελληνικούς και Λατινικούς χαρακτήρες το ονοματεπώνυμό σας όπως εμφανίζεται στο διαβατήριό και θα εμφανίζεται στο Πτυχίο σας.  
Please complete the form in block capitals using black or dark blue ink. Fill in with Greek and Latin characters your full name as it is presented in the passport and it will be presented in your license.

**PPL(A) Skill Test**

**JAR-FCL 1.135**

**1. ΠΡΟΣΩΠΙΚΑ ΣΤΟΙΧΕΙΑ - PERSONAL DETAILS**

- Συμπληρώστε ΥΠΟΧΡΕΩΤΙΚΑ όλα τα παρακάτω προσωπικά στοιχεία.  
Παράλειψή τους θα είναι αιτία απόρριψης της παρούσας Αίτησης.

Αριθμός Πτυχίου License number	<input type="text"/>			
Επίθετο Surname	Όνομα(τα) Forename(s)	Όνομα(τα) Πατρός Father'sname(s)		
Επάγγελμα-Τίτλος Occupation-Title	Ημερομηνία γέννησης Date of birth (dd/mm/yyyy)			
Εθνικότητα Nationality	Τόπος Place	και Χώρα andCountry	γέννησης of birth	
Διεύθυνση Μόνιμης Κατοικίας Parmanent address	Ταχ.Κωδ. Postcode	Διεύθυνση email Email address		
Διεύθυνση αλληλογραφίας (εάν είναι διαφορετική από την παραπάνω) Address for correspondence (if different from above)				
Αριθμός Τηλεφώνου Telephone Number	Εναλλακτικό Τηλέφωνο Alternative Telephone	Διεύθυνση email Email address		

**2. ΤΡΟΠΟΣ ΠΑΡΑΛΑΒΗΣ ΤΩΝ ΑΙΤΟΥΜΕΝΩΝ - DELIVERY METHOD OF THE APPLICANT'S REQUESTED ITEMS**

Επιθυμώ τα αιτούμενα με την αίτησή μου έγγραφα / στοιχεία να παραληφθούν: / I would like the requested in my application items to be received:

<input type="checkbox"/>	Από εμένα τον ίδιο ή από τον εκπρόσωπό μου / by me or by my representative
<input type="checkbox"/>	Από ταχυμεταφορά / by courier

**3. ΓΙΑ ΧΡΗΣΗ ΜΟΝΟ ΑΠΟ ΤΗΝ ΥΠΑ - HCAA USE ONLY**

ΧΕΙΡΙΣΤΗΣ ΤΟΥ ΘΕΜΑΤΟΣ ..... Ημερομηνία.....

Συμπληρώνεται από τον Τ/Δ2/Β

Εκκρεμής / Pending	<input type="checkbox"/>	Ημερομηνία / Date	<input type="text"/>
Μη αποδεκτή / Not accepted	<input type="checkbox"/>	Ημερομηνία / Date	<input type="text"/>
Αποδεκτή / Accepted	<input type="checkbox"/>	Ημερομηνία / Date	<input type="text"/>

Συμπληρώνεται από τον χειριστή του θέματος

Αιτιολογία εκκρεμότητας-Απαιτούμενα πρόσθετα στοιχεία / Cause of Pending - Additional data

Συμπληρώνεται από τον χειριστή του θέματος

Παρατηρήσεις / Remarks	Ο ΧΕΙΡΙΣΤΗΣ ΤΟΥ ΘΕΜΑΤΟΣ	Ο ΕΠΙΘΕΩΡΗΤΗΣ	Ο ΤΜΗΜΑΤΑΡΧΗΣ	Ο ΔΙΕΥΘΥΝΤΗΣ

- Initial Skill Test PPL(A) (LST)
- Repetition of failed test/check, date: .....

**Satisfactory completion of JAR-FCL PPL(A) Training according to requirements is certified below:**

**4. ΔΗΛΩΣΗ ΠΕΡΑΤΩΣΗΣ ΠΤΗΤΙΚΗΣ ΕΚΠΑΙΔΕΥΣΗΣ & ΤΩΝ ΕΞΕΤΑΣΕΩΝ ΘΕΩΡΗΤΙΚΩΝ ΓΝΩΣΕΩΝ -  
DECLARATION OF COMPLETION OF THE FLIGHT TRAINING & THE THEORETICAL KNOWLEDGE  
EXAMINATION**

Να συμπληρώνετε από τον Εξουσιοδοτημένο Καταχωρημένο Φορέα Εκπαίδευσης ή τον Εγκεκριμένο Εκπαιδευτικό Οργανισμό.  
To be completed by the Authorised Registered Training Facility or Approved Training Organisation.

