



Form. No. PEL-FCL 540
 Initial Issue
 Page No. 1 of 11
 Issue Date: 30/06/2023

**APPLICATION AND REPORT FORM FOR:
 TRAINING, SKILL TEST & PROFICIENCY CHECK FOR
 MPL, ATPL, TYPE & CLASS RATINGS,
 & PROFICIENCY CHECK FOR IRs
 (MULTI-PILOT AEROPLANES & SINGLE-PILOT
 HIGH-PERFORMANCE COMPLEX
 AEROPLANES)
 (EU PART-FCL Appendix 9 Compliant)**

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. APPLICANT DETAILS

Please complete this form in BLOCK CAPITALS having read the guidance notes attached to this form.

Surname: First Name(s):
 Type of License held: License No.: Date of Birth (dd/mm/yyyy):
 Permanent address (to be entered on the license):
 Postcode:
 Contact Tel. No.: E-mail address:

2. PURPOSE OF THE SKILL TEST / PROFICIENCY CHECK (tick as applicable)

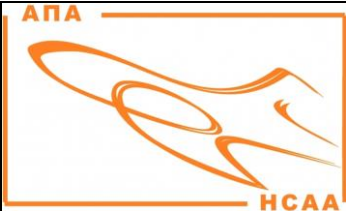
Skill Test:		Proficiency Check:		IR/BIR:
Type rating issue	<input type="checkbox"/> Conversion of a Type rating from a third country license	<input type="checkbox"/>	Type rating revalidation	IR revalidation <input type="checkbox"/>
ATPL(A) issue	<input type="checkbox"/> Removal of third country restriction from a type rating	<input type="checkbox"/>	(Expiry date of current rating)/...../.....	
MPL Issue	<input type="checkbox"/> Validation of a third country license	<input type="checkbox"/>	Type rating renewal	IR renewal <input type="checkbox"/>
Extend existing type rating privileges to SP*/ MP* Ops (* delete as applicable)	<input type="checkbox"/>	<input type="checkbox"/>	(Expiry date of previous rating)/...../.....	

Aeroplane Type: Test condition: Single pilot Ops Multi-pilot Ops

3. APPLICATION & DECLARATION

I declare that the information provided on this form is true to the best of my knowledge and belief and I hereby apply for (Tick✓):
 Issue / Removal of 3rd country restriction / Conversion of a 3rd country type rating / Extension of type rating privileges
 Revalidation / Revalidation i.a.w. FCL.740(b)(3) (Flight Test Rating holders ONLY) / Renewal / Renewal i.a.w. FCL.740(b)(3) (Flight Test Rating holders ONLY) / Renewal based on holding of a valid ICAO Annex1 class or type rating issued by a 3rd Country
 of the type rating indicated in Section 2 above. **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 ✓
Type Rating Issued:			Expiry Date:	
Restrictions				
HCAA Authorized Personnel (Name):				
Signature:			Date:	



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Name of Applicant:

Date of Birth (dd/mm/yyyy)

4. COURSE COMPLETION CERTIFICATE (for Issue or Renewal of a Type rating only)

Shall be completed by the ATO Head of Training or authorized signatory(see guidance notes).

(Tick✓ as applicable) *Delete as applicable

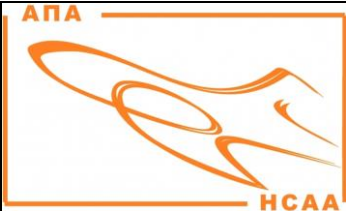
(A) I certify that (Name).....has met all pre-requisites for training established in EU Part-FCL and Part-MED, and has:

- completed a course of training, including*/excluding* MCC), for the initial issue of a type rating in accordance with Part-FCL, or
- completed a course of refresher training for the renewal of a type rating, or
- been assessed, and a determination made, that no refresher training is required for the renewal of the type rating.

