



**Tek Pilotlu Uçak Tıp/Sınıf Yetkisi Başvuru ve
Yetenek Testi/Yeterlilik Kontrolü Sonuç Formu (Kara)**
(SPA Type/Class Rating Skill Test and Proficiency Check
Application and Report Form (Land))



1. KİŞİSEL BİLGİLER / PERSONAL INFORMATION

Başvuranın Adı ve Soyadı:

Applicant's Name and Surname:

Milliyeti:

Nationality:

T.C. Kimlik No:

ID Number:

Telefon No:

Phone Number:

E-Posta:

E-Mail:

Adres:

Address:

SHGM Kayıtlarındaki adres bilgilerimin güncellenmesini istiyorum.
Please update my address information on DGCA records.

Bu başvuru formu ve ekinde yer alan belge ve bilgilerin doğru ve eksiksiz olduğunu beyan ederim.

I, hereby, confirm that all the information and documents given in this form and in its attachments are full and correct.

Tarih:

Date:

Başvuranın İmzası:

Signature of Applicant:

2. BAŞVURUNUN AMACI / AIM OF THE APPLICATION

SINIF YETKİSİ TANZİM / CLASS RATING ISSUE

TİP YETKİSİ TANZİM / TYPE RATING ISSUE

SINIF YETKİSİ TEMDİT / CLASS RATING REVALIDATION

TİP YETKİSİ TEMDİT / TYPE RATING REVALIDATION

SINIF YETKİSİ YENİLEME / CLASS RATING RENEWAL

TİP YETKİSİ YENİLEME / TYPE RATING RENEWAL

3. ONAYLI EĞİTİM ORGANİZASYONUNUN ONAYI / APPROVAL OF ATO

Eğitim Müdürü olarak eğitimin SHT-FCL ve onaylı eğitim el kitaplarına uygun olarak gerçekleştirildiğini, ve başvuranın belirtilen tipte/sınıfta yetenek testine/yeterlilik kontrolüne girebilmek için gerekli bilgi ve yeteneğe sahip olduğunu onaylarım.

The Head of Training confirms that the training has been performed in compliance with SHT-FCL and the approved training manuals, and that the applicant possesses all relevant knowledge and skills to take the skill test/proficiency check on the following type/class.

ATO Adı:

ATO Name:

Yetki Numarası:

Approval Number:

Eğitim Müdürünün Adı ve Soyadı:

Head of Training's Name and Surname:

Eğitim Müdürünün İmzası ve Mühür:

Signature and Seal of HT:

4. BAŞVURU TALİMATLARI / APPLICATION PROCEDURES

Bu başvuru formu Sivil Havacılık Genel Müdürlüğü – Gazi Mustafa Kemal Bulvarı No:128/A 06570 Maltepe / ANKARA adresine ulaştırılmalıdır. Adaylar başvuru formuyla beraber ayrıca aşağıda belirtilen evrakları sunmalıdır.

Application form must be delivered to following address, Sivil Havacılık Genel Müdürlüğü – Gazi Mustafa Kemal Bulvarı No:128/A 06570 Maltepe / ANKARA. Documents listed below must be attached to this form.

	SHGM
Tip/Sınıf/Aletli Uçuş Yetkilerinin Yenilemesi İçin Değerlendirme/Tazeleme Eğitimi Formu (Sadece Yetki Yenilemelerinde)	
Geçerli Sağlık Sertifikası Fotokopisi / Copy of Valid Medical Certificate	
Uçuş Defteri Aslı ve İlgili Sayfaların Fotokopisi / Logbook and Copy of Related Pages	
Ödeme Belgesi / Payment Receipt	

5. SADECE SHGM KULLANIMI İÇİN / DGCA USE ONLY

Yukarıda belirtilen gerekliliklerin doğruluğu tarafımca kontrol edilmiştir.

