



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 526

TR SP (A) COMPLEX - HPA
APPLICATION and EXAMINER'S REPORT

revalidation TR

NO INITIAL IR ON THIS FORM

Repetition from date: _____

renewal of expired TR

revalidation IR

initial TR skill test

renewal of expired IR

Extension MP to SP rating

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 αδειάς:	
				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	



Applicant's Licence No.:

Only in case of initial rating or renewal of expired rating:

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 chief flight instructor: _____ licence number: _____

location & date: _____ signature of chief flight instructor: _____

1 Details of flight

on Full Flight Simulator

on aircraft

date: _____ type of aeroplane: _____ registration: _____ TR: _____

departure/destination _____ block-off: _____ block-on: _____ block time: _____ # of landings: _____

2 Result of skill test/Proficiency Check

*delete as necessary

Applicant's signature

TR / CR pass* fail* partial pass*

IR pass* fail* partial pass*

3 Remarks

Revalidation only:

10 route sectors or

(Examiners signature)

one flight with examiner accomplished

Examiner: last name: _____ first name: _____

licence No: _____ examiner authorisation: _____ valid until: _____

location and date: _____ signature of flight examiner: _____



Applicant's Licence No.:

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 (not below 500 ft/AGL)					M	mandatory for MP to SP extension
2.6	Rejected take-off at a reasonable speed before V_R					M	
2.7	ATC liaison - Compliance - R/T procedures						
please delete as necessary		passed		failed		examiner's signature	



Applicant's Licence No.:

Section 2		Airwork (VMC)				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
2.1	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps. (including approach to VMCA when applicable)					
2.2	Steep turns (360° left and right at 45° bank)					M
2.3	Stalls and recovery: (i) clean stall (ii) Approach to stall in descending turn with bank with approach configuration and power (iii) Approach to stall in landing configuration and power (iv) Approach to stall, climbing turn with take-off flap and climb power (single engine aeroplane only)					M
2.4	Handling using autopilot and flight director (may be conducted in section 3), if applicable					M
2.5	ATC liaison - Compliance - R/T procedures					
please delete as necessary		passed		failed		examiner's signature

M Mandatory item

Section 3A		Enroute procedures VFR				
	see Appendix 9, B . 5 (c) and (d)	1 attempt		2 attempt		
		pass	fail	pass	fail	
3A.1	Flight plan, dead reckoning and map reading					
3A.2	Maintenance of altitude, heading and speed					
3A.3	Orientation, timing and navigation aids (if applicable)					
3A.4	Use of radio navigation aids (if applicable)					
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)					
3A.6	ATC liaison - Compliance - R/T procedures					
please delete as necessary		passed		failed		examiner's signature



Applicant's Licence No.:

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	Not applicable on SP aircraft					
3.4	Normal and abnormal operations of following systems					M M M min. 3 abnormal from 3.4.0 to 3.1.14 (1 only for extension SP to MP)
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 (always mandatory on single pilot operation)					M
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



Applicant's Licence No.:

Section 3 continued		Flight manoeuvres & procedures					
		1 attempt		2 attempt			
		pass	fail	pass	fail		
3.6	Abnormal and emergency procedures					M M M	A mandatory minimum of 3 items shall be selected between 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"/>	
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 (on FFS only)					<input type="checkbox"/>	
3.6.6	Simulated cabin pressure failure/emergency descent					<input type="checkbox"/>	
3.6.7	Not applicable on single pilot aircraft						
3.6.8	Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual					<input type="checkbox"/>	
3.6.9	ACAS event (on FFS only)					<input type="checkbox"/>	
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 (on FFS only)						
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 (mandatory on skill test only)					(M)	
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	mandatory for MP to SP extension



Applicant's Licence No.:

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	<p>Circling approach under following conditions:</p> <p>(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</p> <p>(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;</p> <p>Remark: if a) and b) are not possible due to ATC reasons a simulated low visibility pattern may be preformed</p>						
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	mandatory for MP to SP extension
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. (on 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	mandatory for MP to SP extension
5.6	<p>Landing with two engines inoperative, if applicable</p> <p>- Aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM.</p> <p>- Aeroplanes with four engines: two engines on one side (on FFS only) (mandatory on skill test only)</p>					(M)	
please delete as necessary		passed failed				examiner's signature	