



Form  
aL 320

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 a Commercial Pilot License CPL(A) – FCL.320 (based on an integrated course), ATPL(A) theory credit – FCL.515

### 1 Type of application

I apply for the issue of a CPL(A):  ATPL(A) INTEGRATED COURSE  CPL(A) INTEGRATED COURSE  
(Initial Skill Test)  CPL(A)/IR INTEGRATED COURSE  
 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:	ΤΚ: Post code:	Χώρα: Country:
A.Δ.Τ. ή Διαβατηρίου: ID or Passport Number:	Νο τηλ: Tel No:	Κινητό: Mobile:	
Ηλεκτρονικό Ταχυδρομείο: email:	Χώρα έκδοσης, Είδος & Νο Πτυχίου: Country, Type & No of License held:		
Ημερομηνία Γεννήσεως: Date of Birth:	Τόπος Γεννήσεως: Place of Birth:	Ιθαγένεια: Nationality:	Υπηκοότητα: Citizenship:
<p><b>ΥΠΕΥΘΥΝΗ ΔΗΛΩΣΗ:</b> <b>DECLARATION:</b> Α. 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 αντίστοιχα 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 applicable fees. 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 license or Medical Certificate by the Hellenic CAA.</p> <p>Β. 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.</p>			
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

### 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 cause the rejection of your application.*  
Τα τέλη για τα πτυχία, τις σχετιζόμενες ικανότητες και αξιολογήσεις, περιλαμβάνονται στην πιο πρόσφατη Διυπουργική 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 Confirmation of the *theoretical training* by the ATO

Type of theoretical course held:  CPL(A) theory training  ATPL(A) theory training

Από (Ημ/νία)  
*From (Date)*

Έως (Ημ/νία)  
*Until (Date)*

Προϊστάμενος Εκπαίδευσης(Όνομ/μο)  
*Head of Training (Full Name)*

ATO (Αριθμός Έγκρισης)  
*ATO (Approval Number)*

Υπογραφή του Προϊστάμενου Εκπαίδευσης & Σφραγίδα ATO  
*Signature of Head of Training and Seal of ATO*

Ο Προϊστάμενος της Εκπαίδευσης επιβεβαιώνει ότι η εκπαίδευση έγινε σε συμμόρφωση με τις διατάξεις του Part-FCL και των εγκεκριμένων εγχειριδίων εκπαίδευσης, και ότι ο αιτών κατέχει όλες τις σχετικές θεωρητικές γνώσεις για να συμμετάσχει στη θεωρητική εξέταση.

*The Head of Training confirms that the training was performed in compliance with the provision of Part-FCL and the approved training manuals, and that the applicant possesses all relevant theoretical knowledge to take the theoretical examination.*

### 5 Confirmation of the successfully passed theoretical examination (to be filled by the HCAA)

Type of theoretical knowledge exam held:  CPL(A) theoretical exam  ATPL(A) theoretical exam

Όνομ/μο και Υπογραφή του Υπεύθυνου Υπαλλήλου  
*Name and Signature of the Responsible Official*

Ημερομηνία και σφραγίδα της ΥΠΑ  
*Date and Seal of HCAA*

### 6 CPL(A): Confirmation of the *flight training* by the ATO

Από (Ημ/νία)  
*From (Date)*

Έως (Ημ/νία)  
*Until (Date)*

Προϊστάμενος Εκπαίδευσης(Όνομ/μο)  
*Head of Training (Full Name)*

ATO (Αριθμός Έγκρισης)  
*ATO (Approval Number)*

Υπογραφή του Προϊστάμενου Εκπαίδευσης & Σφραγίδα ATO  
*Signature of Head of Training and Seal of ATO*

Ο Προϊστάμενος της Εκπαίδευσης επιβεβαιώνει ότι η εκπαίδευση έγινε σε συμμόρφωση με τις διατάξεις του Part-FCL και των εγκεκριμένων εγχειριδίων εκπαίδευσης, και ότι ο αιτών κατέχει όλες τις σχετικές γνώσεις και δεξιότητες για να συμμετάσχει στην δοκιμασία δεξιοτήτων στην παρακάτω Τάξη ή στον παρακάτω Τύπο α/φους :

