



ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΥΠΗΡΕΣΙΑ ΠΟΛΙΤΙΚΗΣ ΑΕΡΟΠΟΡΙΑΣ
HELLENIC REPUBLIC
HELLENIC CIVIL AVIATION AUTHORITY
MEMBER OF EASA



HCAA REFERENCE No.:

FSD REFERENCE No.:

(HCAA USE ONLY- Αριθμοί Πρωτοκόλλου /Χρήση ΥΠΑ μόνο)

Form 530

TYPE RATING MP (A) & ATPL (A) & MPL (A)

(LST / LPC)

- ☐ Initial Type Rating Skill Test
☐ Revalidation of TR / IR
☐ Renewal TR/IR

- ☐ Initial ATPL Skill Test
☐ Initial MPL (A) Skill Test
☐ Repetition of failed Test/Check from Date: _____

Name/Surname/Father's Name:

Όνομα/Επίθετο/Όνομα πατρός

ID/Passport No.:

Αριθ.ΑΤ/Διαβατηρίου

Date of birth: Ημερ.γέν.:		Place of birth: Τόπος γέν.:		Nationality: Εθνικότητα:	
Private Address: Διεύθ. Κατοικίας:		Post code: Ταχ. Κώδ.:		City/Country: Πόλη/Χώρα:	
Phone/mobile: Τηλ. σταθ./κιν. :				Phone/fax office: Τηλ./φάξ εργασίας:	
e-mail and additional contact info: Ηλεκτρονική διεύθ./ επιπρόσθετες πληρ. επικοινωνίας:		Signature of applicant: Υπογραφή αιτούντος/αιτούσας:			
Grand total flight hours: Γενικό σύνολο ωρών:		PIC hours: Ωρες κυβ.:		COPI hours: Ωρες συγκυβ.:	
				Type/Licence number: Τύπος/αριθμός αδείας:	
				Med. Certificate Class/ Exp. Date: Κλάση/Ημερομ.λήξης πιστοπ.υγείας:	
HCAA USE ONLY REMARKS (Χρήση ΥΠΑ μόνο, παρατηρήσεις)					
INSPECTING OFFICER		AVIATION SAFETY INSPECTOR		LICENSING DEP. DIRECTOR	
				FLIGHT STANDARDS DEP. DIRECTOR	

ΥΠΕΥΘΥΝΗ ΔΗΛΩΣΗ - DECLARATION

A.

Με ατομική μου ευθύνη και γνωρίζοντας τις κυρώσεις (1), 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 (2) και αληθή (3) και έχω πληρώσει τα αντίστοιχα τέλη.

ΣΗΜΕΙΩΣΗ:

(1) «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.

(2) 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).

(3) 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.

(4) Ο Ευρωπαϊκός Κανονισμός (ΕΥ) Νο. 1178/2011 όπως τροποποιήθηκε, απαιτεί όπως όλες οι άδειες/πτυχία του ενδιαφερομένου να διεκπεραιώνονται μόνο από την Αρχή Πολιτικής Αεροπορίας που κατέχει τα ιατρικά δεδομένα αυτού. (Part MED.A.030 and Part FCL.015).

Εάν τα ιατρικά σας δεδομένα δεν βρίσκονται στην Ελληνική Υπηρεσία Πολιτικής Αεροπορίας, η αίτησή σας θα απορριφθεί.

On my own responsibility and knowing the presumable penalties (1), 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 (2) and true (3) and I have paid the applicable fees.

NOTE:

(1) "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.

(2) 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).

(3) 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.

(4) European Commission Regulation (EU) No. 1178/2011 as amended requires that an individual has all of their licences administered by the National Aviation Authority that holds their medical records. (Part MED.A.030 and Part FCL.015).

If your medical records are not held by the HCAA, your application will be rejected.

B.

