

#### 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 )

TO OD (A) COMPLEY LIDA						
FORM 526		R SP (A) COMPLEX CATION and EXAMINER				
revalidation TR	NO INITIAL IR	ON THIS FORM	Repetition from date:			
renewal of expired TR	revalidati	on IR				
☐ initial TR skill test	☐ renewal o	of expired IR	■ Extension MP to SP rating			
Name/Surname/Fathe Όνομα/Επίθετο/Ονομα πα			<b>ID/Passport No.:</b> Αριθ.ΑΤ/Διαβατηρίου			
Ονομα/Επισετο/Ονομα πο	11005		дрод пдарапуров			
Date of birth:		Place of birth:	Nationality:			
Ημερ.γέν.:		Τόπος γέν.:	Εθνικότητα:			
Private Address:		Post code:	City/Country:			
Διεύθ. Κατοικίας:		Ταχ. Κώδ.:	Πόλη/Χώρα:			
Phone/mobile:			Phone/fax office:			
Τηλ. σταθ./ κιν. :			Τηλ./φάξ εργασίας:			
e-mail and additional	contact info:	Signature of				
Ηλεκτρονική διεύθ./ επιπρ	οόσθετες πληρ. επικοινωνίας	g applicant: Υπογραφή				
		αιτούντος/αιτούσα				
Grand total flight hou	ırs: PIC hours:	COPI hours:	<b>Type/Licence number:</b> Τύπος/αριθμός αδείας:			
Γενικό σύνολο ωρών:	Ωρες κυβ.:	Ωρες συγκυβ.:				
			Med. Certificate Class/ Exp. Date: Κλάση/Ημερομ.λήξης πιστοπ.υγείας:			
			γλιαστήτ τμερομ.λιτίζης πιστοπ.υγείας.			
	HCAA USE ON	ILY REMARKS (Χρήση Υ	ΠΑ μόνο,παρατηρήσεις)			
INSPECTING OFFICER	AVIATION SAFETY INSPECTOR	LICENSING DEP. D	RECTOR FLIGHT STANDARDS DEP. DIRECTOR			
OI HOLK	iiioi Eoroix					



#### ΥΠΕΥΘΥΝΗ ΔΗΛΩΣΗ - DECLARATION

Με ατομική μου ευθύνη και γνωρίζοντας τις κυρώσεις (1), που προβλέπονται από τις διατάξεις της παρ. 6 του άρθρου22του 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 (EU) Νο. 1178/2011 όπως τροποποιήθηκε, απαιτεί όπως όλες οι άδειες/πτυχία του ενδιαφερομένου να διεκπεραιώνονται μόνο απο 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.

/ Η Δηλών (ούσα) ame of Applicant:		
πογραφή	Ημερομηνία	
gnature:	Date:	



	itial rating or renewal	oi expireu i	ating:					
Instructor	nstructor last name: first name:							
licence number:	e 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	t instructor:		licen	ce number:				
location & date:			signature of chie	f flight instructor:				
1 Details of fli	ght		on Full Flight Simulator		on aircraft			
date:	type of aeroplane	C	registration:		TR:			
departure/destinati		block-off:	block-on:	block time:	# of landings:			
2 Result of sk	ill test/Proficienc	v Check	*delete as	necessarv	Applicant's signature			
2 Result of sk	ill test/Proficiency pass*	y Check	*delete as fail*	necessary partial pass*	Applicant's signature			
TR / CR	pass*	y Check	fail*	partial pass*	Applicant's signature			
TR/CR [	pass*  pass*  10 rot	ite sectors or	fail*	partial pass*				
TR / CR [ IR [  3 Remarks  Revalidation only:	pass*  pass*  10 rot	ite sectors or	fail*	partial pass*				
TR / CR [ IR [  3 Remarks  Revalidation only:	pass*  pass*  10 rou  one fi	ite sectors or	fail*  fail*  miner accomplished  first name:	partial pass*				



Applicant's Licence No.:	

### General flight experience report

A copy of the relevant logbook pages (flight experience & STD pages) showing the confirmed completion of the flight instruction must be attached to this form. Please make sure to note your licence number together with your signature at the bottom of the pages.

Summary of	f	con	ditions	3:
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a)	Pilot licence PPL CPL  Medical class 1 or 2 /	□ ATPL □ IR	valid until:valid until:
b)	iviedical class	u ik	valid uitili.
c)	Theoretical examination for type rating (within	6 months prior to the skill test)	date:
d)	ATPL(A) theory or high performance aeroplane	es (HPA) course	passed:
e)	Valid ME IR rating		valid until:
f)	Flight instruction for type rating according an al completed:	pproved syllabus	date:
	A aircraft		hours:
	FS flight simulator		hours:
	FTD flight training device		hours:
	OTD other training device		hours:
g)	Flight experience as PIC on aeroplanes	(MNM 70 HR)	hours:
h)	Total flight experience	(MNM 200 HR)	hours:

### **NON HCAA EXAMINERS SELF DECLARATION:**

I hereby declare that I, *	, have reviewed and applied the relevant national procedures and
requirements of the applicant's competent authority contained in ve	ersion**
	of the Examiner Differences Document.
*Name examiner **Insert document version i.e. 01 – 2014	***
DateSignature of exa	miner



