ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΥΠΟΥΡΓΕΙΟ ΥΠΟΔΟΜΩΝ ΜΕΤΑΦΟΡΩΝ ΚΑΙ ΔΙΚΤΥΩΝ
ΥΠΗΡΕΣΙΑ ΠΟΛΙΤΙΚΗΣ ΑΕΡΟΠΟΡΙΑΣ

Hellenic Civil Aviation Authority
Member of EASA

HCAA REFERENCE No:	FSD REFERENCE No:
HCAA USE ONLY	*HCAA USE ONLY*

Approved application and report form: Type Rating Skill Test and Proficiency Check - Multi-pilot aeroplane and ATPL(A)/MPL(A) Skill Test, according to JAR-FCL 1.

LST / LPC - Type Rating Multi-Pilot Aeroplane

☐ Skill Test ATPL/MPL (MPA only)	☐ Proficiency check		Type :
☐ Skill test / Type-Rating	☐ PIC	☐ Co-pilot	Grand total flight time :

TO BE COMPLETED BY APPLICANT

Licence type and number	State of Issue
Last name	First, middle name
Address	Postal code and city
Country	Telephone
Place, date and signature of applicant	E-mail

SKILL TEST ONLY:

TO BE COMPLETED BY FTO/TRTO

TRAINING COURSE COMPLETED

Name of FTO/TRTO	
Signature Head of Training	Name in capital letters
☐ Technical type course performed, documentation enclosed	☐ ATPL(A) written test passed

Before skill test ATPL/MPL, check :

(Acknowledge flight time on lines)

Valid ATPL theory	☐	Cross-country flight time (Min 200 hrs)	_____
MCC	☐	Cross-country PIC (Min 100 hrs)	_____
MPL (All Phases)	☐	Instrument time (Min 75 hrs)	_____
Valid Medical Class 1	☐	Night time (Min 100 hrs)	_____

Flight time PIC (Min 250 hrs of which as COPI Max 150 hrs) _____ Valid IR(A) ME ☐

Flight time multi-pilot ops. (Min 500 hrs) _____ Applicant minimum age ☐ ATPL 21 years ☐ MPL 18 years

TO BE COMPLETED BY EXAMINER

RESULT OF THE TEST

If all items are passed → Final Result : Passed
If 1-5 items are failed → Final Result : Partial Pass
If 6 or more items are failed → Final Result : Failed

FINAL RESULT	☐ **Passed**	☐ **Partial Pass**	☐ **Failed**

☐ Rating revalidated and entered in Licence

Type Rating valid until : _____

Instrument Rating valid until : _____

Place and date : _____

Examiner's authorisation number : _____

Signature of Examiner : _____

Name in capitals : _____

FOR OFFICIAL USE ONLY

Name of applicant: **Licence No:**

Type Rating Skill Test	Before PC with valid class / type rating	Before PC renewal
Valid CPL/ATPL Licence, Medical class 1 ☐	Valid CPL/ATPL Licence, Medical class 1 ☐	Valid CPL/ATPL Licence, Medical class 1 ☐
Valid PPL Licence, Medical class 2 ☐	Valid PPL Licence, Medical class 2 ☐	Valid PPL Licence, Medical class 2 ☐
Valid ATPL (A) theory ☐	Valid Class/Type Rating ☐	Route Sectors ≥ 10 (Multi engine) ☐
Type Rating Completed ☐	Route Sectors ≥ 10 (Multi engine) ☐	Examiner accompanied route sector ☐
	Examiner accompanied route sector ☐	Refresher Training performed by FTO/TRTO ☐

Captains RHS Check Completed: YES / NO	Symbols and abbreviations used below:	
Engine failure during take-off One engine approach and go-around One engine inoperative landing **Signed: _____ Cpt** **Signed: _____ TRE**	M = Mandatory P = Trained as PIC or COPI for issue P# = The training shall be complemented by supervised aeroplane inspection X = FS only * = Actual or simulated IMC	FTD = Flight Training Device OTD = Other Training Devices A = Aeroplane FS = Flight Simulator ▸ →→→ = Higher equipment level shown

