



Form
aL 527

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

Αρ.Πρωτ. / Ref.No



ΑΙΤΗΣΗ
Application Form

ΠΡΟΣ: Την ΥΠΑ, Διεύθυνση Πτητικών Προτύπων, Τμήμα Πτυχιών και Αδειών, Τ.Θ. 70360, ΤΚ 160 10, Γλυφάδα, Ελλάδα
TO: The HCAA, Flight Standards Division, Licensing Section, P.O. Box 70360, TK 160 10, Glyfada, Greece

Issue of an Airline Transport Pilot License - ATPL(A) – FCL.520.A

1 Type of application

I apply for the issue of: ATPL(A) PIC MPA Type: _____
 REPETITION OF PARTIAL PASSED SKILL TEST from date: _____
 REPETITION OF FAILED SKILL TEST

2 Applicant

Όνομα: Name:	Επώνυμο: Surname:	Όνομα Πατρός: Father's Name:	
Οδός: Street:	Τοποθεσία / Πόλη: Place / City:	TK: Post code:	Χώρα: Country:
A.Δ.Τ. ή Διαβατηρίου: ID or Passport Number:	No τηλ: Tel No:	Κινητό: Mobile:	
Ηλεκτρονικό Ταχυδρομείο: email:	Χώρα έκδοσης, Είδος & No Πτυχίου: Country, Type & No of License held:		
Ημερομηνία Γεννήσεως: Date of Birth:	Τόπος Γεννήσεως: Place of Birth:	Ιθαγένεια: Nationality:	Υπηκοότητα: Citizenship:
ΥΠΕΥΘΥΝΗ ΔΗΛΩΣΗ: DECLARATION:			
Α. 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 αίτηση 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. 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 license or Medical Certificate by the Hellenic CAA. B. Ο Ευρωπαϊκός Κανονισμός (ΕΥ) Νο. 1178/2011 όπως τροποποιήθηκε, απαιτεί όπως η διαχείριση όλων των αδειών/πτυχιών του ενδιαφερομένου να πραγματοποιείται από την Αρμόδια Αρχή (ΥΠΑ), η οποία κατέχει και τα ιατρικά δεδομένα αυτού. (Part MED. A.030 and Part FCL. 015) Εάν τα ιατρικά δεδομένα δεν βρίσκονται στην Ελληνική Υπηρεσία Πολιτικής Αεροπορίας, η αίτηση θα εκκρεμεί έως την ενημέρωση των αντιστοίχων φακέλων του αιτούντος. European Commission Regulation (EU) No 1178/2011 as amended, requires that an individual keeps all his/her licenses administered by the competent authority (HCAA) that holds his/her medical records. (Part MED A. 030 and Part FCL. 015) If the medical records of the applicant are not held by the HCAA, his/her application will be pending until the updates of his/her files.			
Τόπος: Place:	Ημερομηνία: Date:	Υπογραφή αιτούντος: Signature of Applicant:	

ΧΡΗΣΗ ΜΟΝΟ ΑΠΟ ΤΗΝ ΥΠΑ, ΠΑΡΑΤΗΡΗΣΕΙΣ (HCAA USE ONLY, REMARKS)

Inspecting Officer	Aviation Safety Inspector	Head of Licensing Section	Director of Flight Standards Division
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3 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 reject your application.*
 Τα τέλη για τα πτυχία, τις σχετιζόμενες ικανότητες και αξιολογήσεις, περιλαμβάνονται στην πιο πρόσφατη Διϋπουργική Απόφαση Τελών. *The fees for licenses, associated ratings and assessments are contained in the latest Interministerial Decision of Charges.*

Συμπληρώστε τα Νούμερα των Ισχυόντων Παραβόλων ή e-Παραβόλων του Δημοσίου
 Fill in the Numbers of the valid Fees or e-Fees of the State

