



Form No. PEL-FCL 525  
 Revision 2  
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 Revision Date: 04/11/2024

**APPLICATION AND REPORT FORM FOR:  
 TRAINING, SKILL TEST & PROFICIENCY CHECK FOR  
 TYPE & CLASS RATINGS (Including SEA), & PROFICIENCY CHECK  
 FOR IRs**

**(SINGLE-PILOT AEROPLANES EXCEPT FOR  
 HIGH-PERFORMANCE COMPLEX AEROPLANES)**

(PART-FCL Appendix 9 – PBN Compliant in accordance with EU Reg. 2016/539)

It is an offence for a person to make, procure to be made, or assist in making any false representations for the purpose of procuring for any reason the issue, validation, extension or re-issue of a license or the issue, renewal or revalidation of a rating, authorization or certificate, whether for that person or any other person.

**1. PERSONAL DETAILS** To be completed by applicant

Surname: ..... First Name(s): .....

Type of License held: ..... License No.: ..... Date of Birth (dd/mm/yyyy): .....

Permanent address ..... Postcode: .....

Contact Tel. No.: ..... E-mail address: .....

**Declaration:** I understand that I am taking a Skill Test / Proficiency Check for the purpose(s) selected in section 2 below.

**Applicant Signature:** ..... Date: .....

**2. PURPOSE OF THE SKILL TEST / PROFICIENCY CHECK**

Skill Test:		Proficiency Check:		IR:	
Class rating issue <input type="checkbox"/>	Conversion of a Class/Type rating from a third country license <input type="checkbox"/>	Class/Type rating revalidation <input type="checkbox"/>	Revalidation <input type="checkbox"/>		
Type rating issue <input type="checkbox"/>	Removal of third country restriction from a type rating <input type="checkbox"/>	Class/Type rating renewal <input type="checkbox"/>	Renewal <input type="checkbox"/>		
Extend existing type rating privileges to SP*/ MP* Ops <input type="checkbox"/>	Validation of a third country license <input type="checkbox"/>	Expiry date of previous rating: ...../...../.....	Expiry date of previous rating: ...../...../.....		

(\* delete as applicable)

Aeroplane Class / Type: ..... Test condition: Single pilot Ops  Multi-pilot Ops

**3. APPLICATION & DECLARATION**

**Note:** Applications for Validation of a 3<sup>rd</sup> country license must be made using the application form FCL- PEL VAL available at <http://www.hcaa.gov.gr/en>

I hereby apply for the: (Tick✓)

Issue  / Revalidation  / Renewal  / Removal of 3<sup>rd</sup> country restriction  / Conversion of a 3<sup>rd</sup> country type rating  of the class / type rating / IR indicated below. I declare that the information provided on this form is true to the best of my knowledge and belief.

Aeroplane Class / Type / IR: .....

Signature of Applicant: ..... Date: .....

HCAA Use Only:					
Application Review:	Issue <input type="checkbox"/>	Pending Items <input type="checkbox"/>	Do not Issue <input type="checkbox"/>		
Pending Items					
Applicant Informed via	DMS <input type="checkbox"/>	TEL <input type="checkbox"/>	EMAIL <input type="checkbox"/>	Date: .....	Tick IF UPDATED ✓
License & Class/Type Rating Issued:				Expiry Date: .....	
Restrictions					
HCAA Authorized Personnel (Name):					
Signature:				Date: .....	



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**4. COURSE COMPLETION CERTIFICATE** (for Issue of a Class / Type rating or renewal of a Class / Type / IR)  
 Shall be completed by the ATO or DTO Head of Training or authorized signatory or the instructor, as applicable  
 (see guidance notes).

(Tick ✓ as applicable) (\* delete as applicable)

**(A)** I certify that (Name)..... has met all pre-requisites for training established in Part-MED and Part-FCL, and has:

- completed a course of training for the initial issue of a Class\* / Type\* rating in accordance with Part-FCL, or
  - completed a course of refresher training for the renewal of a class\* / type rating\* / IR\*, or
  - been assessed, and a determination made, that no refresher training is required for the renewal of the class\* / type rating\* / IR\*
- In accordance with AMC1 FCL.740(b)(e), if it is determined no refresher training is required attach a certificate or other documental evidence containing a respective statement including sufficient reasoning to support that determination (See guidance notes).

