



Form
527

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

ΑΙΤΗΣΗ

Application Form

Αριθμ. Πρωτ.:



ΠΡΟΣ: Την Υπηρεσία Πολιτικής Αεροπορίας, Τμήμα Πτυχίων και Αδειών
ΤΟ: Το Hellenic Civil Aviation Authority, Licensing Section

Issue of an Airline Transport Pilot License - ATPL(A)

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Type of application

I apply for the issue of:
(according to EASA Part FCL)

☐

ATPL(A)

☐ PIC ☐ MPA TYPE:

☐ Completion of ATPL theory exams

☐ REPETITION OF PARTIAL PASSED SKILL TEST

☐ REPETITION OF FAILED SKILL TEST

from date: _____

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Applicant

Όνομα: Name:	Επώνυμο: Surname:	Όνομα Πατρός: Father's Name:	
Οδός: Street:	Τοποθεσία/Πόλη: Place / City:	TK: Postal:	Χώρα: Country:
A.Δ.Τ. ή Διαβατηρίου: ID or Passport Number:	Τηλ: Tel:	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:

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 απόρριψη 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/πτυχίων του ενδιαφερόμενου 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:	ΥΠΟΓΡΑΦΗ ΑΙΤΟΥΝΤΟΣ: SIGNATURE OF APPLICANT:
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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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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

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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/E-mail to the HCAA for the designation of a TRE(A) <u>prior the conduct of the ATPL(A) Skill Test</u>			<input type="checkbox"/>	<input type="checkbox"/>
Applicant's minimum age	<input type="checkbox"/> 21 years	AGE: _____	<input type="checkbox"/>	<input type="checkbox"/>
Document of identification	<input type="checkbox"/> Copy		<input type="checkbox"/>	<input type="checkbox"/>
Hellenic (Part-MED) Medical Certificate	<input type="checkbox"/> Class 1 (copy)	Valid until: _____	<input type="checkbox"/>	<input type="checkbox"/>
Theoretical examination ATPL(A)	<input type="checkbox"/> Passed (verified copy)	Date: _____	<input type="checkbox"/>	<input type="checkbox"/>
Logbook filled and signed	<input type="checkbox"/> (last 3 pages)		<input type="checkbox"/>	<input type="checkbox"/>
Operator's hours confirmation (if applicable)	<input type="checkbox"/> (more than 1500)	Total Hours: _____	<input type="checkbox"/>	<input type="checkbox"/>
MPA experience	<input type="checkbox"/> (minimum 500hrs)	Total Hours: _____	<input type="checkbox"/>	<input type="checkbox"/>

ATPL(A) Skill Test	REQUIREMENTS	FILLED BY APPLICANT	EXAMINER CHECK	HCAA ONLY
a) Pilot License			<input type="checkbox"/>	<input type="checkbox"/>
1) MPL		Valid until: _____	<input type="checkbox"/>	<input type="checkbox"/>
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"/>
1) thereof on FFS or FNTP	max. 100 hours:	Hours: _____		<input type="checkbox"/>
2) thereof on FNTP	max. 25 hours:	Hours: _____		<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"/>

ATPL(A) Skill Test (Continued)	REQUIREMENTS	FILLED BY APPLICANT	EXAMINER CHECK	HCAA ONLY
or				
3) as PIC and PICUS	min. 250 hours:	Hours: _____		□
a) thereof as PIC	min. 70 hours:	Hours: _____		□
b) thereof as PICUS	min. 180 hours (or difference to 250 hours):	Hours: _____		□
Cross country experience	min. 200 hours:	Hours: _____		□
a) thereof as PIC or PICUS	min. 100 hours:	Hours: _____		□
Instrument time:	min. 75 hours:	Hours: _____		□
a) thereof instrument ground time	max. 30 hours:	Hours: _____		□
Night flight time (PIC or co-pilot)	min. 100 hours:	Hours: _____		□

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.

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Conduct of the ATPL(A) Skill Test

ATPL(A) Skill Test (Issue of a new licence)		<input type="checkbox"/> Current TR <input type="checkbox"/> Type: <input type="checkbox"/> Training records/certificate attached <input type="checkbox"/> Current TR (only for third country license) <input type="checkbox"/> Required evidence attached			
<input type="checkbox"/> PIC	<input type="checkbox"/> Simulator		<input type="checkbox"/> Airplane	Sim Training Centre	
Date:	FFS ID Nr/Registration:		Type/Variant:		
Departure:	Destination:	Block-off:	Block-on:	Block time: (min. 120')	# of landings:
Result of skill test:	<input type="checkbox"/> Pass <input type="checkbox"/> Fail <input type="checkbox"/> Partial Pass		<input type="checkbox"/> Cat I <input type="checkbox"/> Cat II/III <input type="checkbox"/> PBN	<input type="checkbox"/> CPL held endorsement (revalidation only) New expiry date for Type: IR(A)MP:	
Examiner Remarks: (in case of failed or partially failed test/check, state below failed items and/or sections along with relevant details).					
Examiner declaration: I confirm that the test/check has been carried out in full compliance with the provisions of FCL.1005, FCL.1015 (c) and FCL.1030.					
Examiner last name:			First name:		
Examiner Certificate Nr.:			Valid till:		
Date and place:			Signature:		

At the discretion of the examiner, any maneuver or procedure of the test may be repeated once by the applicant.

The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-test.