	PRACTICAL TRAINING					ATPL/MPL/TYPE-RATING SKILL TEST / PROF CHECK		
Manoeuvres/Procedures (including MCC)	OTD	FTD	FS	A/C	Instructor's initials when training completed (Initial Type Rating only)	Checked in FS A/C	Passed	Failed
SECTION 1 **1 Flight Preparation**								
1.1 Performance calculation	P						☐	☐
1.2 Aeroplane ext. visual inspection; location of each item and purpose of inspection	[P#]			P			☐	☐
1.3 Cockpit inspection		P	⇒	⇒			☐	☐
1.4 Use of checklist prior to starting engines starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P⇒	⇒	⇒	⇒		**M**	☐	☐
1.5 Taxiing in compliance with air traffic control or instructions of instructor			P⇒	⇒			☐	☐
1.6 Before take-off checks		P⇒	⇒	⇒		**M**	☐	☐
					Examiners initials: ……			
SECTION 2 **2 Take-offs**								
2.1 Normal take-offs with different flap settings, including expedited take-offs			P⇒	⇒			☐	☐
2.2* Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne			P⇒	⇒			☐	☐
2.3 Cross wind take-off **(Aircraft, if practicable)**			P⇒	⇒			☐	☐
2.4 Take-off at maximum take-off mass **(actual or simulated maximum take-off mass)**			P⇒	⇒			☐	☐
2.5 Take-offs with simulated engine failure. **2.5.1*** shortly after reaching V2, **or**			P⇒	⇒		**M** **A/C**	☐	☐
(In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the engine failure shall not be simulated until reaching a minimum height of 500 ft above 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** **FS only**	☐	☐
2.6 Rejected take-off at a reasonable speed before reaching V1.			P⇒	X		**M**	☐	☐
					Examiners initials: ……			
SECTION 3								
3 Flight Manoeuvres and Procedures								
3.1 Turns with and without spoilers			P⇒	⇒			☐	☐
3.2 Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane **(e.g. Dutch Roll)** **(An aircraft may not be used for this exercise)**			P⇒	⇒X			☐	☐
3.3 Normal operation of systems and controls engineer's panel	P⇒	⇒	⇒	⇒			☐	☐

Name of applicant: **Licence No:**

SECTION 3 (Continued) **3.4 Normal and abnormal operations of following systems :**	OTD	FTD	FS	A/C	Instructor's initials when training completed (Initial Type Rating only)	Checked in FS A/C	Passed	Failed
3.4.0 Engine **(if necessary propeller)**	P⇒	⇒	⇒	⇒		A **mandatory** minimum of 3 items shall be selected from 3.4.0 to 3.4.14 inclusive	☐	☐
3.4.1 Pressurisation and air-conditioning	P⇒	⇒	⇒	⇒			☐	☐
3.4.2 Pitot/static system	P⇒	⇒	⇒	⇒			☐	☐
3.4.3 Fuel system	P⇒	⇒	⇒	⇒			☐	☐
3.4.4 Electrical system	P⇒	⇒	⇒	⇒			☐	☐
3.4.5 Hydraulic system	P⇒	⇒	⇒	⇒			☐	☐
3.4.6 Flight control and Trim-System	P⇒	⇒	⇒	⇒			☐	☐
3.4.7 Anti- and de-icing system, Glare shield heating	P⇒	⇒	⇒	⇒			☐	☐
3.4.8 Auto-pilot / Flight director	P⇒	⇒	⇒	⇒			☐	☐
3.4.9 Stall warning devices or stall avoidance devices and stability augmentation devices	P⇒	⇒	⇒	⇒			☐	☐
3.4.10 Ground proximity warning system, weather radar, radio altimeter, transponder		P⇒	⇒	⇒			☐	☐
3.4.11 Radios, navigation equipment, instruments, flight management system	P⇒	⇒	⇒	⇒			☐	☐
3.4.12 Landing gear and brake	P⇒	⇒	⇒	⇒			☐	☐
3.4.13 Slat and flap system	P⇒	⇒	⇒	⇒			☐	☐
3.4.14 Auxiliary power unit	P⇒	⇒	⇒	⇒			☐	☐
3.6 Abnormal and emergency procedures :								
3.6.1 Fire drills e.g. Engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation		P⇒	⇒	⇒		A **mandatory** minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive	☐	☐
3.6.2 Smoke control and removal		P⇒	⇒	⇒			☐	☐
3.6.3 Engine failures, shut-down and restart at a safe height		P⇒	⇒	⇒			☐	☐
3.6.4 Fuel dumping **(simulated)**		P⇒	⇒	⇒			☐	☐
3.6.5 Windshear at take off / landing			P	X			☐	☐
3.6.6 Simulated cabin pressure failure / emergency descent			P⇒	⇒			☐	☐
3.6.7 Incapacitation of flight crew member		P⇒	⇒	⇒			☐	☐
3.6.8 Other emergency procedures as outlined in the appropriate aeroplane Flight Manual		P⇒	⇒	⇒			☐	☐
3.6.9 ACAS event	P⇒	⇒	⇒				☐	☐
3.7 Steep turns with 45° bank, 180° to 360° left and right		P⇒	⇒	⇒			☐	☐
3.8 Early recognition and counter measures on approaching stall (up to activation of stall warning device) in take-off configuration (flaps in take-off position), in cruising flight configuration and in landing configuration (flaps in landing position, gear extended) **3.8.1** Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration			P⇒ P	⇒ X			☐	☐
3.9 Instrument flight procedures :								
3.9.1* Adherence to departure and arrival routes and ATC instructions		P⇒	⇒	⇒		**M**	☐	☐
3.9.2* Holding procedures		P⇒	⇒	⇒			☐	☐
3.9.3* Precision approaches down to a decision height (DH) not less than 60m (200 ft) :								
3.9.3.1* manually, without flight director **(Skill test only)**			P⇒	⇒		**M**	☐	☐
3.9.3.2* manually, with flight director			P⇒	⇒			☐	☐
3.9.3.3* with auto-pilot			P⇒	⇒			☐	☐
3.9.3.4* manually, with one engine simulated inoperative: engine failure has to be simulated during final approach from before passing the outer marker (OM) until touch-down or through the complete missed approach procedure.			P⇒	⇒		**M**	☐	☐
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 ensuring go-around shall be initiated in conjunction with the non-precision approach as described in 3.9.4. The go-around shall be initiated when reaching the published obstacle clearance height (OCH/A), however, not later than reaching a minimum descent height / altitude (MDH/A) of 500 ft above 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 3.9.3.4.								
3.9.4* NDB or VOR/LOC - approach down to MDH/A			P*⇒	⇒		**M**	☐	☐
3.9.5 Circling approach under the following conditions: **(a)*** approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; **Followed by:** **(b)** circling approach to another runway at least 90° off centreline from final approach used in item (a), at the authorised minimum circling approach altitude. **Remark:** If (a) and (b) are not possible due to ATC reasons a simulated low visibility pattern may be performed.			P*⇒	⇒			☐	☐