Date Course Commenced: ..... Date Course Completed: .....

<b>(B)</b> <b>Theoretical Knowledge Training:</b>	From (Date): ..... To (Date): ..... Location: .....
	Hours completed: ..... Date of Exam: ..... Examination result (%): .....

<b>(C)</b> <b>FSTD Training:</b>	From (Date): ..... To (Date): ..... Location: .....
	Class / Type Rating Training completed (Hours): .....
	IR Training completed (Hours): .....
	FSTDs used (ID No.(s)): .....

<b>(D)</b> <b>Flight Training (in Aeroplane):</b>	Class / Type rating Training completed (Hours): .....
	ME Asymmetric Training (Hours): .....
	IR Training completed (Hours): .....
	Aircraft Type(s): ..... Registration(s): .....
	No. of Take-offs / Landings: ..... Training Aerodrome(s) used: .....

When renewing a SEP Class rating in accordance with FCL.740(b)(1)(iii) the instructor shall complete (D) above

<b>(E)</b> <b>Instructor detail:</b>	Instructor (Name): ..... Lic. No. ....
	License issuing authority: .....

<b>(F)</b> <b>ATO / DTO Details:</b>	Name of Head of Training or Authorized Signatory: ..... Position: .....
	Signature of Head of Training or Authorized Signatory: ..... Date: .....
	ATO Name: ..... ATO No. ....
	Competent Authority of ATO: .....



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**5. EXAMINER DECLARATION (see FCL.1030)**

I confirm that:

1. communication with the applicant can be established without language barriers;
2. I have received information from the applicant regarding his or her experience and instruction, and have found that the experience and instruction complies with the applicable requirements in Part-FCL;
3. the applicant complies with all the qualification, training and experience requirements of Part-FCL for the issue, validation, revalidation or renewal of the license and/or type rating and/or IR for which this skill test or proficiency check is taken;
4. I have made the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience.
5. I have reviewed and applied the national procedures and requirements of the applicant's competent authority (only applicable where the competent authority responsible for the applicant's license is not the same that issued the examiner's certificate); *Examiners Differences Document Version* \_\_\_\_\_
6. I have made the applicant aware of his or her right of appeal to the result of the skill test / proficiency check.

<b>Attempt 1:</b>	<b>Examiner Signature:</b>	<b>Date:</b>
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<b>Attempt 2:</b>	<b>Examiner Signature:</b>	<b>Date:</b>
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**5a. EXAMINER DECLARATION – Cross crediting under FCL.625.A IR(A) (b)**

Provided that within the preceding 12 months the applicant has met the requirements of FCL.625.A IR(A)(b) & ANNEX I (Part-FCL): Appendix 8; A - cross-crediting may be claimed for revalidation or renewal of the IR/SPA: State the other type/class rating for which an LPC including IR as applicable was completed and the expiry date of that rating:  
..... Type or Class Rating: ..... Expiry of Rating: .....

<b>Examiner Signature:</b>	<b>Date:</b>
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Name of Applicant:

Date of Birth (dd/mm/yyyy)

**6. SKILL TEST / PROFICIENCY CHECK DETAILS – FIRST ATTEMPT ONLY**

I hereby certify the conduct of a: **SKILL TEST**  **PROFICIENCY CHECK**

A/C or FSTD Class/Type (incl. variant):

A/C Registration or  
FSTD ID No.:

Date: Off Blocks/Start: On Blocks/Finish: Total Time:

From To RWY Procedure

PBN privileges: RNP APCH completed Yes  No

**RESULT:** **PASS**  **PARTIAL PASS**  **FAIL**

(Note: if the test is stopped because the Examiner considers that the applicant's demonstration of flying skill requires a complete re-test, the result must be recorded as a Fail)

New Class/Type  
rating validity date:

New IR  
validity date

Class/Type/IR rating invalid until successful  
completion of further Test or Check

**For Revalidation of Multi-engine Class or Type Rating ONLY:** (Tick ✓ as applicable)

- The candidate has completed at least 10 route sectors as pilot of the relevant class/type during the period of validity of the rating
- The candidate has completed 1 route sector, flown during this proficiency check
- The candidate has completed a combined LPC/OPC i.a.w. FCL.740.A(a)(3)

Examiner Name:

Examiner  
Certificate No.:

Expiry Date:

Examiner Signature:

I acknowledge the result of the skill test / proficiency check detailed above

Applicant Signature:

**EXAMINER REPORT (complete for Partial Pass or Fail only)**

Minimum further training requirement prior to re-test (if applicable): Flight: ..... Hrs. Ground: ..... Hrs.