4 Attached documents & Summary of knowledge and flight experience before the skill test is taken

ATTACHED DOCUMENTS (Mandatory - Please tick ✓)	REQUIREMENTS	FILLED BY APPLICANT	EXAMINER CHECK	HCAA ONLY
<input type="checkbox"/> Application to the HCAA for the designation of a TRE(A) <i>prior</i> the conduct of the ATPL(A) Skill Test				
Applicant's minimum age	21 years	AGE: _____	<input type="checkbox"/>	<input type="checkbox"/>
Document of identification	<input type="checkbox"/> Copy		<input type="checkbox"/>	<input type="checkbox"/>
Hellenic EASA Medical Certificate	Class 1	Valid until: _____	<input type="checkbox"/>	<input type="checkbox"/>
Theoretical examination ATPL(A)	<input type="checkbox"/> Passed (Original Document)	Date: _____	<input type="checkbox"/>	<input type="checkbox"/>
Logbook filled and signed	<input type="checkbox"/> Logbook & copies of relevant pages for verification	Total Hours: _____	<input type="checkbox"/>	<input type="checkbox"/>
Completion Certificate for the Commanders Upgrade Training (if applicable)	<input type="checkbox"/> Original Document		<input type="checkbox"/>	<input type="checkbox"/>
Confirmation of payment of the required fees	(see #3: payment methods)	Please fill correctly the original receipt's number on #3 above	<input type="checkbox"/>	<input type="checkbox"/>

ATPL(A) Skill Test	REQUIREMENTS	FILLED BY APPLICANT	EXAMINER CHECK	HCAA ONLY
a) Pilot License				
1) MPL		Valid until: _____	<input type="checkbox"/>	<input type="checkbox"/>
or			or	or
2) CPL(A)			<input type="checkbox"/>	<input type="checkbox"/>
a) IR(A) Multi-Engine		Valid until: _____	<input type="checkbox"/>	<input type="checkbox"/>
b) MCC		Issued date: _____	<input type="checkbox"/>	<input type="checkbox"/>
2) Flight Experience:				
Total flight hours:	min. 1.500 hours:	Hours: _____	<input type="checkbox"/>	<input type="checkbox"/>
1) thereof on FFS or FNTP	max. 100 hours:	Hours: _____	<input type="checkbox"/>	<input type="checkbox"/>
2) thereof on FNTP	max. 25 hours:	Hours: _____	<input type="checkbox"/>	<input type="checkbox"/>
Credit TMG or sailplane *(i)	max. 25 hours PIC:	Credit Given: _____		<input type="checkbox"/>
Credit Helicopters *(ii)	max. 50% all:	Credit Given: _____		<input type="checkbox"/>
Credit Flight Engineer **	50% max. 250 hours:	Credit Given: _____		<input type="checkbox"/>
MPA experience	min. 500 hours:	Hours: _____	<input type="checkbox"/>	<input type="checkbox"/>
Pilot in Command:				
1) as PICUS	min. 500 hours:	Hours: _____	<input type="checkbox"/>	<input type="checkbox"/>
or			or	or
2) as PIC	min. 250 hours:	Hours: _____	<input type="checkbox"/>	<input type="checkbox"/>

Continued

ATPL(A) Skill Test (Continued)	REQUIREMENTS	FILLED BY APPLICANT	EXAMINER CHECK	HCAA ONLY
or		or		or
3) as PIC and PICUS	min. 250 hours:	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
a) thereof as PIC	min. 70 hours:	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
b) thereof as PICUS	min. 180 hours (or difference to 250 hours):	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
Cross country experience	min. 200 hours:	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
a) thereof as PIC or PICUS	min. 100 hours:	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
Instrument time:	min. 75 hours:	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
a) thereof instrument ground time	max. 30 hours:	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
Night flight time (PIC or co-pilot)	min. 100 hours:	Hours: _____		<input type="radio"/>
NOTE: * Holders of a pilot license for other categories of aircraft shall be credited with flight time up to a maximum of: (i) for TMG or sailplanes , 30 hours flown as PIC; (ii) for helicopters , 50 % of all the flight time requirements of paragraph "Flight experience". ** Holders of a flight engineer license issued in accordance with applicable national rules shall be credited with 50 % of the flight engineer time up to a maximum credit of 250 hours. These 250 hours may be credited against the 1 500 hours requirement of paragraph (a), and the 500 hours requirement of paragraph (b)(1), provided that the total credit given against any of these paragraphs does not exceed 250 hours.				