Section 1. Flight Preparation		passed	failed	n/a
1.1.	Performance calculation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.	Aeroplane external visual inspection; location of each item and purpose of inspection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.3.	Cockpit inspection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.5.	Taxiing in compliance with air traffic control or instructions of instructor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.6.	Before take-off checks	M <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Examiner initials				
Section 2. Take offs		passed	failed	n/a
2.1.	Normal take off with different flap settings, including expedited take-off	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.2.	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.3.	Crosswind take-off	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.4.	Take-off at maximum take-off mass (actual or simulated take-off mass)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.5.	Take-off with simulated engine failure			
2.5.1.	Shortly after reaching V_2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.5.2.	Between V_1 and V_2 (on FFS only)	M <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.6.	Rejected take-off at a reasonable speed before reaching V_1	M <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Examiner initials				
Section 3. Flight manoeuvres and procedures		passed	failed	n/a
3.1.	Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)			
3.1.1.	At different speeds (including slow flight) and altitudes within the FSTD training envelope	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.1.2.	Steep turns using 45° bank, 180° to 360° left and right	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.1.3.	Turn with and without spoilers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.1.4.	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.2.	Tuck under and Mach buffets (if applicable) and other specific flight characteristics of the aeroplane (e.g. Dutch Roll) (on FFS only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.3.	Normal operation of systems and controls of engineer's panel (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.	Normal and abnormal operations of following systems: A mandatory of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive			
3.4.0.	Engine (if necessary) propeller	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.1.	Pressurisation and air-conditioning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.2.	Pitot static system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.4.3.	Fuel system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.4.	Electrical system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.5.	Hydraulic system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.6.	Flight control and trim-system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.7.	Anti-icing/de-icing system, glare shield heating	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.8.	Autopilot/Flight director	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.9.	Stall warning devices or stall avoidance devices, and stability augmentation devices	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.10.	Ground proximity warning system, weather radar, radio altimeter, transponder	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.11.	Radios, navigation equipment, instruments, FMS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.12.	Landing gear and brake	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.13.	Slat and flap system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4.14.	Auxiliary power unit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.5.	Not applicable			
3.6.	Abnormal and emergency procedures: A mandatory of 3 abnormal 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.6.2.	Smoke control and removal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.6.3.	Engine failures, shutdown and restart at a safe height	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.6.4.	Fuel dumping (simulated)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.6.5.	Wind shear at take-off / landing (on FFS only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.6.6.	Simulated cabin pressure failure/emergency descent	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.6.7.	Incapacitation of flight crew member	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.6.8.	Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual (AFM)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.6.9.	TCAS event (on FFS only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.7.	Upset recovery training			
3.7.1.	Recovery from full stall events in: - take-off configuration - clean configuration at low altitude - clean configuration near maximum operating altitude; and - landing configuration	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.7.2.	The following upset exercises - recovery from nose-high at various bank angles; and - recovery from nose-low at various bank angles (on FFS only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.8.	Instrument flight procedures			
3.8.1.	Adherence to departure and arrival routes and ATC instructions	M <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.8.2.	Holding procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.8.3.	3D operations to DH/A of 200 ft or to higher minima if required by the approach procedure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.8.3.1.	manually, without flight director	M skill test only <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.8.3.2.	manually, with flight director	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.8.3.3.	with autopilot	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

At the discretion of the examiner, any maneuver or procedure of the test may be repeated once by the applicant.

The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-test.

3.8.3.4.	Manually, with one engine simulated inoperative during final approach, either until touchdown or through the complete missed approach procedure (as applicable), starting: (i) before passing 1 000 ft above aerodrome level; and (ii) after passing 1 000 ft above aerodrome level. 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 ensuing go-around shall be initiated in conjunction with the 2D approach in accordance with 3.8.4. The go-around shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A); however, not later than reaching an MDH/A of 500 ft above the 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 exercise 3.8.3.4.	M choice of (i) or (ii)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.8.4	2D operations down to the MDH/A	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.8.5.	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		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.8.6.	Visual approaches		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Examiner initials					
Section 4. Missed Approach procedures					
4.1.	Go-around with all engines operating* during a 3D operation on reaching decision height.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.2.	Go-around with all engines operating* from various stages during an instrument approach		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.3.	Other missed approach procedurest		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.4.	Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.5.	Rejected landing with all engines operating - from various heights below DH/MDH - after touchdown (balked landing) In aeroplanes which are not certificated as transport category aeroplanes (JAR/ FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Examiner initials					

Section 5. Landings		passed	failed	n/a
5.1.	Normal landings* with visual reference established when reaching DA/H following an instrument approach operation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.2.	Landing with simulated jammed horizontal stabiliser in any out-of-trim position. (on FFS only)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.3.	Crosswind landings (aircraft, if practicable)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.4.	Traffic pattern and landing without extended or with partly extended flaps and slats.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.5.	Landing with critical engine simulated inoperative	M	<input type="checkbox"/>	<input type="checkbox"/>
5.6.	Landing with two engines 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 on one side (on FFS only)	M skill test only	<input type="checkbox"/>	<input type="checkbox"/>
Examiner initials				
Section 6. CAT II / III		passed	failed	n/a
Additional authorisation on a type rating for instrument approaches down to a DH of less than 60 m (200 ft) (CAT 11/111) 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	<input type="checkbox"/>	<input type="checkbox"/>
6.2.	CAT II/III 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	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
Examiner initials				

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

Where the letter „M” appears in the test/check column, this will indicate a mandatory exercise or choice where more than one exercise appears