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**7. SKILL TEST / PROFICIENCY CHECK DETAILS – SECOND ATTEMPT ONLY**

I hereby certify the conduct of a: <b>SKILL TEST</b> <input type="checkbox"/> <b>PROFICIENCY CHECK</b> <input type="checkbox"/>							
A/C or FSTD Class/Type (incl. variant):				A/C Registration or FSTD ID No.:			
Date:		Off Blocks/Start:		On Blocks/Finish:		Total Time:	
From		To		RWY		Procedure	
PBN privileges: RNP APCH completed Yes <input type="checkbox"/> No <input type="checkbox"/>							
<b>RESULT:</b> <b>PASS</b> <input type="checkbox"/> <b>FAIL</b> <input type="checkbox"/>							
<b>(Note: if the test is stopped because the Examiner considers that the applicant's demonstration of flying skill requires a complete re-test, the result must be recorded as a Fail)</b>							
New Class/Type rating validity date:		New IR validity date		Class/Type/IR rating invalid until successful completion of further Test or Check <input type="checkbox"/>			
<b>For Revalidation of Multi-engine Class or Type Rating ONLY:</b> (Tick✓ as applicable)							
<input type="checkbox"/> The candidate has completed at least 10 route sectors as pilot of the relevant class/type during the period of validity of the rating							
<input type="checkbox"/> The candidate has completed 1 route sector, flown during <u>this proficiency check</u>							
<input type="checkbox"/> The candidate has completed a combined LPC/OPC i.a.w. FCL.740.A(a)(3)							
Examiner Name:		Examiner Certificate No.:		Expiry Date:			
Examiner Signature:							
I acknowledge the result of the skill test / proficiency check detailed above							
Applicant Signature:							
<b><u>EXAMINER REPORT (complete for Partial Pass or Fail only)</u></b>							
Minimum further training requirement prior to re-test (if applicable): Flight: ..... Hrs. Ground: ..... Hrs.							

**8. CONTENT OF THE TRAINING, SKILL TEST / PROFICIENCY CHECK**

- (a) The following symbols mean:  
P = Trained as PIC or Co-pilot and as PF and PNF.  
X = Flight simulators shall be used for this exercise, if available; otherwise an aeroplane shall be used if appropriate for the manoeuvre or procedure.  
P# = The training shall be complemented by supervised aeroplane inspection.
- (b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted on any higher level of equipment shown by the arrow (→).  
The following abbreviations are used to indicate the training equipment used:  
A = Aeroplane  
FFS = Full Flight Simulator  
FTD = Flight Training Device (including FNPT II for ME class rating)
- (c) The starred (\*) items of section 3B and, for multi-engine, section 6, shall be flown solely by reference to instruments if revalidation/renewal of an IR is included in the skill test or proficiency check. If the starred (\*) items are not flown solely by reference to instruments during the skill test or proficiency check, and when there is no crediting of IR privileges, the class or type rating will be restricted to VFR only.
- (d) Section 3A shall be completed to revalidate a type or multi-engine class rating, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed. Section 3A is not required if section 3B is completed.
- (e) Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise or a choice where more than one exercise appears.



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Name of Applicant:

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**PART 2 SKILL TEST / PROFICIENCY CHECK  
 (USE PART 2A FOR SEA - CLASS OR TYPE RATINGS)**

SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				CLASS OR TYPE-RATING SKILL TEST / PROFICIENCY CHECK			
	Manoeuvres/Procedures	FTD	FFS	A	Instructor initials & date training completed	Checked in:	Attempt	
FFS A						1	2	