*The Head of Training confirms that the training has been performed in compliance with Part-FCL and the approved training manuals, and that the applicant possesses all relevant knowledge and skills to take the skill test on the following Class/Type:*

\_\_\_\_\_

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

ATTACHED DOCUMENTS (Mandatory - Please tick ✓)	REQUIREMENTS	FILLED BY ATO	EXAMINER CHECK	HCAA ONLY
Applicant's minimum age	18 years	AGE: _____	<input type="checkbox"/>	<input type="radio"/>
Mathematics or Test at ATO	<input type="checkbox"/> Passed	Copy		<input type="radio"/>
Physics or Test at ATO	<input type="checkbox"/> Passed	Copy		<input type="radio"/>
Document of identification	<input type="checkbox"/> Copy		<input type="checkbox"/>	<input type="radio"/>

Continued

ATTACHED DOCUMENTS (Please teak ✓) (continued)	REQUIREMENTS	FILLED BY ATO	EXAMINER CHECK	HCAA ONLY
Hellenic EASA Medical Certificate	Class 1	Valid until: _____	<input type="checkbox"/>	<input type="radio"/>
Holder of a PPL(A) or student pilot <input type="checkbox"/>	Copy			<input type="radio"/>
English Language Test for Aviation <input type="checkbox"/>	≥ Level 4	Level: ____ Valid until: _____		<input type="radio"/>
Logbook filled and signed <input type="checkbox"/>	Logbook & copies of relevant pages for verification	Total Hours: _____	<input type="checkbox"/>	<input type="radio"/>
Completion Certificate for the full training course by the ATO <input type="checkbox"/>	Original Document		<input type="checkbox"/>	<input type="radio"/>
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="radio"/>

**A** CPL(A) integrated course: Summary of conditions and flying experience (Please teak ✓)

GENERAL	REQUIREMENTS	FILLED BY ATO	EXAMINER CHECK	HCAA ONLY
Valid CPL(A) Theoretical Examination	Passed	Date: _____	<input type="checkbox"/>	<input type="radio"/>
Total training	min. 150 hours	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
Flight training aeroplane	min. 145 hours:	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
Ground training	max. 5 hours:	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
a) dual instruction	80 hours of which up to 5 hours may be instrument ground time	Hours: _____ / _____	<input type="checkbox"/>	<input type="radio"/>
b) as PIC	min. 70 hours	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
<b>c) cross-country flight as PIC including:</b>	<b>20 hours</b>	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
<b>leg 1</b> <b>DEP</b> _____ <b>DEST</b> _____		<b>KM/NM</b> _____	<input type="checkbox"/>	<input type="radio"/>
<b>leg 2</b> <b>DEP</b> _____ <b>DEST</b> _____		<b>KM/NM</b> _____	<input type="checkbox"/>	<input type="radio"/>
<b>leg 3</b> <b>DEP</b> _____ <b>DEST</b> _____		<b>KM/NM</b> _____	<input type="checkbox"/>	<input type="radio"/>
<b>Total</b>	<b>MNM 540 Km / 300 NM great circle distance)</b>	<b>KM/NM</b> _____	<input type="checkbox"/>	<input type="radio"/>
d) flight time in aeroplane at night				
comprising:	min. 5 hours	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
- dual instruction	min. 3 hours:	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
- cross country flight	min. 1 hour:	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
- solo take-off and full stop landings	min. 5 and 5:	_____ / _____	<input type="checkbox"/>	<input type="radio"/>
<b>or</b>				
- night training completed before course entry and listed in the license:		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/>	<input type="radio"/>
e) instrument flight instruction:	min. 10 hours	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
of which hours:				
- FNPT I OR FNPT II	min. 5 hours:	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
<b>f) flight instruction must be in an aeroplane with 4 seats, VP, RU</b>	min. 5 hours	Hours: _____	<input type="checkbox"/>	<input type="radio"/>