SHGM Yetkili Personeli
Adı, Soyadı ve İmzası



**Tek Pilotlu Uçak Tıp/Sınıf Yetkisi Başvuru ve
Yetenek Testi/Yeterlilik Kontrolü Sonuç Formu (Kara)**
(SPA Type/Class Rating Skill Test and Proficiency Check
Application and Report Form (Land))



TEK PİLOTLU UÇAK TİP/SINIF YETKİSİ YETENEK TESTİ/YETERLİLİK KONTROLÜ FORMU (KARA)
SPA TYPE/CLASS RATING SKILL TEST AND PROFICIENCY CHECK FORM (LAND)

Appendix 9

Başvuranın Adı ve Soyadı: Applicant's Name and Surname:	Lisans Türü ve Numarası: Title of Licence and Number:	
Tarih: Date:	Havaaracı Sınıfı/Tipi: Aircraft Class/Type:	Havaaracı/Simülâtör Tescil İşareti: Aircraft Registration/FSTD ID:
Ayrılış Meydanı: Departure Aerodrome:		Variş Meydanı: Arrival Aerodrome:
Takoz Alma: Block-off:	Takoz Koyma: Block-on:	Uçuş Süresi: Block Time:

Manevralar/Usuller Manoeuvres/Procedures	UYGULAMALI EĞİTİM PRACTICAL TRAINING			SINIF / TİP YETKİSİ CLASS / TYPE RATING Yetenek/Yeterlilik Testi Skill Test/Prof. Check	
	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
Bölüm 1 – AYRILIŞ / Section 1 – DEPARTURE					
1.1 Aşağıdakileri içeren uçuş öncesi hazırlıklar/ <i>Pre-flight including:</i> Dokümantasyon / <i>Documentation</i> Ağırlık ve Denge / <i>Mass and Balance</i> Meteoroloji brifingi / <i>Weather briefing</i> NOTAM / <i>Notam</i>	OTD				
1.2 Motor çalıştırma öncesi kontrolleri/ <i>Pre-start checks</i>					
1.2.1 Harici kontrol / <i>External</i>	OTD P#	P		M	
1.2.2 Dahili kontrol / <i>Internal</i>	OTD P#	P		M	
1.3 Motor Çalıştırma / <i>Engine Starting</i> Normal Arızalar / <i>Normal Malfunctions</i>	P---->	---->		M	
1.4 Taksi yapma / <i>Taxing</i>	P---->	---->		M	
1.5 Kalkış öncesi kontroller / <i>Pre-departure Checks</i> Motor Kontrolü (gerektiğinde) / <i>Engine run-up (if applicable)</i>	P---->	---->		M	
1.6 Kalkış Usulü/ <i>Take-off procedure</i> Uçuş el kitabındaki flap ayarları ile normal kalkış / <i>Normal with Flight Manual flap settings</i> Yan rüzgarla kalkış (koşullar uygunsa) / <i>Crosswind (if conditions available)</i>	P---->	---->		M	
1.7 Tırmanma V_x/V_y / <i>Climbing V_x/V_y</i> İstikametlere dönüşler / <i>Turns onto headings; and</i> Düz uçuşa geçiş / <i>Level off</i>	P---->	---->		M	
1.8 ATC ile temas – talimatlara uyum, R/T usulleri <i>ATC liaison-compliance, R/T procedures</i>	P---->			M	



Tek Pilotlu Uçak Tıp/Sınıf Yetkisi Başvuru ve Yetenek Testi/Yeterlilik Kontrolü Sonuç Formu (Kara)
(SPA Type/Class Rating Skill Test and Proficiency Check Application and Report Form (Land))