**SECTION 1: DEPARTURE**

1.1	Pre-flight including: Documentation Mass and Balance Weather Briefing NOTAM								
1.2	Pre-start checks								
1.2.1	External	P#		P		M			
1.2.2	Internal			P		M			
1.3	Engine starting: Normal Malfunctions	P→	→	→		M			
1.4	Taxiing		P→	→		M			
1.5	Pre-departure checks: Engine run-up (if applicable)	P→	→	→		M			
1.6	Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available)		P→	→		M			
1.7	Climbing: Vx/Vy Turns onto headings Level off		P→	→		M			
1.8	ATC liaison – Compliance, R/T procedure		P→	→		M			

**SECTION 2: AIRWORK (VMC)**

2.1	Straight & level flight at various airspeeds including flight at critically low airspeed with & without flaps (including approach to VMCA when applicable)		P→	→					
2.2	Steep turns (360° left and right at 45° bank)		P→	→		M			
2.3	Stalls and recovery: (i) Clean stall (ii) Approach to stall in descending turn with bank with approach configuration & power (iii) Approach to stall in landing configuration & power (iv) Approach to stall, climbing turn with take-off flap and climb power (SE aeroplane only)		P→	→		M			
2.4	Handling using autopilot and flight director (may be conducted in Section 3) if applicable		P→	→		M			
2.5	ATC liaison – Compliance, R/T procedure		P→	→		M			



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SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				CLASS / TYPE-RATING SKILL TEST OR PROFICIENCY CHECK			
Manoeuvres/Procedures	FTD	FFS	A	Instructor initials & date training completed	Checked in: FFS A	Attempt		Examiner initials & date completed
						1	2	

**SECTION 3A: EN-ROUTE PROCEDURES VFR**

3A.1	Flight plan, dead reckoning and map reading		P→	→					
3A.2	Maintenance of altitude, heading and speed		P→	→					
3A.3	Orientation, timing and revision of ETAs		P→	→					
3A.4	Use of radio navigation aids (if applicable)		P→	→					
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)		P→	→					
3A.6	ATC liaison – Compliance, R/T procedure		P→	→					

**SECTION 3B: INSTRUMENT FLIGHT**

3B.1*	Departure IFR		P→	→		M			
3B.2*	En-route IFR		P→	→		M			
3B.3*	Holding procedures		P→	→		M			
3B.4*	3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)		P→	→		M			
3B.5*	2D operations to MDH/A		P→	→		M			
3B.6*	Flight exercises including simulated failure of the compass and attitude indicator: Rate 1 turns, Recoveries from unusual attitudes	P→	→	→		M			
3B.7*	Failure of localiser or glideslope	P→	→	→					
3B.8*	ATC liaison – Compliance, R/T procedure		P→	→		M			



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SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				CLASS / TYPE-RATING SKILL TEST OR PROFICIENCY CHECK			
					Checked in:		Attempt	
Manoeuvres/Procedures	FTD	FFS	A	Instructor initials & date training completed	FFS A	1	2	

**SECTION 4: ARRIVAL AND LANDINGS**

4.1	Aerodrome arrival procedure		P→	→		M			
4.2	Normal landing		P→	→		M			
4.3	Flapless landing		P→	→		M			
4.4	Crosswind landing (if suitable conditions)		P→	→					
4.5	Approach and landing with idle power from up to 2000' above the runway (SE aeroplane only)		P	→					
4.6	Go-around from minimum height		P→	→		M			
4.7	Night go-around and landing (if applicable)	P→	→	→					
4.8	ATC liaison – Compliance, R/T procedure		P→	→		M			

**SECTION 5: ABNORMAL AND EMERGENCY PROCEDURES**

This section may be combined with sections 1 through 4									
5.1	Rejected take-off at a reasonable speed		P→	→		M			
5.2	Simulated engine failure after take-off (SE aeroplanes only)			P		M			
5.3	Simulated forced landing without power (SE aeroplanes only)			P		M			
5.4	Simulated emergencies: (i) fire or smoke in flight, (ii) systems' malfunctions as appropriate	P→	→	→					
5.5	Engine shutdown and restart (ME skill test only) (at a safe altitude if performed in the aircraft)	P→	→	→					
5.6	ATC liaison – Compliance, R/T procedure								