Continued

B ATPL(A) integrated course: Summary of conditions and flying experience (Please tick ✓) <input type="checkbox"/>				
GENERAL	REQUIREMENTS	FILLED BY ATO	EXAMINER CHECK	HCAA ONLY
Valid ATPL(A) Theoretical Examination	Passed	Date: _____	<input type="checkbox"/>	<input type="radio"/>
MCC course shall comprise at least 25 hours of theoretical knowledge instruction and exercises	at least 25 hours	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
Total training	min. 195 hours	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
Flight training aeroplane	min. 140 hours:	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
Ground training	max. 55 hours:	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
a) dual instruction	95 hours of which up to 55 hours may be instrument ground time	Hours: _____ / _____	<input type="checkbox"/>	<input type="radio"/>
b) as PIC	min. 100 hours	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
	- including: 50 hours VFR	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
	- including: 50 hours instrument flight as SPIC	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
<b>c) cross-country flight as PIC including:</b>	<b>min. 50 hours</b>	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
<b>leg 1</b> <b>DEP</b> _____ <b>DEST</b> _____		<b>KM/NM</b> _____	<input type="checkbox"/>	<input type="radio"/>
<b>leg 2</b> <b>DEP</b> _____ <b>DEST</b> _____		<b>KM/NM</b> _____	<input type="checkbox"/>	<input type="radio"/>
<b>leg 3</b> <b>DEP</b> _____ <b>DEST</b> _____		<b>KM/NM</b> _____	<input type="checkbox"/>	<input type="radio"/>
	<b>Total MNM 540 Km / 300 NM great circle distance)</b>	<b>KM/NM</b> _____	<input type="checkbox"/>	<input type="radio"/>
d) flight time in aeroplane at night comprising:	min. 5 hours	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
	- dual instruction min. 3 hours:	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
	- cross country flight min. 1 hour:	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
	- solo take-off and full stop landings min. 5 and 5:	_____ / _____	<input type="checkbox"/>	<input type="radio"/>
<b>or</b>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/>	<input type="radio"/>
	- night training completed before course entry and listed in the license:		<input type="checkbox"/>	<input type="radio"/>
e) instrument time comprising:	min. 115 hours	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
	- instrument flight instruction 50 hours	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
	of which hours:			
	- FNPT I max. 25 hours:	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
	- FNPT II max. 40 hours:	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
	- as SPIC 50 hours	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
	- multi-crew co-operation (Simulator or FNPT II) 15 hours	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
	- as PIC 20 hours	Hours: _____	<input type="checkbox"/>	<input type="radio"/>

## Continued

C CPL(A)/IR integrated course: Summary of conditions and flying experience (Please tick ✓) <input type="checkbox"/>				
GENERAL	REQUIREMENTS	FILLED BY ATO	EXAMINER CHECK	HCAA ONLY
Valid CPL(A)/IR Theoretical Examination	Passed	Date: _____	<input type="checkbox"/>	<input type="radio"/>
Total training	min. 180 hours	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
Flight training aeroplane	min. 140 hours:	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
Ground training	max. 40 hours:	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
a) dual instruction	80 hours of which up to 40 hours may be instrument ground time	Hours: _____ / _____	<input type="checkbox"/>	<input type="radio"/>
b) as PIC	min. 70 hours	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
- including:	50 hours VFR	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
- including:	20 hours instrument flight as SPIC	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
<b>c) cross-country flight as PIC including:</b>	<b>min. 50 hours</b>	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
<b>leg 1</b>	<b>DEP _____ DEST _____</b>	<b>KM/NM _____</b>	<input type="checkbox"/>	<input type="radio"/>
<b>leg 2</b>	<b>DEP _____ DEST _____</b>	<b>KM/NM _____</b>	<input type="checkbox"/>	<input type="radio"/>
<b>leg 3</b>	<b>DEP _____ DEST _____</b>	<b>KM/NM _____</b>	<input type="checkbox"/>	<input type="radio"/>
<b>Total</b>	<b>MNM 540 Km / 300 NM great circle distance)</b>	<b>KM/NM _____</b>	<input type="checkbox"/>	<input type="radio"/>
d) flight time in aeroplane at night comprising:	min. 5 hours	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
- dual instruction	min. 3 hours:	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
- cross country flight	min. 1 hour:	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
- solo take-off and full stop landings	min. 5 and 5:	_____ / _____	<input type="checkbox"/>	<input type="radio"/>
<b>or</b>				
- night training completed before course entry and listed in the license:		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/>	<input type="radio"/>
e) instrument time comprising:	min. 100 hours	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
- instrument flight instruction	50 hours	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
of which hours:				
- FNPT I	max. 25 hours:	Hours: _____	<input type="checkbox"/>	<input type="radio"/>
- FNPT II	max. 40 hours:	Hours: _____	<input type="checkbox"/>	<input type="radio"/>

1) An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(A) or PPL(H) issued in accordance with Annex 1 to the Chicago Convention. In the case of a PPL(A) or PPL(H) entrant, 50 % of the hours flown prior to the course shall be credited, up to a maximum of 40 hours flying experience, or 45 hours if an aeroplane night rating has been obtained, of which up to 20 hours may count towards the requirement for dual instruction flight time.