Επιπρόσθετες πληροφορίες σχετικά με την αίτησή σας/Additional information concerning your application:

Ο / Η Δηλών (ούσα)

Name of Applicant:

Υπογραφή

Signature:

Ημερομηνία

Date:

TYPE RATING MP & ATPL (A), LST/LPC

Applicant's licence number: _____

Type Rating Skill Test	Captains RHS Check Completed: YES/NO	Before PC with valid class/type rating	Before PC renewal
Valid CPL/ATPL Licence, Medical class1 <input type="checkbox"/>	Engine failure during take-off	Valid CPL/ATPL Licence, Medical class1 <input type="checkbox"/>	Valid CPL/ATPL Licence, Medical class1 <input type="checkbox"/>
Valid PPL Licence, Medical class2 <input type="checkbox"/>	One engine approach and go-around	Valid PPL Licence, Medical class2 <input type="checkbox"/>	Valid PPL Licence, Medical class2 <input type="checkbox"/>
Valid ATPL (A) theory <input type="checkbox"/>	One engine inoperative landing	Valid Class/Type Rating <input type="checkbox"/>	Route Sectors 10(Multiengine) <input type="checkbox"/>
Type Rating Completed <input type="checkbox"/>	Signed: _____ Cpt	Route Sectors 10(Multiengine) <input type="checkbox"/>	Examiner accompanied route sector <input type="checkbox"/>
	Signed: _____ TRE	Examiner accompanied route sector <input type="checkbox"/>	Refresher Training performed by ATO <input type="checkbox"/>

Required only in case of initial or renewal of an expired type rating and for the MPL(A) skill test:

Instructor last name: _____ first name: _____

licence number: _____ signature of flight instructor: _____

The ATO confirms that the candidate has been trained according to the approved syllabus and assures the level of proficiency required

ATO name: _____ registration number: _____

name of head of training: _____ licence number: _____

location & date: _____ signature of head of training: _____

1 Details of check	<input type="checkbox"/> PIC	<input type="checkbox"/> COPI	<input type="checkbox"/> aeroplane	<input type="checkbox"/> simulator	training centre: _____
date: _____	type of aeroplane: _____		registration/ID nr: _____		simulator level: _____
departure/destination: _____		block-off: _____	block-on: _____	block time: _____	# of landings: _____

2 Result of skill test / proficiency check*	*delete as necessary	Applicant's signature
IFR CAT _____	<input type="button" value="pass*"/> <input type="button" value="fail*"/>	<input type="text"/>
revalidation, new expiry date: type _____ new expiry date: IR _____		

3 Remarks
_____ _____ _____

Revalidation of TR only: <input type="checkbox"/> 10 route sectors	or	<input type="checkbox"/> Combined LPC/OPC acc. to FCL 740.A (a)(3)	or
<input type="checkbox"/> Examiner flight acc. to FCL 740.A accomplished	Examiner signature: _____		

Examiner:	last name: _____	first name: _____
licence No: _____	examiner authorisation: _____	valid until: _____
location and date: _____	signature of flight examiner: _____	

Non HCAA Examiners Declaration:

I hereby declare that I, * _____, have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in version** _____ of the Examiner Differences Document.

*Name examiner **Insert document version i.e. 01 – 2014

Date: _____ Signature of examiner: _____

TR MP(A) Details of conditions, instruction and flying experience

☐ First MPA type rating

- A. Pilot licence ☐ PPL ☐ CPL ☐ ATPL
- B. Medical class ☐ 1 or ☐ 2 / ☐ IR
- C. ATPL(A) theory
- D. MCC course
- E. Hold an IR (A) multi engine aeroplane

valid until: _____

date: _____

completed: _____

☐ TR recurrent training

FFS full flight simulator

PF

PNF

total: _____

hours: _____

hours: _____

☐ TR initial training

Theoretical examination for type rating
(within 6 months prior to the TR skill test)

from: _____ to: _____

mark obtained: _____

Flight simulator training for type rating according an approved syllabus

from: _____ to: _____

FFS full flight simulator

hours: _____

FTD flight training device

hours: _____

OTD other training device

hours: _____

Landing training (copy of the logbook and instructor's licence has to be attached to the application)