**SECTION 6: SIMULATED ASYMMETRIC FLIGHT**

This section may be combined with sections 1 through 5									
6.1*	Simulated engine failure during take-off (at a safe altitude unless carried out in FFS or FNPT II)	P→	→	→X		M			
6.2*	Asymmetric approach and go-around	P→	→	→		M			
6.3*	Asymmetric approach and full stop landing	P→	→	→		M			
6.4	ATC liaison – Compliance, R/T procedure		P→	→		M			





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SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH-PERFORMANCE COMPLEX AEROPLANES	PRACTICAL TRAINING				CLASS / TYPE-RATING SKILL TEST OR PROFICIENCY CHECK			
Manoeuvres/Procedures	FTD	FFS	A	Instructor initials & date training completed	Checked in: FFS A	Attempt 1    2		Examiner initials & date completed

**SECTION 7: UPRT**

7.1 Flight manoeuvres and procedures								
7.1.1 Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)		P→	→					
7.1.1.1 At different speeds (including slow flight) and altitudes within the FSTD training envelope.		P→	→					
7.1.1.2 Steep turns using 45° bank, 180° to 360° left and right		P→	→					
7.1.1.3 Turns with and without spoilers		P→	→					
7.1.1.4 Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach		P→	→					
7.2 Upset recovery training								
7.2.1 Recovery from stall events in: – take-off configuration; – clean configuration at low altitude; – clean configuration near maximum operating altitude; and – landing configuration		P→	→					
7.2.2 The following upset exercises: – recovery from nose-high at various bank angles; and – recovery from nose-low at various bank angles.		P FFS qualified for the training task only	X An aero- plane shall not be used for this exercise		FFS only			
7.3 Go-around with all engines operating* from various stages during an instrument approach		P→	→					
7.4 Rejected landing with all engines operating: – from various heights below DH/MDH 15 m (50 ft) above the runway threshold – 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.		P→	→					







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<b>SINGLE-PILOT AEROPLANES,          EXCEPT FOR          HIGH-PERFORMANCE          COMPLEX AEROPLANES</b>		<b>PRACTICAL TRAINING</b>			<b>SEA CLASS / TYPE-RATING          SKILL TEST OR          PROFICIENCY CHECK</b>				
									Manoeuvres/Procedures
		FTD	FFS	A	FFS A		1	2	Examiner initials & date completed
<b>SECTION 6: (SEA)– SIMULATED ASYMMETRIC FLIGHT - - (This section may be combined with sections 1 through 5)</b>									
6.1	Simulated engine failure during take-off (at a safe altitude unless carried out in FFS and FNPT II)								
6.2	Engine shutdown and restart (ME skill test only)								
6.3	Asymmetric approach and go-around								
6.4	Asymmetric approach and full-stop landing								
6.5	ATC liaison – Compliance, R/T procedures								

Section 6 shall be completed to revalidate a multi-engine class rating sea, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed.



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## 9. SUBMISSION INSTRUCTIONS

Please, send your application along with the following attachments to [info@hcaa.gov.gr](mailto:info@hcaa.gov.gr) with the following

Subject: **PEL-FCL- (License Number if available & Last Name)**

- Complete copy of the Examiner's valid Part-FCL Pilot license and Part-FCL Examiner Certificate
- Copy of the Notification of Test confirmation email with the declaration signed by the Examiner.

### If Applicable

- ATO Course completion certificate (if Section 4 is not completed) **(Issue or renewal only)**.
- Complete copy of the ATO Approval Certificate, including attachments/appendices **(Non-Hellenic ATOs) (Issue or renewal only)**.
- Copy of the EU-FSTD Qualification Certificate(s) for each device used for training and/or skill test/proficiency check
- Completed payment form (if paying by credit / debit card), or cheque / postal order **(Issue, conversion of 3<sup>rd</sup> country rating, extension of class/type rating privileges or removal of 3<sup>rd</sup> country restriction only)**.
- Copy of the applicant's signed rating page **(revalidation only)**
- Copy of ICAO flight crew license with Type rating endorsement (Temporary licenses/certificates are NOT accepted) **(Conversion of 3<sup>rd</sup> country type rating only)**
- Logbook evidence of 500 hours on type **(Removal of 3<sup>rd</sup> country restriction only)**.