2) An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited;

3) The instrument flight time as SPIC shall only be counted as PIC flight time up to a maximum of 20 hours. When transporting this SPIC hours to the PIC hours, attention to not duplicate them for the total sum of "Flight experience";

4) Aeroplane certificated for the carriage of at least 4 persons that has a variable pitch propeller and retractable landing gear.

**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"/>	Πίσω Rear <input type="checkbox"/>

**ΑΕΡΟΣΚΑΦΟΣ  
AIRCRAFT**

ΤΑΞΗ/ΤΥΠΟΣ/ΠΑΡΑΛΛΗΛΗ CLASS/TYPE/VARIANT	ΧΑΡΑΚΤΗΡΙΣΤΙΚΟ ΚΛΗΣΕΩΣ REGISTRATION

**FSTD  
- IF APPLICABLE**

ΤΑΞΗ/ΤΥΠΟΣ/ΠΑΡΑΛΛΗΛΗ CLASS/TYPE/VARIANT	FSTD - ID	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

**SECTION 1**

<b>PRE-FLIGHT OPERATIONS AND DEPARTURE</b>		<b>1<sup>st</sup> attempt</b>	<b>2<sup>nd</sup> attempt</b>
<b>a</b>	Pre-flight, including: Flight planning, Documentation, Mass and balance determination, Weather brief, NOTAMS		
<b>b</b>	Aeroplane inspection and servicing		
<b>c</b>	Taxiing and take-off		
<b>d</b>	Performance considerations and trim		
<b>e</b>	Aerodrome and traffic pattern operations		
<b>f</b>	Departure procedure, altimeter setting, collision avoidance (lookout)		
<b>g</b>	ATC liaison - compliance, R/T procedures		

**SECTION 2**

<b>GENERAL AIRWORK</b>		<b>1<sup>st</sup> attempt</b>	<b>2<sup>nd</sup> attempt</b>
<b>a</b>	Control of the aeroplane by external visual reference, including straight and level, climb, descent, lookout		
<b>b</b>	Flight at critically low airspeeds including recognition of and recovery from incipient and full stalls		
<b>c</b>	Turns, including turns in landing configuration. Steep turns 45°		
<b>d</b>	Flight at critically high airspeeds, including recognition of and recovery from spiral dives		
<b>e</b>	Flight by reference solely to instruments, including: (i) level flight, cruise configuration, control of heading, altitude and airspeed (ii) climbing and descending turns with 10°-30° bank (iii) recoveries from unusual attitudes (iv) limited panel instruments		
<b>f</b>	ATC liaison - compliance, R/T procedures		

**SECTION 3**

<b>EN-ROUTE PROCEDURES</b>		<b>1<sup>st</sup> attempt</b>	<b>2<sup>nd</sup> attempt</b>
<b>a</b>	Control of aeroplane by external visual reference, including cruise configuration Range/Endurance considerations		
<b>b</b>	Orientation, map reading		
<b>c</b>	Altitude, speed, heading control, lookout		
<b>d</b>	Altimeter setting. ATC liaison - compliance, R/T procedures		
<b>e</b>	Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking		
<b>f</b>	Observation of weather conditions, assessment of trends, diversion planning		
<b>g</b>	Tracking, positioning (NDB or VOR), identification of facilities (instrument flight). Implementation of diversion plan to alternate aerodrome (visual flight)		

**SECTION 4**

<b>APPROACH AND LANDING PROCEDURES</b>		<b>1<sup>st</sup> attempt</b>	<b>2<sup>nd</sup> attempt</b>
<b>a</b>	Arrival procedures, altimeter setting, checks, lookout		
<b>b</b>	ATC liaison - compliance, R/T procedures		
<b>c</b>	Go-around action from low height		
<b>d</b>	Normal landing, crosswind landing (if suitable conditions)		
<b>e</b>	Short field landing		
<b>f</b>	Approach and landing with idle power (single-engine only)		
<b>g</b>	Landing without use of flaps		
<b>h</b>	Post-flight actions		