Δηλώνω ότι έχω περατώσει επιτυχώς τη πτητική εκπαίδευση και τις εξετάσεις θεωρητικών γνώσεων  
I declare that has completed successfully the flight training and the theoretical knowledge examination

Όνομ/μο υποψηφίου  
Name of applicant .....

Υπογραφή Αρχιεκπαιδευτή Αέρος  
Signature Chief Flying Instructor .....

Όνοματεπώνυμο (Κεφαλαία Γράμματα)  
Full Name (Block Capitals) .....

Ημερομηνία  
Date

Σφραγίδα Αεροπορικής Σχολής  
Training School Stamp

**5. Skill test / Remark\*:**

**SIM\* / Aircraft Reg\***

if the applicant failed the examiner shall indicate in Section 7 below, the reasons why.

Passed\*

Partial Pass\*

Failed\*

Location and date:

FE Authorisation No.:

Name in capital letters:

Signature of authorised FE:

\* Διαγράψτε κατάλληλα / \*Delete as applicable

**6. ΣΤΟΙΧΕΙΑ ΤΗΣ ΠΤΗΣΗΣ - DETAILS OF FLIGHT**

Class of aeroplane:	Registration:	Training aerodromes / sites (take-offs, approaches and landings):
Take-offs:	Landings:	
Block-off time:	Block-on time:	Total flight time:

**7. Examiner's Remarks:**

**General flight experience report**

A copy of the relevant logbook pages (flight experience & STD pages) showing the confirmed completion of the flight instruction must be attached to this form.

**Recapitulation of conditions and flying experience before PPL (A) skill test**

- a) Applicants minimum age: 17 years
- b) JAR Medical class 1  or  2 valid until: \_\_\_\_\_
- c) Theoretical examination PPL (A) passed date: \_\_\_\_\_
- d) VFR radiotelephony practical test passed date: \_\_\_\_\_
- e) Flight experience (MNM 45 HR incl. FNPT) hours: \_\_\_\_\_

Crediting (JAR-FCL 1.120): Holders of pilot licences or equivalent [privileges for helicopters, microlight helicopters, gyroplanes and microlights having] fixed wings and moveable aerodynamic control surfaces acting in all three dimensions, gliders, self-sustaining gliders or self-launching gliders may be credited with 10% of their total flight time as pilot-in-command in such aircraft up to a maximum of 10 hours towards a PPL(A). A copy of the relevant logbook pages must be submitted :

Dual instruction	(MNM 25 HR)	hours:	_____
of which		hours:	_____
instruction time BITD, FNPT, FS	(MAX 5 HR)	hours:	_____
Solo instruction	(MNM 10 HR)	hours:	_____
of which		hours:	_____
solo cross country			
	<b>leg 1</b>	<b>DEP</b> _____	<b>DEST</b> _____ <b>KM</b> _____
	<b>leg 2</b>	<b>DEP</b> _____	<b>DEST</b> _____ <b>KM</b> _____
	<b>leg 3</b>	<b>DEP</b> _____	<b>DEST</b> _____ <b>KM</b> _____
	<b>Total</b>	<b>(MNM 270 Km)</b>	<b>KM</b> _____

**If instruction (at FTO only) is done on MEP(A):**

- f) Flight experience (MNM 70 HR) hours: \_\_\_\_\_
- g) Flight instruction
- Dual instruction (MNM 25 HR) hours: \_\_\_\_\_
- Dual instruction MEP(A) (MNM 2:30 HR normal conditions) hours: \_\_\_\_\_
- Dual instruction MEP(A) (MNM 3:30 HR asymmetric flight techniques) hours: \_\_\_\_\_