	UYGULAMALI EĞİTİM PRACTICAL TRAINING			SINIF / TİP YETKİSİ CLASS / TYPE RATING Yetenek/Yeterlilik Testi Skill Test/Prof. Check	
	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
Manevralar/Usuller <i>Manoeuvres/Procedures</i>					
Bölüm 2 – HAVA HAREKETLERİ (VMC) / Section 2 – AIRWORK (VMC)					
2.1 Flaplı veya flapsız kritik düşük hız da dahil olmak üzere değişik hızlarda düz uçuş ve yatay uçuş (mümkün olduğunda VMCA'ya yakın hızlar dahil) / <i>Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to VMCA when applicable)</i>	P---->	---->			
2.2 Keskin dönüşler (45° yatışla 360° sağa ve sola) / <i>Steep turns (360° left and right at 45° bank)</i>	P---->	---->		M	
2.3 Stall'lar ve stall'dan çıkış: / <i>Stalls and recovery:</i> i. Temiz konfirasyonda stall / <i>Clean stall</i> ii. Yaklaşma konfigürasyonu ve gücüyle, yatışlı alçalma dönüşünde stall'a yaklaşma / <i>Approach to stall in descending turn with bank with approach configuration and power</i> iii. İniş konfigürasyonunda ve gücünde stall'a yaklaşma / <i>Approach to stall in landing configuration and power</i> iv. Kalkış flabı ve tırmanış gücüyle, tırmanış dönüşte Stall'a yaklaşma (sadece tek motorlu uçaklarda) / <i>Approach to stall, climbing turn with take-off flap and climb power (single engine aeroplane only)</i>	P---->	---->		M	
2.4 Uygulanması mümkün ise, Otomatik pilot ve uçuş yönlendirici kullanarak sevk ve idare (Bölüm 3 de icra edilebilir) / <i>Handling using autopilot and flight director (may be conducted in Section 3) if applicable</i>	P---->	---->		M	
2.5 ATC ile temas – talimatlara uyum, R/T usulleri / <i>ATC liaison-compliance, R/T procedures</i>	P---->	---->		M	
Bölüm 3A – YOL BOYU USULLERİ VFR / Section 3 – EN ROUTE PROCEDURES VFR (see B.5(c) and (d))					
3A.1 Uçuş planı, hesabi seyrüsefer ve harita okuma / <i>Flight plan, dead reckoning and map reading</i>	P---->	---->			
3A.2 İrtifanın, istikamet ve hızın muhafazası / <i>Maintenance of altitude, heading and speed</i>	P---->	---->			
3A.3 Oryantasyon, zamanlama ve ETA revizyonu / <i>Orientation, timing and revision of ETAs</i>	P---->	---->			
3A.4 Radyo seyrüsefer yardımcılarının kullanımı (uygulanabilirse) / <i>Use of radio navigation aids (if applicable)</i>	P---->	---->			
3A.5 Uçuşun yönetimi (yakıt, sistemler ve buzlanma dahil rutin kontroller, uçuş planı) / <i>Flight management (flight log, routine checks including fuel, systems and icing)</i>	P---->	---->			
3A.6 ATC ile temas – talimatlara uyum, R/T usulleri / <i>ATC liaison-compliance, R/T procedures</i>	P---->	---->			



**Tek Pilotlu Uçak Tıp/Sınıf Yetkisi Başvuru ve
Yetenek Testi/Yeterlilik Kontrolü Sonuç Formu (Kara)**
(SPA Type/Class Rating Skill Test and Proficiency Check
Application and Report Form (Land))