## 10. GUIDANCE NOTES

**Section 1: Applicant Details** – to be completed by the applicant

**Section 2: Purpose of the Skill Test / Proficiency Check** – to be completed by the applicant. **Note:** if a test/check for both SP and MP privileges is to be completed, a separate form must be completed for each test/check.  
A skill test may also serve as a revalidation or renewal Proficiency Check for the applicant's IR.

**Section 3: Application & Declaration.** to be completed by the applicant.

### Section 4: Course Completion Certificate

#### Initial issue of a class rating:

To be completed, as applicable, by the ATO / DTO Head of Training or authorized signatory for initial issue of a class or type rating. An ATO / DTO Course Completion Certificate will be accepted in lieu of this section provided it contains the same information and Section 4(A) and (F) have been completed.

#### Renewal of a class rating:

To be completed the ATO, the DTO or the instructor, as applicable. In accordance with AMC1 FCL.740(b)(e), if it is determined no refresher training is required attach a certificate or other documental evidence containing a respective statement including sufficient reasoning to support that determination. Failure to provide a certificate or other documental evidence will result in the application not being processed and further action taken. A full new application will then be required.

If the applicant is renewing a non-high-performance single-engine piston class rating or a TMG class rating expired no more than 3 years ago in accordance with FCL.740(b)(1)(iii), the instructor shall complete the relevant elements of Section 4 and provide details of their qualifications as required in Section 4(D).

**Section 5: Examiner Declaration** – to be completed by the Examiner(s) that conduct the Test/Check, and re-test if applicable.

**Section 6: Skill Test / Proficiency Check Details (1<sup>st</sup> Attempt only)** – to be completed by the Examiner that conducts the 1<sup>st</sup> attempt only. If the result of the test/check is a Partial Pass or Fail, the Examiner report must be completed – the report can be continued on a separate sheet of paper if necessary.

**Section 7: Skill Test / Proficiency Check Details (2<sup>nd</sup> Attempt only)** – to be completed by the Examiner that conducts the 2<sup>nd</sup> attempt (re-test following Partial Pass) only. If the result of the re-test is a Fail, the Examiner report must be completed – the report can be continued on a separate sheet of paper if necessary.



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**APPLICATION AND REPORT FORM FOR:  
TRAINING, SKILL TEST & PROFICIENCY CHECK FOR  
TYPE & CLASS RATINGS (Including SEA), & PROFICIENCY CHECK  
FOR IRs**

**(SINGLE-PILOT AEROPLANES EXCEPT FOR  
HIGH-PERFORMANCE COMPLEX AEROPLANES)**

(PART-FCL Appendix 9 – PBN Compliant in accordance with EU Reg. 2016/539)

**Section 8: Content of the Training, Skill Test / Proficiency Check Items** – to be completed by the Instructor(s) and Examiner(s), as applicable. Complete the applicable pages for either Land or Sea Class or Type ratings

The Examiner(s) should annotate **PASS** or **FAIL** against each item tested in the 'Attempt 1' box as applicable'. If an item is passed, complete the 'Examiner Initials and date completed' box. If an item is failed, do not initial or date the box. On a re-test annotate **PASS** or **FAIL** in 'Attempt 2 box' and sign and date in the 'Examiners Initials and date completed' box. A different Examiner may conduct Attempt 2. All items in Attempt 1 must be completed before starting Attempt 2.

When the revalidation of an IR is not combined with the revalidation of a Class or Type rating, section 3b and those parts of section 1 relevant to the intended flight shall be completed.

Full details on the conduct of the Test / Check, specific requirements for the Test/Check, pass marks, test tolerances and content of the Training, Skill Test/Proficiency Check are set out in Appendix 9 of the Aircrew Regulation (Commission Regulation (EU) No. 1178/2011 (as amended)).

**To establish or maintain PBN privileges one approach shall be an RNP APCH.** Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

**Section 9: Submission instructions –**

**Note: Failure to upload all required documentation may result in the rejection of your application.**

Paravolo - Administrative Fee Code per Situation	
Initial CPL & Type Rating	4511 & 4619
CPL Re-issue (Renewal)	4512 & 4619
Initial ATPL & Type Rating	4513 & 4619
ATPL Renewal	4514 & 4619
PPL, CPL, ATPL Revalidation (No Issue)	4619 only
Initial PPL & Type Rating	4509 & 4619
PPL Renewal & Type Rating	4510 & 4619