**If instruction is done for night qualification additional training required:**

- h) Night flight experience (MNM 5 HR) hours: \_\_\_\_\_
- i) Dual instruction (MNM 3 HR) hours: \_\_\_\_\_
- incl. dual cross country navigation (MNM 1 HR) hours: \_\_\_\_\_
- Solo take-offs and landings (MNM 5) take-offs: \_\_\_\_\_
- landings: \_\_\_\_\_

**9. ΤΡΟΠΟΙ ΠΛΗΡΩΜΗΣ - PAYMENT METHODS**

Όλα τα τέλη πρέπει να προπληρωθούν. Παράλειψη συμμόρφωσης θα έχει σαν αποτέλεσμα την επιστροφή της αίτησής σας και την τελική απόρριψή της.  
All fees must be paid in advance; failure to do so will return your application.

Τα τέλη για τα πτυχία, τις συνοδούσες ικανότητες ως και οι προσδιορισμοί των τελών περιλαμβάνονται στην πιο πρόσφατη Διϋπουργική Απόφαση Τελών.  
The fees for licenses, associated ratings and assessments are contained in the latest Interministerial Decision of Charges.

Η πληρωμή έγινε με  
The payment was made by

Το ισχύον Παράβολο του Δημοσίου  
The valid Fee of State

## 10. ΥΠΕΥΘΥΝΗ ΔΗΛΩΣΗ - DECLARATION

Με ατομική μου ευθύνη και γνωρίζοντας τις κυρώσεις <sup>(1)</sup>, που προβλέπονται από τις διατάξεις της παρ. 6 του άρθρου 22 του Ν.1599/1986, δηλώνω ότι τα περιεχόμενα στην παρούσα αίτησή μου στοιχεία είναι ακριβή <sup>(2)</sup> και αληθή <sup>(3)</sup> και έχω πληρώσει τα τέλη.

### ΣΗΜΕΙΩΣΗ

<sup>(1)</sup> «Όποιος εν γνώσει του δηλώνει ψευδή γεγονότα ή αρνείται ή αποκρύπτει τα αληθινά με την έγγραφη υπεύθυνη δήλωση του άρθρου 8, τιμωρείται με φυλάκιση τουλάχιστον τριών μηνών. Εάν ο υπαίτιος αυτών των πράξεων σκόπευε να προσπορίσει στον εαυτό του ή σε άλλον περιουσιακό όφελος βλάπτοντας τρίτον ή σκόπευε να βλάψει άλλον, τιμωρείται με κάθειρξη μέχρι 10 ετών.

<sup>(2)</sup> Η ακρίβεια των στοιχείων που υποβάλλονται με αυτή τη δήλωση μπορεί να ελεγχθεί με βάση το αρχείο άλλων υπηρεσιών (άρθρο 8 παρ. 4 Ν. 1599/1986)

<sup>(3)</sup> Οιαδήποτε ψευδής παρουσίαση ή δήλωση ή απόκρυψη πληροφοριών στην παραπάνω αίτηση θα έχει ως συνέπεια την απόρριψή της, την ποινική δίωξη των υπευθύνων κατά το άρθρο 42 ή 220 του Ποινικού Κώδικα και την ανάκληση από την ΥΠΑ οποιουδήποτε ισχύοντος αεροπορικού Πτυχίου ή Πιστοποιητικού Υγείας.

On my own responsibility and knowing the presumable penalties<sup>(1)</sup>, by the paragraph 6 of the article 22 of the N.1599/1986, I declare that the included elements in my present application are accurate<sup>(2)</sup> and true<sup>(3)</sup> and I have paid the fees and applied for the procuration of Radiotelephony privileges.

### NOTE

<sup>(1)</sup> "Whoever, under his own knowledge, declares untrue facts or denies or withholds the true facts within his/her written declaration under the article 8, he/she will be punished with imprisonment of at least three months. If the responsible of these actions intended, for his own benefit or other's benefit, to draw financial profit harming third person or he/she intended to harm other, he/she will be punished with imprisonment for a term up to 10 years.

<sup>(2)</sup> The accuracy of the elements that are submitted with this declaration can be checked on the basis of a check into other agency's archives (article 8 paragraphs 4 N. 1599/1986).

<sup>(3)</sup> Any untrue presentation or declaration or dissimulation of information within the above application will have as a consequence its rejection, the penal prosecution of responsible persons according to the article 42 or 220 of the Penal Code and the revocation of every valid aviation licence or Medical Certificate by the Hellenic CAA.