Manevralar/Usuller <i>Manoeuvres/Procedures</i>	UYGULAMALI EĞİTİM <i>PRACTICAL TRAINING</i>			SINIF / TİP YETKİSİ <i>CLASS / TYPE RATING</i> Yetenek/Yeterlilik Testi <i>Skill Test/Prof. Check</i>	
	FSTD	A	<i>Instructor initials when training completed</i>	Tested or checked in FSTD or A	<i>Examiner initials when test or check completed</i>
Bölüm 3B – ALETLİ UÇUŞ / Section 3B – INSTRUMENT FLIGHT					
3B.1* Ayrılış IFR / <i>Departure IFR</i>	P---->	---->		M	
3B.2* Yol boyu IFR / <i>En route IFR</i>	P---->	---->		M	
3B.3* Bekleme usulleri / <i>Holding procedures</i>	P---->	---->		M	
3B.4* 200 feet (60 m)'lik DH/A ya veya daha yüksek usul minimasına kadar 3D uygulaması (son yaklaşma segmentinde, süzülüş hattını yakalamak için otomatik pilot kullanılabilir) / <i>3D operations to decision height/altitude (DH/A) of 200 ft (60 m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)</i>	P---->	---->		M	
3B.5* MDH/A ve MAP'a kadar 2D uygulaması / <i>2D operations to minimum descent height/altitude (MDH/A)</i>	P---->	---->		M	
3B.6* Pusula ve suni ufuk göstergesinin benzetilmiş arızalarını içeren uçuş egzersizleri: / <i>Flight exercises including simulated failure of the compass and attitude indicator:</i> Standart (Rate 1) dönüşler / <i>Rate 1 turns</i> Anormal durumlardan çıkış / <i>Recoveries from unusual attitudes</i>	P---->	---->		M	
3B.7* 'Localiser' veya 'glideslope' arızası <i>Failure of localiser or glideslope</i>	P---->	---->			
3B.8* ATC ile temas – talimatlara uyum, R/T usulleri <i>ATC liaison-compliance, R/T procedures</i>	P---->	---->		M	
Bölüm 4 – VARIŞ VE İNİŞLER / Section 4 – ARRIVAL AND LANDINGS					
4.1 Meydan varış usulleri <i>Aerodrome arrival procedures</i>	P---->	---->		M	
4.2 Normal iniş / <i>Normal landing</i>	P---->	---->		M	
4.3 Flapsız iniş / <i>Flapless landing</i>	P---->	---->		M	
4.4 Yan rüzgarla iniş (koşullar uygunsa) <i>Crosswind landing (if suitable conditions)</i>	P---->	---->			
4.5 Pistten azami 2000 feet yükseklikten motor rölantide piste yaklaşma ve iniş (sadece tek motorlu uçaklara) / <i>Approach and landing with idle power from up to 2000 feet above the runway (SE aeroplanes only)</i>	P---->	---->			
4.6 Minimum yükseklikten pas geçme <i>Go-around from minimum height</i>	P---->	---->		M	
4.7 Gece pas geçme ve iniş (uygulanabilirse) <i>Night go-around and landing (if applicable)</i>	P---->	---->			
4.8 ATC ile temas – talimatlara uyum, R/T usulleri <i>ATC liaison-compliance, R/T procedures</i>	P---->	---->		M	



Tek Pilotlu Uçak Tip/Sınıf Yetkisi Başvuru ve Yetenek Testi/Yeterlilik Kontrolü Sonuç Formu (Kara)
(SPA Type/Class Rating Skill Test and Proficiency Check Application and Report Form (Land))