5 Conduct of the ATPL(A) Skill Test

**ΥΠΟΨΗΦΙΟΣ
APPLICANT**

ΟΝΟΜΑ FIRST NAME	ΕΠΙΘΕΤΟ LAST NAME	ΗΜΕΡΟΜΗΝΙΑ ΓΕΝΝΗΣΗΣ DATE OF BIRTH	ΤΟΠΟΣ ΓΕΝΝΗΣΗΣ PLACE OF BIRTH

**ΠΡΟΤΑΣΗ ΓΙΑ SKILL TEST
RECOMMENDED FOR SKILL TEST**

ΟΝΟΜΑ ΕΚΠΑΙΔΕΥΤΗ FIRST NAME	ΕΠΙΘΕΤΟ ΕΚΠΑΙΔΕΥΤΗ LAST NAME	ΝΟΥΜΕΡΟ ΕΚΠΑΙΔΕΥΤΗ INSTRUCTOR'S NUMBER

**ΕΞΕΤΑΣΤΗΣ
EXAMINER**

ΟΝΟΜΑ FIRST NAME	ΕΠΙΘΕΤΟ LAST NAME	ΝΟΥΜΕΡΟ ΕΞΕΤΑΣΤΗ EXAMINER'S NUMBER	ΘΕΣΗ ΤΟΥ ΕΞΕΤΑΣΤΗ ΣΤΟ Α/ΦΟΣ EXAMINER'S AIRCRAFT SEAT	
			Δεξιά Right <input type="checkbox"/>	Αριστερή Left <input type="checkbox"/>

**ΑΕΡΟΣΚΑΦΟΣ
AIRCRAFT**

ΤΥΠΟΣ/ΠΑΡΑΛΛΑΓΗ TYPE/VARIANT	ΧΑΡΑΚΤΗΡΙΣΤΙΚΟ ΚΛΗΣΕΩΣ REGISTRATION

**FSTD
- IF APPLICABLE**

ΤΥΠΟΣ/ΠΑΡΑΛΛΑΓΗ TYPE/VARIANT	FSTD - ID	FFS Level	FSTD OPERATOR	LOCATION

**ΛΕΠΤΟΜΕΡΕΙΕΣ ΤΗΣ ΠΤΗΣΗΣ
FLIGHT DETAILS**

ΗΜΕΡΟΜΗΝΙΑ ΤΗΣ ΕΞΕΤΑΣΗΣ DATE OF TEST	ΧΡΟΝΟΣ ΣΤΑ ΧΕΙΡΙΣΤΗΡΙΑ TIME ON CONTROLS	ΑΡΙΘΜΟΣ ΠΡΟΣΓΕΙΩΣΕΩΝ NUMBER OF LANDINGS	ΑΡΙΘΜΟΣ ΠΡΟΣΕΓΓΙΣΕΩΝ NUMBER OF APPROACHES

**ΣΚΕΛΟΣ Νο1
LEG No1**

BLOCK-OFF	ΑΝΑΧΩΡΗΣΗ / DEPARTURE	ΠΡΟΟΡΙΣΜΟΣ / DESTINATION	BLOCK-ON

**ΣΚΕΛΟΣ Νο2
LEG No2**

BLOCK-OFF	ΑΝΑΧΩΡΗΣΗ / DEPARTURE	ΠΡΟΟΡΙΣΜΟΣ / DESTINATION	BLOCK-ON

MULTI-PILOT AEROPLANES	PRACTICAL TRAINING					ATPL(A) SKILL TEST			
	Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructors initials & date training completed	Checked in FFS A	Attempt Number (1 or 2)	Examiners initials & date test completed
SECTION 1									
1 Flight preparation									
1.1	Performance calculation	P							
1.2	Aeroplane external 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		
SECTION 2									
2 Take-offs									
2.1	Normal take-offs with different flap settings, including expedited take-off			P→	→				
2.2*	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne			P→	→				
2.3	Crosswind take-off			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*	<u>shortly after reaching V₂</u> (see note)			P→	→				
Note: In aeroplanes which are not certificated as transport category or commuter category aeroplanes, 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 V ₂)									
2.5.2*	<u>between V₁ and V₂</u>			P	X		M FFS only		
2.6	Rejected take-off at a reasonable speed before reaching V ₁			P→	→X		M		
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 An aircraft may not be used				
3.3	Normal operation of systems and controls engineer's panel	P→	→	→	→				