### Ο / Η Δηλών (ούσα)

Name of Applicant: .....

Υπογραφή

Signature .....

Ημερομηνία

Date .....

## 11. ΟΔΗΓΙΕΣ ΥΠΟΒΟΛΗΣ - SUBMISSION INSTRUCTIONS

Αποστέilate το συμπληρωμένο έντυπο αίτησης στην :  
Send your completed application form to:

Υπηρεσία Πολιτικής Αεροπορίας, Διεύθυνση Πτητικών Προτύπων, Τμήμα Πτυχίων και Αδειών, Ρ.Ο Βοx 70360, ΤΚ 160 10, Γλυφάδα, Ελλάδα.  
Hellenic Civil Aviation Authority, Flight Standards Division, Personnel Licensing Section, P.O Box 70360, TK 160 10, Glyfada, Greece.

μαζί με:  
together with :

- Σε ισχύ JAR-FCL Πιστοποιητικό Υγείας class 1 ή 2. (Η εγκυρότητα πρέπει να είναι επαρκής για να καλύψει την προβλεπόμενη ημερομηνία έκδοσης του πτυχίου.)  
Valid JAR-FCL Medical Certificate class 1 or 2. (Validity must be sufficient to cover the anticipated licence issue date.)
- Όλη την τεκμηρίωση της πτητικής σας εμπειρίας (Ημερολόγια πτήσεων κλπ)  
All the documentation of your flight experience (Flying logbooks etc)
- Πρακτικό βαθμολογίας θεωρητικών εξετάσεων για PPL(A)  
Certificate of theory examination results for PPL(A)
- English Language Proficiency – min Level 4

**ΣΗΜΕΙΩΣΗ:** Σε περίπτωση που ο ενδιαφερόμενος δεν προσέλθει να παραλάβει τα αιτούμενα δια της αιτήσεώς του (πτυχία κλπ) εντός τριών (3) μηνών από την έκδοσή τους, η αίτησή του με τα συνημμένα σ' αυτήν δικαιολογητικά τοποθετείται στο αρχείο. Για να αποκτήσει ο ενδιαφερόμενος τα παραπάνω αιτηθέντα, απαιτείται η εκ νέου κατάθεση αίτησης με νέα παράβολα και νέα πιστοποιητικά.

**Please note that failure to submit all of the required documentation may lead to a return of your application.**

### Conduct of the skill test

An applicant shall pass sections 1 through 5 of the skill test, and section 6 if a multi-engine aeroplane is used. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only one section shall take the failed section again. Failure in any section of the re-test, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All sections of the skill test shall be completed within six months.

Further training may be required following any one failed skill test. Failure to achieve a pass in all sections of the test in two attempts will require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.

The Authority will provide the FE with adequate safety advice to ensure that the test is conducted safely.

Should the applicant choose to terminate a skill test for reasons considered inadequate by the FE, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in a further flight.

Any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.

An applicant shall be required to fly the aeroplane from a position where the pilot-in-command functions can be performed and carry out the test as if there is no other crew member. Responsibility for the flight shall be allocated in accordance with national regulations.

The route to be flown for the navigation test shall be chosen by the FE. The route may end at the aerodrome of departure or at another aerodrome. The applicant shall be responsible for the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. **The duration of the navigation section of the test, as set out in Appendix 2 to JAR-FCL 1.135 shall be at least 60 minutes and may, as agreed between applicant and FE, be flown as a separate test.**

An applicant shall indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised check list for the aeroplane which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. The applicant in compliance with the operations manual or flight manual for the aeroplane used shall calculate performance data for take-off, approach and landing.