### 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

Sect	tion 1	-5-		100	9.0		Flight preparation
		1 att	empt	2 atte	empt		
		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					М	
1.0	Taxiing in compliance with air traffic control or instructions of instructor						
1.6	Before take-off checks	49				M	
1.7	ATC liaison - Compliance - R/T procedures						
	please delete as necessary	pas	ssed	fai	led	examin	er's signature

ect	tion 2	1					Take-of
		1 attempt		2 attempt			
		pass	fail	pass	fail		
/ 1	Normal take off with different flap settings, including expedited take-off						
	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne		54				
2.3	Crosswind take-off		20	8 8			
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)					М	mandatory for MP to SP extension
2.6	Rejected take-off at a reasonable speed before V <sub>R</sub>					M	
2.7	ATC liaison - Compliance - R/T procedures						
		pas	ssec	fai	led	examir	ner's signature



Sec	tion 2				- 1		Airwork (VMC)
		1 att	empt fail	2 att	empt fail	A3	
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)			2		м	
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)				5	M	
2.4	Handling using autopilot and flight director (may be conducted in section 3), if applicable					М	
2.5	ATC liaison - Compliance - R/T procedures		2.	24			
	please delete as necessary	pas	ssec	fai	led	examiner's signature	ř

M Mandatory item

Sec	tion 3A					Enroute procedures VFR
see	ee Appendix 9, B . 5 (c) and (d)		1 attempt		empt	
	Historia collidat acettale e	pass	fail	pass	fail	
3A.1	Flight plan, dead reckoning and map reading					
3A.2	Maintenance of altitude, heading and speed		ë o			
3A.3	Orientation, timing and navigation aids (if applicable)					
3A.4	Use of radio navigation aids (if applicable)			7		
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)		88	24	8 S	
3A.6	ATC liaison - Compliance - R/T procedures					
	please delete as necessary	pas	ssed	fai	led	examiner's signature



Applicant's Licence No.:	

Section 3 Flight manoeuvres & procedure								
		1 att	empt	2 atte	empt			
		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 abnormals from 3.4.0 to 3.1.14 (1 only for extension SP to MP)	
3.4.0	Engine and/or propeller							
3.4.1	Pressurisation and air-conditioning							
3.4.2	Pitot and static system		8					
3.4.3	Fuel system							
3.4.4	Electrical system							
3.4.5	Hydraulic system				0			
3.4.6	Flight control and trim-system							
3.4.7	Anti-icing / de-icing system. Glare shield heating							
3.4.8	Autopilot / Flight director (always mandatory on single pilot operation)					М		
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation devices							
3.4.10	Ground proximity warning system, weather radar, radio altimeter, transponder							
3.4.11	Radios, navigation equipment, instruments, flight management system							
3.4.12	Landing gear and brake							
3.4.13	Slat and flap system							
3.4.14	Auxiliary power unit					0		
3.5	Not applicable				100			

SECTION 3 CONTINUED ON NEXT PAGE



Applicant's Licence No.:	

Sec	tion 3 continued					Flig	ht manoeuvres & procedures
		1 att	1 attempt 2 attempt				
		pass		pass	• • • • • • • • • • • • • • • • • • • •		
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.						
3.6.2	Smoke control and removal			. 0.			
3.6.3	Engine failures, shutdown and restart at a safe height						
3.6.4	Fuel dumping (simulated)	Ì					
3.6.5	Wind shear at take-off / landing (on FFS only)						
3.6.6	Simulated cabin pressure failure/emergency descent						
3.6.7	Not applicable on single pilot aircraft						
3.6.8	Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual						
3.6.9	ACAS event (on 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 (on FFS only)						
3.9	Instrument flight procedures						
3.9.1*	Adherence to departure and arrival routes and ATC instructions					M	
10000	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.					М	mandatory for MP to SP extension



Section 3 continued					Flight manoeuvres & procedure	es
	1 att	empt fail	2 atte	empt fail		
3.9.4* Non-precision approach down to the MDH/A					М	
Circling approach under following conditions:  (a)[*] approach to the authorised minimum circling approach to the authorised minimum circling approach instrument approach facilities in simulated instructions; followed by  3.9.5  (b) circling approach to another runway at least 90° conditions; followed by centreline from final approach used in item a), at the minimum circling approach altitude;  Remark: if a) and b) are not possible due to ATC reasonal simulated low visibility pattern may be preformed	off authorised					
please delete a	s necessary pa	ssed	fail	led	examiner's signature	

Sec	tion 4						Missed approach procedures																																																																																																																																																																									
		1 attempt		1 attempt		1 attempt		1 attempt		1 attempt		1 attempt		1 attempt		1 attempt		1 attempt		1 attempt		1 attempt		1 attempt		1 attempt		1 attempt		1 attempt		1 attempt	1 attempt	1 attempt	1 attempt 2 attempt		attempt 2 attempt		1 attempt		THE CONTRACTOR OF	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					М	mandatory for MP to SP extension																																																																																																																																																																									
44	Rejected landing at 15 m (50ft) above runway threshold and go- around																																																																																																																																																																															
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ect	tion 5						Landing
		1 attempt		2 att	empt		
202		pass	fail	pass	fail		
0.1	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)	05.77					
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					М	mandatory for MP to SP extension
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)	
2.5	please delete as necessary	pas	ssed	fai	led	examir	ner's signature