- ☐ aeroplane
confirmation on HCAA form 535
or HCAA form 536 if applicable

- ☐ ZFTT in sim. Level D (> 500 hours flight time or 100 sectors on similar type)
- ☐ ZFTT in sim. Level C (> 1500 hours flight time or 250 sectors on similar type)
- date: _____ Idg's: _____ simulator ID nr: _____

☐ ATPL(A) Details of conditions, instruction and flying experience before skill test

a) Fulfilled requirements mentioned above at points A-E ☐

b) Applicant minimum age 21 years ☐

c) CPL(A) licence ☐

d) Medical class 1 with IR

valid until: _____

e) flight experience (MNM 1500 HR)

hours: _____

of which FNPT or FFS (MAX 100 HR)

FFS hours: _____

(MAX 25 HR)

FNPT hours: _____

of which

1) MP(A) experience (MNM 500 HR)

MP(A) hours: _____

2) PIC (MNM 250 HR)

PIC hours: _____

or PIC and PICUS (MNM 70 HR)

PIC hours: _____

difference to achieve 250HR (MAX 180 HR)

PICUS hours: _____

or PICUS (500 HR)

PICUS hours: _____

3) cross country experience (MNM 200 HR)

hours: _____

4) Instrument time (MNM 75 HR)

hours: _____

of which Instrument ground time (MAX 30 HR)

hours: _____

5) Night flight time as PIC or co-pilot (MNM 100 HR)

hours: _____

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

* The starred (*) items shall be flown by reference to instruments or the rating will be restricted to VFR only

M Mandatory item

Section 1					Flight preparation	
		1 attempt		2 attempt		
		pass	fail	pass	fail	
1.1	Performance calculation					
1.2	Aeroplane ext. visual inspection; location of each item and purpose of inspection					
1.3	Cockpit inspection					
1.4	Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies					M
1.5	Taxiing in compliance with air traffic control or instructions of instructor					
1.6	Before take-off checks					M
1.7	ATC liaison - Compliance - R/T procedures					
please delete as necessary		passed		failed		examiner's signature

Section 2					Take-offs	
		1 attempt		2 attempt		
		pass	fail	pass	fail	
2.1	Normal take off with different flap settings, including expedited take-off					
2.2*	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne					
2.3	Crosswind take-off					
2.4	Take-off at maximum take-off mass (actual or simulated take-off mass)					
2.5	Take-off with simulated engine failure					
2.5.1*	Shortly after reaching V_2					
2.5.2*	Between V_1 and V_2					M (FFS only)
2.6	Rejected take-off at a reasonable speed before V_1					M
2.7	ATC liaison - Compliance - R/T procedures					
please delete as necessary		passed		failed		examiner's signature

Section 3		Flight manoeuvres & procedures					
		1 attempt		2 attempt			
		pass	fail	pass	fail		
3.1	Turn with and without spoilers						
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) NOT ALLOWED ON AIRCRAFT						
3.3	Normal operation of systems and controls of engineer's panel						
3.4	Normal and abnormal operations of following systems					M M M	A mandatory minimum of 3 abnormals shall be selected between 3.4.0 to 3.4.14 inclusive
3.4.0	Engine and/or propeller					<input type="checkbox"/>	
3.4.1	Pressurisation and air-conditioning					<input type="checkbox"/>	
3.4.2	Pitot and static system					<input type="checkbox"/>	
3.4.3	Fuel system					<input type="checkbox"/>	
3.4.4	Electrical system					<input type="checkbox"/>	
3.4.5	Hydraulic system					<input type="checkbox"/>	
3.4.6	Flight control and trim-system					<input type="checkbox"/>	
3.4.7	Anti-icing / de-icing system. Glare shield heating					<input type="checkbox"/>	
3.4.8	Autopilot / Flight director					<input type="checkbox"/>	
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation devices					<input type="checkbox"/>	
3.4.10	Ground proximity warning system, weather radar, radio altimeter, transponder					<input type="checkbox"/>	
3.4.11	Radios, navigation equipment, instruments, flight management system					<input type="checkbox"/>	
3.4.12	Landing gear and brake					<input type="checkbox"/>	
3.4.13	Slat and flap system					<input type="checkbox"/>	
3.4.14	Auxiliary power unit					<input type="checkbox"/>	
3.5	Not applicable						