The FE will take no part in the operation of the aeroplane except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

Use of checklist, airmanship, A/C limitations must be respected in all sections

<b>Section 1</b>		<b>Preflight operations &amp; departure</b>				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
<b>a</b>	Preflight documentation and Weather briefing					
<b>b</b>	Mass & balance and performance calculation					
<b>c</b>	Aeroplane inspection & servicing					
<b>d</b>	Engine starting and after starting procedures					
<b>e</b>	Taxiing & aerodrome procedures, pre take-off procedures					
<b>f</b>	Take-off and after take-off checks					
<b>g</b>	Aerodrome departure procedures					
<b>h</b>	ATC liaison - compliance - procedures					
please delete as necessary		passed failed				examiner's signature

<b>Section 2</b>		<b>General Airwork</b>				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
<b>a</b>	ATC liaison - compliance - procedures					
<b>b</b>	Straight and level flight with speed changes					
<b>c</b>	Climbing:					
	i. Best rate of climb					
	ii. Climbing turns					
	iii. Levelling off					
<b>d</b>	Medium (30° bank) turns					
<b>e</b>	Steep (45° bank) turns, including recognition & recovery from spiral dive					
<b>f</b>	Flight at critically low airspeed with and without flaps					
<b>g</b>	Stalling:					
	i. clean stall and recover with power					
	ii. Approach to stall in descending turn with bank angle 20°, approach configuration					
	iii. Approach to stall in landing configuration					
<b>h</b>	Descending:					
	i. With and without power					
	ii. Descending turns (steep gliding turns)					
	iii. Levelling off					
please delete as necessary		passed failed				examiner's signature

Use of checklist, airmanship, A/C limitations must be respected in all sections

<b>Section 3</b>		<b>En-Route procedures</b>				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
<b>a</b>	Flight plan, dead reckoning, map reading					
<b>b</b>	Maintenance of altitude, heading and speed					
<b>c</b>	Orientation, timing and revision of ETAs, Log keeping					
<b>d</b>	Diversion to alternate aerodrome (planning and implementation)					
<b>e</b>	Use of radio navigation aids					
<b>f</b>	Basic instrument flying check (180° turn in simulated IMC)					
<b>g</b>	Flight management (checks, fuel systems & carburetor icing, etc.) ATC liaison: compliance, R/T procedures					
please delete as necessary		passed		failed		examiner's signature

<b>Section 4</b>		<b>Approach and landing procedures</b>				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
<b>a</b>	Aerodrome arrival procedure					
<b>b</b>	* Precision landing (short field landing), Crosswind landing (if suitable conditions available)					
<b>c</b>	* Flapless landing					
<b>d</b>	Approach and landing with idle power (single engine aeroplane only)					
<b>e</b>	Touch and go					
<b>f</b>	Go-around from low height					
<b>g</b>	ATC liaison: compliance, R/T procedures					
<b>h</b>	Actions after flight					
please delete as necessary		passed		failed		examiner's signature

\* some of this items may be combined at the discretion of the Flight Examiner

Use of checklist, airmanship, A/C limitations must be respected in all sections

<b>Section 5</b>		<b>Abnormal &amp; emergency procedures</b>			
(This section may be combined with Sections 1 to 4)		1 attempt		2 attempt	
		pass	fail	pass	fail
<b>a</b>	Simulated engine failure after take-off (single engine aeroplanes only)				
<b>b</b>	*Simulated forced landing (single engine aeroplanes only)				
<b>c</b>	Simulated precautionary landing (single engine aeroplanes only)				
<b>d</b>	Simulated emergencies				
<b>e</b>	Oral questions				
please delete as necessary		<b>passed</b>		<b>failed</b>	
		examiner's signature			

\* some of this items may be combined at the discretion of the Flight Examiner

<b>Section 6</b>		<b>Simulated asymmetric flight and relevant class/type items</b>			
(This section may be combined with Sections 1 to 5)		1 attempt		2 attempt	
		pass	fail	pass	fail
<b>a</b>	Simulated engine failure during take-off (at a safe altitude unless carried out in FS or FNPT II)				
<b>b</b>	Asymmetric approach and go-around				
<b>c</b>	Asymmetric approach and full stop landing				
<b>d</b>	Engine shut down and restart				
<b>e</b>	ATC liaison: compliance, R/T procedures				
<b>f</b>	As determined by flight examiner: any relevant items of the class/type rating skill test to include, if applicable:				
	i. Aeroplane systems including handling of auto pilot				
	ii. Operation of pressurization system				
	iii. Use of de-icing and anti-icing system				
<b>g</b>	Oral questions				
please delete as necessary		<b>passed</b>		<b>failed</b>	
		examiner's signature			

\* some of this items may be combined at the discretion of the Flight Examiner