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.	Theoretical Knowledge Training & Exam:	From (Date): To (Date): Location:
		Hours completed: Date of Exam: Mark obtained (%):
C.	FSTD Training:	From (Date): To (Date): Location:
		FFS training (Hours): As PF: As PNF: FSTD ID No.(s):
		FTD training (Hours): As PF: As PNF: FSTD ID No.(s):
		OTD training (Hours): As PF: As PNF: FSTD ID No.(s):
		MCC training (if combined with type rating course):
D.	Recommendation for Skill Test	Recommended by (Name): Lic. No.:
E.	Flight Training:	In the aircraft <input type="checkbox"/> In the FSTD (for ZFTT only): <input type="checkbox"/>
		Date: Aircraft Type: A/C Registration or FSTD ID code:
		No. of Take-offs: No. of Landings: Training Aerodrome(s) used:
		Off-Blocks: On-blocks: Total Flight time at the controls:
	FOR ZFTT only:	Name of Commercial Air Transport Operator:
		(Applicant experience on similar types: A/C Type: Flt time: Route Sectors:
	 A/C Type: Flt time: Route Sectors:
F.	ATO Details:	ATO Name: ATO No.:
		Name of Head of Training or Authorized Signatory: Position:
		Signature of Head of Training or Authorized Signatory: Date:
		Note: Where flight training at 'E' above is completed in the aircraft, and performed under the responsibility of a second ATO, or with an EU AOC holder holding specific approval, the following details must be completed by that organization.
		ATO/AOC Name: ATO/AOC No.:
		Name of Head of Training or Authorized Signatory: Position:
		Signature of Head of Training or Authorized Signatory: Date:



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Name of Applicant:

Date of Birth (dd/mm/yyyy)

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/her experience and instruction, and found that experience and instruction to comply 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 contained in the latest version of the Examiner Differences Document (*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.

Attempt 1: Examiner Signature: _____ Date: _____

Attempt 2: Examiner Signature: _____ Date: _____

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: **Examiner Signature: _____ Date: _____**

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

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

A/C or FSTD Type (incl. variant):		A/C Registration or FSTD ID No.:	
Date:	Off Blocks/Start:	On Blocks/Finish:	Total Time:
Airport:	RWY & Procedure		

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 type rating validity date:	PBN privileges: RNP APCH completed Yes <input type="checkbox"/> No <input type="checkbox"/>		Type/IR rating invalid until successful completion of further Test or Check <input type="checkbox"/>
	IR privileges: Cat I <input type="checkbox"/>	Cat II/III <input type="checkbox"/>	

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

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

Examiner Name:	Examiner Certificate No.:	Expiry Date:
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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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Name of Applicant:	Date of Birth (dd/mm/yyyy)
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7. SKILL TEST / PROFICIENCY CHECK DETAILS – SECOND ATTEMPT ONLY

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

A/C or FSTD Type (incl. variant):	A/C Registration or FSTD ID No.:
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Date:	Off Blocks/Start:	On Blocks/Finish:	Total Time:
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Airport:	RWY & Procedure
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RESULT: **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 type rating validity date:	IR privileges: Cat I <input type="checkbox"/> Cat II/III <input type="checkbox"/>	Type/IR rating invalid until successful completion of further Test or Check <input type="checkbox"/>
	PBN privileges: RNP APCH completed Yes <input type="checkbox"/> No <input type="checkbox"/>	

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

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

Examiner Name:	Examiner Certificate No.:	Expiry Date:
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Examiner Signature:

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

EXAMINER REPORT (complete for Fail only)

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 for the issue of a type rating as applicable.
 - OTD = Other training devices may be used for this exercise
 - X = An FFS shall be used for this exercise, 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 up to any higher equipment level 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
 - OTD = Other Training Devices
 - FNPT II= Flight Navigation
- (c) The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.
- (d) 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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MULTI-PILOT AEROPLANES & SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			ATPL / MPL / TYPE-RATING SKILL TEST OR PROFICIENCY CHECK				
Manoeuvres/Procedures		FSTD	A	Instructor initials when training completed	Tested or checked in: 'FSTD' or 'A'	1 st Attempt		2 nd Attempt	
						Pass	Fail	Pass	Fail
SECTION 1					<i>Insert examiner's initials only</i>				
1 – FLIGHT PREPARATION									
1	Flight preparation	OTD							
1.1	Performance calculation	P							
1.2	Aeroplane external visual inspection; location of each item and purpose of inspection	OTD P#	P						
1.3	Cockpit inspection	P→	→						
1.4	Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P→	→		M				
1.5	Taxiing in compliance with ATC instructions or instructions of instructor	P→	→						
1.6	Before take-off checks	P→	→		M				
SECTION 2									
2. TAKE-OFFS									
2.1	Normal take-offs 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	P--- >	---->						
2.3	Crosswind take-off	P→	→						
2.4	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P→	→						
2.5	Take-offs with simulated engine failure: shortly after reaching V2 (In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above the runway end. 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 shortly after reaching V2)								
2.5.1*		P→	→						
2.5.2*	between V1 and V2	P	X		M FFS Only				
2.6	Rejected take-off at a reasonable speed before reaching V1.	P→	→		M				
SECTION 3									
3. FLIGHT MANOEUVRES & PROCEDURES									
3.1	Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)	P→	→						
3.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope	P→	→						
3.1.2	Steep turns using 45° bank, 180° to 360° left and right	P→	→						