SECTION 3 CONTINUED ON NEXT PAGE

Section 3 continued		Flight manoeuvres & procedures					
		1 attempt		2 attempt			
		pass	fail	pass	fail	M M M	A mandatory minimum of 3 items shall be selected between 3.6.1 to 3.6.9 inclusive
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.					<input type="checkbox"/>	
3.6.2	Smoke control and removal					<input type="checkbox"/>	
3.6.3	Engine failures, shutdown and restart at a safe height					<input type="checkbox"/>	
3.6.4	Fuel dumping (simulated)					<input type="checkbox"/>	
3.6.5	Wind shear at take-off / landing					<input type="checkbox"/>	FFS only
3.6.6	Simulated cabin pressure failure/emergency descent					<input type="checkbox"/>	
3.6.7	Incapacitation of flight crew member					<input type="checkbox"/>	
3.6.8	Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual					<input type="checkbox"/>	
3.6.9	ACAS event					<input type="checkbox"/>	FFS only
3.7	Steep turns with 45° bank, 180° to 360° left and right						
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						
3.9	Instrument flight procedures						
3.9.1*	Adherence to departure and arrival routes and ATC instructions					M	
3.9.2*	Holding procedures						
3.9.3*	Precision approaches down to a decision height (DH) not less than 60 m (200 ft)						
3.9.3.1*	manually, without flight director					M	Skill-test only
3.9.3.2*	manually, with flight director						
3.9.3.3*	with autopilot						
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 touchdown or through the complete missed approach procedure. Only on FFS, or aircraft with performance equivalent to FAR/CS25 or else in conjunction with the non-precision approach as described in 9.3.4. 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.					M	

Section 3 continued		Flight manoeuvres & procedures					
		1 attempt		2 attempt			
		pass	fail	pass	fail		
3.9.4*	Non-precision approach down to the MDH/A					M	
3.9.5	Circling approach under 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						
please delete as necessary		passed failed				examiner's signature	

Section 4		Missed approach procedures					
		1 attempt		2 attempt			
		pass	fail	pass	fail		
4.1	Go-around with all engines operating* after an ILS approach on reaching decision height.						
4.2	Other missed approach procedures						
4.3*	Manual Go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt					M	
4.4	Rejected landing at 15 m (50ft) above runway threshold and go-around						
please delete as necessary		passed failed				examiner's signature	

Section 5		Landings					
		1 attempt		2 attempt			
		pass	fail	pass	fail		
5.1	Normal landings* also after an ILS approach with transition to visual flight on reaching DH.						
5.2	Landing with simulated jammed horizontal stabiliser in any out-of-trim position.						FFS only
5.3	Crosswind landings (if practicable)						
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats.						
5.5	Landing with critical engine simulated inoperative					M	
5.6	Landing with two engines inoperative, if applicable - 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 on one side (on FFS only) (mandatory on skill test only)					M	FFS only / skill test only
please delete as necessary		passed failed				examiner's signature	

General remarks:

Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60m), i.e. CAT II/III operations.

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

Section 6		Manoeuvres/Procedures (including Multi-Crew Cooperation)				Additional authorisation on a type rating for instrument approaches down to a decision height less than 60 m (200 ft) (CAT II/III)	
		1 attempt		2 attempt			
		pass	fail	pass	fail		
		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.					M*	
6.2*	ILS Approaches In simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed.					M	
6.3*	Go-around after approaches as indicated in 6.2 on reaching DH. The training 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.					M	
6.4*	Landing(s) with visual reference established at DH following an instrument approach. Depending on specific flight guidance system, an automatic landing shall be performed.					M	
please delete as necessary		passed		failed		examiner's signature	

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