Τόπος:
Place:

Ημερομηνία:
Date:

Υπογραφή Εξεταστή:
Examiner's Signature:

MULTI-PILOT AEROPLANES	PRACTICAL TRAINING					ATPL(A) SKILL TEST			
	Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructors initials & date training completed	Checked in FFS A	Attempt Number (1 or 2)	Examiners initials & date test completed
Normal and abnormal operations of following systems:							M	A mandatory minimum of 3 abnormal shall be selected from 3.4.0 to 3.4.14 inclusive	
3.4.0 Engine (if necessary propeller)	P→	→	→	→					
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-icing/de-icing system, Glare shield heating	P→	→	→	→					
3.4.8 Autopilot/Flight director	P→	→	→	→			M (single-pilot only)		
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:							M	A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive	
3.6.1 Fire drills, e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation		P→	→	→					
3.6.2 Smoke control and removal		P→	→	→					
3.6.3 Engine failures, shutdown and restart (the limits acc. FEM have to be observed)		P→	→	→					
3.6.4 Fuel dumping (simulated)		P→	→	→					
3.6.5 Wind shear at take-off/landing			P	X			FFS only		
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→	→	→	An aircraft may not be used			FFS only		

Τόπος:
Place:

Ημερομηνία:
Date:

Υπογραφή Εξεταστή:
Examiner's Signature:

MULTI-PILOT AEROPLANES	PRACTICAL TRAINING				ATPL(A) SKILL TEST				
	Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructors initials & date training completed	Checked in FFS A	Attempt Number (1 or 2)	Examiners initials & date test completed
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)			P→	→					
3.8.1 Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration			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 60 m (200 ft)									
3.9.3.1* manually, without flight director			P→	→		M (skill test only)			
3.9.3.2* manually, with flight director			P→	→					
3.9.3.3* with autopilot			P→	→					
3.9.3.4* manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown or through the complete missed approach procedure.			P→	→		M			
Note: In aeroplanes which are not certificated as CS 25 transport category aeroplanes (or equivalent airworthiness code - JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing 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* Non-precision approach down to the MDH/A			P*→	→		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.			P*→	→					

Τόπος:
Place:

Ημερομηνία:
Date:

Υπογραφή Εξεταστή:
Examiner's Signature:

Continued

MULTI-PILOT AEROPLANES	PRACTICAL TRAINING				ATPL(A) SKILL TEST				
	Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructors initials & date training completed	Checked in FFS A	Attempt Number (1 or 2)	Examiners initials & date test completed
SECTION 4									
4 Missed Approach Procedures									
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* Manual 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 (50ft) above runway threshold and go-around			P→	→					
SECTION 5									
5 Landings									
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			P→	An aircraft may not be used					
5.3 Crosswind 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 inoperative: (Not 2 engine aircraft) - <u>aeroplanes with 3 engines</u> : the centre engine and 1 outboard engine as far as practicable according to data of the AFM, - <u>aeroplanes with 4 engines</u> : 2 engines at one side			P	X		M FFS Only (skill test only)			

Τόπος:
Place:

Ημερομηνία:
Date:

Υπογραφή Εξεταστή:
Examiner's Signature:

Continued

MULTI-PILOT AEROPLANES	PRACTICAL TRAINING				ATPL(A) SKILL TEST				
	Manoeuvres/Procedures	OTD	FTD	FFS	A	Instructors initials & date training completed	Checked in FFS A	Attempt Number (1 or 2)	Examiners initials & date test completed
SECTION 6									
<i>General remarks:</i>									
<i>Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60 m), i.e. Cat II/III operations.</i>									
<u>Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III).</u>									
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			P*→	→X An aircraft may not be used		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			P→	→		M		
6.3*	Go-around: after approaches as indicated in 6.2 on reaching DH. The training shall also 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.			P→	→		M*		
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: CAT II/III operations shall be accomplished in accordance with the applicable air operations requirements.