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		FSTD	A	Instructor initials when training completed	Tested or checked in: 'FSTD' or 'A'	1 st Attempt		2 nd Attempt	
Manoeuvres/Procedures								Pass	Fail
3.1.3	Turns with and without spoilers	P→	→						
3.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P→	→						
3.2	Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P→	→X An aeroplane shall not be used for this exercise		FFS only				
3.3	Normal operation of systems and controls engineer's panel (if applicable)	OTD P→	→						
3.4	Normal and abnormal operations of following systems	M A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive							
3.4.0	Engine (if necessary propeller)	OTD P→	→						
3.4.1	Pressurisation and air conditioning	OTD P→	→						
3.4.2	Pitot / static system	OTD P→	→						
3.4.3	Fuel system	OTD P→	→						
3.4.4	Electrical system	OTD P→	→						
3.4.5	Hydraulic system	OTD P→	→						
3.4.6	Flight control and trim-system	OTD P→	→						
3.4.7	Anti-icing / de-icing system, glare shield heating	OTD P→	→						
3.4.8	Autopilot / flight director	OTD P→	→		M (single-pilot only)				
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation devices	OTD P→	→						
3.4.10	Ground proximity warning system, weather radar, radio altimeter, transponder	P→	→						
3.4.11	Radios, navigation equipment, instruments, FMS	OTD P→	→						
3.4.12	Landing gear and brake	OTD P→	→						
3.4.13	Slat and flap system	OTD P→	→						
3.4.14	Auxiliary power unit (APU)	OTD P→	→						



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MULTI-PILOT AEROPLANES & SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES		PRACTICAL TRAINING			ATPL / MPL / TYPE-RATING SKILL TEST OR PROFICIENCY CHECK				
Manoeuvres/Procedures		FSTD	A	Instructor initials when training completed	Tested or checked in: 'FSTD' or 'A'	1 st Attempt		2 nd Attempt	
						Pass	Fail	Pass	Fail
3.6 Abnormal and emergency procedures					M A mandatory minimum of 3 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	P→	→						
3.6.2	Smoke control and removal	P→	→						
3.6.3	Engine failures, shutdown and restart at a safe height	P→	→						
3.6.4	Fuel dumping (simulated)	P→	→						
3.6.5	Wind shear at take-off / landing	P	X		FFS Only				
3.6.6	Simulated cabin pressure failure / emergency descent	P→	→						
3.6.7	Incapacitation of flight crew member	P→	→						
3.6.8	Other emergency procedures as outlined in the appropriate aeroplane flight manual (AFM)	P→	→						
3.6.9	TCAS event	OTD P→	An aeroplane shall not be used		FFS Only				
3.7 Upset recovery training									
3.7.1	Recovery from stall events in: – take-off configuration; – clean configuration at low altitude; – clean configuration near maximum operating altitude; and – landing configuration.	P FFS qualified for the training task only	X An aeroplane shall not be used for this exercise						
3.7.2	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 aeroplane shall not be used for this exercise		FFS Only				
3.8 Instrument flight procedures									
3.8.1*	Adherence to departure and arrival routes and ATC instructions	P→	→		M				
3.8.2*	Holding procedures	P→	→						
3D operations to DH/A of 200 ft (60m) or to higher minima if required by the approach procedure									
3.8.3*	(Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taking into account such limitations (for example, choose an ILS for 3.8.3.1 in case of such AFM limitation).)								
3.8.3.1*	Manually, without flight director	P→	→		M (Skill test only)				
3.8.3.2*	Manually, with flight director	P→	→						
3.8.3.3*	with auto-pilot		P→	→					



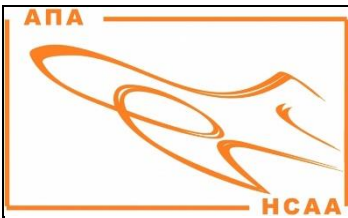
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	FSTD	A	Instructor initials & date training completed	Tested or checked in: 'FSTD' or 'A'	1 st Attempt		2 nd Attempt	
Manoeuvres/Procedures					Pass	Fail	Pass	Fail
3.8.3.4* Manually, with one engine simulated inoperative during final approach, either 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.	P→	→		M				
Note: 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.								
3.8.4* 2D operations down to MDH/A	P*→	→		M*				
3.8.5 Circling approach under the 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	P*→	→						
3.8.6 Visual approaches	P→	→						
SECTION 4								
4. MISSED APPROACH PROCEDURES								
4.1 Go-around with all engines operating* during a 3D operation on reaching decision height	P*→	→						
4.2 Go-around with all engines operating* from various stages during an instrument approach	P*→	→						
4.3 Other missed approach procedures	P*→	→						
4.4* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P*→	→		M				
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.	P→	→						