Examiners initials: ……

Name of applicant: **Licence No:**

SECTION 4 **4 Missed Approach Procedures**	OTD	FTD	FS	A/C	Instructor's initials when training completed (Initial Type Rating only)	Checked in FS A/C	Passed	Failed
4.1 Go-around with all engines operating* after an ILS approach on reaching decision height			P*⇒	⇒			☐	☐
4.2 Other missed approach procedures			P*⇒	⇒			☐	☐
4.3* Manually go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt			P*⇒	⇒		**M**	☐	☐
4.4 Rejected landing at 15m **(50 ft)** above runway threshold and go-around			P⇒	⇒			☐	☐

Examiners initials: ……..

SECTION 5 **5 Landings**					Instructor's initials when training completed (Initial Type Rating only)			
5.1 Normal landings* also after an ILS approach with transition to visual flight on reaching DH			P				☐	☐
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position **(An aircraft may not be used for this exercise)**			P⇒				☐	☐
5.3 Cross wind landings **(a/c, if practicable)**			P⇒	⇒			☐	☐
5.4 Traffic pattern and landing without extended or with partly extended flaps and slats			P⇒	⇒			☐	☐
5.5 Landing with critical engine simulated inoperative			P⇒	⇒		**M**	☐	☐
5.6 Landing with two engines simulated inoperative: -**Aeroplanes with three engines:** the centre engine and one outboard engine as far as practicable according to data of the AFM. -**Aeroplanes with four engines:** two engines at one side.			P	X		**M** **FS only (Skill test only)**	☐	☐

Examiners initials: ……..

SECTION 6					Instructor's initials when training completed (Initial Type Rating only)			
6 Additional authorisation on a type rating for instrument approaches down to a decision height **of less than 60 m (200 ft) (CAT II/III)**	The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used.							
6.1* Rejected take-off at minimum authorised RVR **(An aircraft may not be used for this exercise)**			P*⇒	⇒X		**M***	☐	☐
6.2* ILS Approaches. In simulated Instrument Flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew co-ordination **(task sharing, call out procedures, mutual surveillance, information exchange and support)** shall be observed.			P⇒	⇒		**M**	☐	☐
6.3* Go-around after approaches as indicated in 6.2 on reaching DH.			P⇒	⇒		**M***	☐	☐
The training also shall include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure.								
6.4* Landing(s) with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed.			P⇒	⇒		**M**	☐	☐

NOTE A: CAT II/III operations shall be accomplished in accordance with Operational Rules.

Examiners initials: ……..

DETAILS OF THE FLIGHT:		
Registration: ***or*** *simulator* :	Block off:	Landing:
Departure aerodrome:	Block on:	Take off:
Destination aerodrome:	Total block:	Total:
Examiners remarks (remarks are mandatory for partial pass or fail):		

De-briefing performed and comments above understood:	Date:	Signature of applicant

Aeroplane training completed date : (only for initial Type Rating) – ***OR Subbmit the EU FCL FORM aL.535***			
ACFT Type:	No of landings:	Signature of TRI:	Name in capitals:

Name of applicant: **Licence No:**