**SECTION 5**

<b>ABNORMAL AND EMERGENCY PROCEDURES</b>		<b>1<sup>st</sup> attempt</b>	<b>2<sup>nd</sup> attempt</b>
<b>This section may be combined with sections 1 through 4</b>			
<b>a</b>	Simulated engine failure after take-off (at a safe altitude), fire drill		
<b>b</b>	Equipment malfunctions including alternative landing gear extension, electrical and brake failure		
<b>c</b>	Forced landing (simulated)		
<b>d</b>	ATC liaison - compliance, R/T procedures		
<b>e</b>	Oral questions		

Continued

**SECTION 6****SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS OR TYPE ITEMS**

This section may be combined with sections 1 through 5

		1 <sup>st</sup> attempt	2 <sup>nd</sup> attempt
<b>a</b>	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS)		
<b>b</b>	Asymmetric approach and go-around		
<b>c</b>	Asymmetric approach and full stop landing		
<b>d</b>	Engine shutdown and restart (the limits acc. FEM have to be observed)		
<b>e</b>	ATC liaison - compliance, R/T procedures, Airmanship		
<b>f</b>	As determined by the FE - any relevant items of the class or type rating skill test to include, if applicable: (i) aeroplane systems including handling of autopilot (ii) operation of pressurisation system (iii) use of de-icing and anti-icing system		
<b>g</b>	Oral questions		

## 10 Skill Test Result

**RESULTS OF THE SKILL TEST SECTIONS**

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

**REMARKS**

Class Rating SEP SPA: \_\_\_\_\_

Expired Date: \_\_\_\_\_

Class Rating MEP SPA : \_\_\_\_\_

Expired Date: \_\_\_\_\_

 PASSED     PARTIALLY PASSED     FAILED
Υπογραφή Εξεταστή  
Signature of Examiner
Αναγνώριση αποτελέσματος-Υπογραφή Αιτούντος  
Recognition test result-Signature of Applicant

## 11 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.: 01-2015

Date: \_\_\_\_\_ Signature of Examiner: \_\_\_\_\_



**Appendix 4****Skill test for the issue of a CPL****A. General**

1. An applicant for a skill test for the CPL shall have received instruction on the same class or type of aircraft to be used in the test.
2. An applicant shall pass all the relevant sections of the skill test. 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 in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.
3. Further training may be required following any failed skill test. There is no limit to the number of skill tests that may be attempted.

**CONDUCT OF THE TEST**

4. Should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Examiner (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.
5. At the discretion of the FE, 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.
6. An applicant shall be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if no other crew member is present. Responsibility for the flight shall be allocated in accordance with national regulations.
7. 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 checklist for the aircraft on which the test is being taken. During pre-flight preparation for the test, the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.
8. The FE shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

**B. Content of the skill test for the issue of a CPL - Aeroplanes**

1. **The aeroplane used for the skill test shall meet the requirements for training aeroplanes, and shall be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear.**
2. The route to be flown shall be chosen by the FE and the destination **shall be a controlled 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 flight shall be at least 90 minutes.**
3. The applicant shall demonstrate the ability to:
  1. (a) operate the aeroplane within its limitations;
  2. (b) complete all manoeuvres with smoothness and accuracy;
  3. (c) exercise good judgement and airmanship;
  4. (d) apply aeronautical knowledge; and
  5. (e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

**FLIGHT TEST TOLERANCES**

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

**Height**

normal flight	± 100 feet
with simulated engine failure	± 150 feet

**Tracking on radio aids**

± 5°

**Heading**

normal flight	± 10°
with simulated engine failure	± 15°

**Speed**

take-off and approach	± 5 knots
all other flight regimes	± 10 knots

**CONTENT OF THE TEST**

5. Items in section 2(c) and (e)(iv), and the whole of sections 5 and 6 may be performed in an FNPT II or an FFS. Use of the aeroplane checklists, airmanship, control of the aeroplane by external visual reference, anti-icing/de-icing procedures and principles of threat and error management apply in all sections.