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	Manoeuvres/Procedures	FSTD	A	Instructor initials when training completed	Tested or checked in: 'FSTD' or 'A'	1 st Attempt		2 nd Attempt
Pass						Fail	Pass	Fail

SECTION 5

5. LANDINGS

5.1	Normal landings* with visual reference established when reaching DA/H following an instrument approach operation	P							
5.2	Landing with simulated jammed horizontal stabiliser in any out-of-trim position	P→	An aeroplane shall not be used for this exercise		FFS only				
5.3	Crosswind landings (aircraft, if practicable)	P→	→						
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats	P→	→						
5.5	Landing with critical engine simulated inoperative	P→	→		M				
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; and - aeroplanes with 4 engines: two engines at one side	P	X		M FFS only (Skill test only)				



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**APPLICATION AND REPORT FORM FOR:
TRAINING, SKILL TEST & PROFICIENCY CHECK FOR
MPL, ATPL, TYPE & CLASS RATINGS,
& PROFICIENCY CHECK FOR IRs
(MULTI-PILOT AEROPLANES & SINGLE-
PILOT HIGH-PERFORMANCE COMPLEX
AEROPLANES)
(EU PART-FCL Appendix 9 Compliant)**

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 is to be completed for both SP and MP privileges, 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.

- When renewing a class or type rating based on holding a valid ICAO Annex I class or type rating the same as that declared in Section 2 of the form, the examiner shall verify that the class or type rating is valid and that the applicant is entitled to exercise the privileges of that rating. The applicant shall attach a copy of the ICAO Annex I compliant license and evidence that the class or type rating is valid.

Note: it may be necessary for the authority to verify the license and the class or type rating before accepting the application. In such cases the applicant will be notified and must submit a completed PEL-FCL 120 form.

Section 4: Course Completion Certificate – to be completed, as applicable, by the ATO Head of Training or authorized signatory for initial issue or renewal of a type rating. An ATO 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 type rating:

To be completed the ATO, 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.

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(1st Attempt only) – to be completed by the Examiner that conducts the 1st 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 (2nd Attempt only) – to be completed by the Examiner that conducts the 2nd 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.

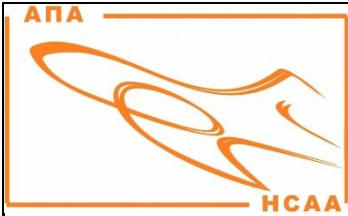
Section 8: Content of the Training, Skill Test / Proficiency Check – to be completed by the Instructor(s) and Examiner(s), as applicable.

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.

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 10: Submission Instructions – **Note:** Failure to upload all required documentation may result in the return of your application.



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Initial Issue
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Issue Date: 30/06/2023

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10. SUBMISSION INSTRUCTIONS

Please, send your application along with the following attachments to info@hcaa.gov.gr with the following Subject: **PEL-FCL- (License Number if available & Last Name)**

Please upload the following:

- Copy of the EU-FSTD Qualification Certificate(s) for each device used for training and/or skill test
- Complete copy of the Examiner's valid Part-FCL Pilot license (if held) and Part-FCL Examiner Certificate
- Copy of the Notification of Test confirmation email with the declaration signed by the Examiner.

If Applicable

- Complete copy of the ATO Approval Certificate, including attachments/appendices **(Issue or renewal only)**.
- ATO Course completion certificate (if Section 4 is not completed) **(Issue or renewal only)**.
- MCC Course Completion Certificate & ATO Approval Certificate (or evidence of exemption) unless combined with Type rating course **(Issue of 1st MPA type rating only)**.
- Copy of ZFTT agreement between ATO and AOC holder, where the ATO is not also an AOC holder **(ZFTT courses only)**
- e-Administrative Fee Code-eparavolo.**
- Copy of the applicant's endorsed & signed license **(revalidation only)**
- Copy of ICAO flight crew license with Type rating endorsement (Temporary licenses/certificates are NOT accepted) **(Conversion of 3rd country type rating only)**
- Evidence of 500 hours flying experience on type (Logbook(s) or letter from Operator) **(Removal of 3rd country restriction only)**.

Paravolo - Administrative Fee Code per Situation	
Initial CPL & Type Rating	8782 & 8808
CPL Re-issue (Renewal)	8783 & 8808
Initial ATPL & Type Rating	8784 & 8808
ATPL Renewal	8785 & 8808
CPL, ATPL Revalidation (No Issue)	8808 only
Initial PPL & Type Rating	8780 & 8808
PPL Renewal & Type Rating	8781 & 8808