Τόπος: Place:	Ημερομηνία: Date:	Υπογραφή Εξεταστή: Examiner's Signature:
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RESULTS OF THE SKILL TEST SECTIONS

„P“ - passed	1	2	3	4	5	6*
„F“ - failed						

REMARKS

***6. (IFR Cat II/III) - Specify Cat for license endorsement (if applicable):** _____

IR(A): _____ Expired date: _____

TR(MPA): _____ Expired date: _____

***Section 6 is not part of the ATPL skill test. If the applicant only fails or does not take section 6, the type rating will be issued without CAT II or CAT III privileges. To extend the type rating privileges to CAT II or CAT III, the applicant shall pass the section 6 on the appropriate type of aircraft.**

 PASSED

 PARTIALLY PASSED

 FAILED

Υπογραφή Εξεταστή
Signature of Examiner

Αναγνώριση αποτελέσματος-Υπογραφή Αιτούντος
Recognition test result-Signature of Applicant

8 | National Procedure Declaration – Only for NON-HCAA EXAMINERS (To be completed by the examiner)

I hereby declare that I, * _____, have reviewed and applied the relevant national procedures and requirements of the applicant's competent Authority (HCAA- www.ypa.gr-Foreign Examiners) contained in version** _____ of the Examiner Differences Document.

* Name of Examiner

** Insert document version, i.e.: 06-2015

Date: _____ Signature of Examiner: _____

PASS MARKS

In the **multi-pilot aeroplanes**, the applicant shall pass all sections of the skill test or proficiency check. Failure of more than five items will require the applicant to take the entire test or check again. Any applicant **failing five or less items shall take the failed items again**. Failure in any item on the re-test including those items that have been passed at a previous attempt **will require the applicant to take the entire test again. Section 6 is not part of the ATPL or MPL skill test. If the applicant only fails or does not take section 6, the type rating will be issued without CAT II or CAT III privileges. To extend the type rating privileges to CAT II or CAT III, the applicant shall pass the section 6 on the appropriate type of aircraft.**

FLIGHT TEST TOLERANCE

The applicant shall demonstrate the ability to:

- operate the aeroplane within its limitations;
- complete all manoeuvres with smoothness and accuracy;
- exercise good judgement and airmanship;
- apply aeronautical knowledge;
- maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is always assured;
- understand and apply crew coordination and incapacitation procedures, if applicable and
- communicate effectively with the other crew members, if applicable.

The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

Height

Generally	± 100 feet
Starting a go-around at decision height	+ 50 feet/- 0 feet
Minimum descent height/altitude	+ 50 feet/- 0 feet

Tracking

on radio aids ± 5°

Precision approach half scale deflection, azimuth and glide path

Heading

all engines operating ± 5°

with simulated engine failure ± 10°

Speed

all engines operating ± 5 knots

with simulated engine failure + 10 knots/- 5 knots

CONTENTS OF THE SKILL TEST/PROFICIENCY CHECK

a) The following symbols mean:

P = **Trained as PIC and as PF and PNF** for the issue of a type rating as applicable

X = Simulators shall be used for this exercise, if available; otherwise an aircraft shall be used if appropriate for the manoeuvre or procedure

P# = The training shall be complemented by supervised aeroplane inspection

b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow →

The following abbreviations are used to indicate the training equipment used:

A	=	Aeroplane
FFS	=	Full Flight Simulator
FTD	=	Flight Training Device
OTD	=	Other Training Device

c) The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.

d) Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise.

e) **An FFS shall be used for practical training and testing if the FFS forms part of an approved type rating course.** The following considerations will apply to the approval of the course:

- the qualification of the FFS or FNPT II;
- the qualifications of the instructors;**
- the amount of FFS or FNPT II training provided on the course; and
- the qualifications and previous experience on similar types of the pilot under training.

f) Manoeuvres and procedures shall **include MCC for multi-pilot aeroplane.**