



HELLENIC REPUBLIC
HELLENIC CIVIL AVIATION AUTHORITY
MEMBER OF EASA



HCAA REFERENCE No.:
(Αριθμός Πρωτοκόλλου):

Προς: ΥΠΑ, Διεύθυνση Πτητικών Προτύπων, Τμήμα Πτυχιών και Αδειών, Λέοντος 4 και Ελευθερίας, Αργυρούπολη 164 52, Ελλάδα
To: The HCAA, Flight Standards Division, Licensing Section, Leondos 4 and Eleftherias str. Argiroupolis 164 52, Athens, Greece

HCAA Application/Report Form 540 TYPE RATING MPA (Part-FCL, LST / LPC, Appendix 9)

- Type of Aircraft: _____
- Initial Type Rating (Skill Test) Type Rating Issue (Third Country, Part-FCL, Annex III, C, 1, b)
- Revalidation of TR / IR (Prof. Check) PBN APCH (Airport, Rwy, Type of APCH) : _____
- Renewal TR/IR (Prof. Check) : _____
- Repetition of failed or partially failed Test/Check from Date: _____ : _____

SECTION 1 Applicant Details/Declaration

Last name:		First name:		Date/ Place of birth:	
Nationality:		Passport/ID :		Licence Type/Number:	
Address-Street:					
Postal code:		City:		Country:	
Phone No.:		e-mail:		E-fees Nr.: 1. (Παράβολο): 2.	

A. Declaration:

I do not possess a pilot licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State. I have not applied for a pilot licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State.

I have never possessed any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State which was revoked or suspended in any other EASA Member State.

The information provided is correct. I am aware of the consequences of providing false information, such as being denied a license, certificate, rating, authorisation or attestation, or having it revoked or cancelled. I have received the test/check result and been informed about my rights of appeal.

On my own responsibility and knowing the presumable penalties, by the paragraph 6 of the article 22 of the National Law N.1599/1986, I declare that the included elements in my present application are accurate and true and I have paid the applicable fees.

(EU) No. 1178/2011 as amended requires that an individual has all of their licenses 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 pending.

B. Additional information concerning your application:

Name of Applicant:

Signature: **Date:**

REMARKS (HCAA use only) :

INSPECTING OFFICER	AVIATION SAFETY INSPECTOR	HEAD OF PEL SECTION	HEAD OF FLIGHT STANDARDS
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Applicant's License Nr:

SECTION 2 Test/Check details (to be completed by examiner)

Proficiency Check	<input type="checkbox"/> Revalidation of TR / IR (Prof.Check) <input type="checkbox"/> Combined LPC/OPC <input type="checkbox"/> Route sectors >= 10 (evidence attached) <input type="checkbox"/> 1 route sector flown during the Prof. Check	
Skill Test	<input type="checkbox"/> Renewal TR/IR (Prof.Check) Expiry of previous rating: _____	
<input type="checkbox"/> PIC <input type="checkbox"/> COPI	<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:
		# of landings:
Result of proficiency check/ 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"/> License 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>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.</i>		
Examiner last name:		First name:
Examiner Certificate Nr.:		Valid till:
Date and place:		Signature:

SECTION 3 FLIGHT TRAINING after Skill Test (Landings or ZFTT)

<input type="checkbox"/> Aeroplane landings training	<input type="checkbox"/> Zero Flight Time Training (ZFTT) Note: Copy of ZFTT agreement between ATO and AOC holder required.
Type/Variant:	Type/Variant:
Registration:	Name of Air Operator:
Date of Training:	FFS ID Nr/Registration/Level:
Time on Controls:	Date of Training:
Number of Landings:	Time on Controls:
Instructor's Name:	Number of Landings:
Instructor's Signature:	Instructor's Name:
<input type="checkbox"/> Copy of ATO Approval/Attachment	
Name of ATO: _____	Title: _____
Name of authorised person: _____	Date: _____
Signature: _____	



Applicant's License Nr:

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	<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"/>



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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					
			passed	failed	n/a
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"/>	<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"/>	<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"/>	<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"/>	<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"/>	<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"/>	<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