Manevralar/Usuller <i>Manoeuvres/Procedures</i>	UYGULAMALI EĞİTİM <i>PRACTICAL TRAINING</i>			SINIF / TİP YETKİSİ <i>CLASS / TYPE RATING</i> Yetenek/Yeterlilik Testi <i>Skill Test/Prof. Check</i>	
	FSTD	A	<i>Instructor initials when training completed</i>	Tested or checked in FSTD or A	<i>Examiner initials when test or check completed</i>
Bölüm 5 – ANORMAL VE ACİL DURUM PROSEDÜRLERİ / Section 5 - ABNORMAL AND EMERGENCY PROCEDURES (Bu bölüm 1 den 4 e kadar olan bölümlerle birleştirilebilir. / <i>This Section may be combined with Sections 1 through 4</i>)					
5.1 Makul bir hızda kalkıştan vazgeçme <i>Rejected take-off at a reasonable speed</i>	P---->	---->		M	
5.2 Kalkış sonrasında benzetilmiş motor arızası (sadece tek motorlu uçaklarda) <i>Simulated engine failure after take-off (Single-engine aeroplanes only)</i>		P		M	
5.3 Benzetilmiş takatsiz mecburi iniş (sadece tek motorlu uçaklarda) <i>Simulated forced landing without power (Single-engine aeroplanes only)</i>		P		M	
5.4 Benzetilmiş acil durumlar / <i>Simulated emergencies:</i> i. Uçuş sırasında yangın veya duman / <i>Fire or smoke in flight; and</i> ii. Uygulanabilir sistem arızaları / <i>Systems' malfunctions as appropriate</i>	P---->	---->			
5.5 Motor durdurma ve yeniden çalıştırma (sadece ME yetenek testinde)(hava aracında gerçekleştirilmesi halinde emniyetli bir irtifada) / <i>Engine shutdown and restart (ME skill test only)(the limits acc.FEM have to be observed)</i>	P---->	---->			
5.6 ATC ile temas – talimatlara uyum, R/T usulleri <i>ATC liaison-compliance, R/T procedures</i>					
Bölüm 6 – BENZETİLMİŞ ASİMETRİK UÇUŞ / Section 6 – SIMULATED ASYMMETRIC FLIGHT (Bu bölüm 1 den 5 e kadar olan bölümlerle birleştirilebilir. / <i>This Section may be combined with Sections 1 through 5</i>)					
6.1* Kalkış sırasında benzetilmiş motor arızası (FFS ya da FNPT II'de gerçekleştirilmediği sürece emniyetli bir irtifada) <i>Simulated engine failure take-off (at a safe altitude unless carried out in FFS or FNPT II)</i>	P---->	---->X		M	
6.2* Asimetrik yaklaşma ve pas geçme <i>Asymmetric approach and go-around</i>	P---->	---->		M	
6.3* Asimetrik yaklaşma ve tam duruşlu iniş <i>Asymmetric approach and full stop landing</i>	P---->	---->		M	
6.4 ATC ile temas – talimatlara uyum, R/T usulleri <i>ATC liaison-compliance, R/T procedures</i>	P---->	---->		M	



**Tek Pilotlu Uçak Tip/Sınıf Yetkisi Başvuru ve
Yetenek Testi/Yeterlilik Kontrolü Sonuç Formu (Kara)**
(SPA Type/Class Rating Skill Test and Proficiency Check
Application and Report Form (Land))



Manevralar/Usuller Manoeuvres/Procedures	UYGULAMALI EĞİTİM PRACTICAL TRAINING			SINIF / TİP YETKİSİ CLASS / TYPE RATING Yetenek/Yeterlilik Testi Skill Test/Prof. Check	
	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test or check completed
Bölüm 7 – ANORMAL DURUMLARI ÖNLEME VE KURTARMA EĞİTİMİ / 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	P---->	---->			
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	X An aeropl ane shall not be used for this exercis e			
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---->	---->			



**Tek Pilotlu Uçak Tip/Sınıf Yetkisi Başvuru ve
Yetenek Testi/Yeterlilik Kontrolü Sonuç Formu (Kara)**
(SPA Type/Class Rating Skill Test and Proficiency Check
Application and Report Form (Land))



PASS MARKS

1. In the case of single-pilot aeroplanes, with the exception of single-pilot high-performance complex aeroplanes, applicants shall pass all sections of the skill test or proficiency check. Failure in any item of a section will cause applicants to fail the entire section. If they fail only one section, they shall repeat only that section. Failure in more than one section will require applicants to repeat the entire test or check. Failure in any section in the case of a retest or recheck, including those sections that have been passed on a previous attempt, will require applicants to repeat the entire test or check again. For single-pilot multi-engine aeroplanes, Section 6 of the relevant test or check, addressing asymmetric flight, shall be passed. Easy Access Rules for Aircrew (Regulation (EU) No 1178/2011) ANNEX I (Part-FCL) Appendices to Annex I
Powered by EASA eRules Page 1387 of 1885 | Feb 2022

2. In the case of multi-pilot and single-pilot high-performance complex aeroplanes, applicants shall pass all sections of the skill test or proficiency check. Failure in more than five items will require applicants to take the entire test or check again. Applicants failing five or fewer items shall take the failed items again. Failure in any item on the retest or recheck, including those items that have been passed on a previous attempt, will require applicants to repeat the entire check or test again.

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

Single-pilot aeroplanes, except for high performance complex aeroplanes

(a) The following symbols mean:

P = Trained as PIC or co-pilot and as PF and PM

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 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

FSTD = flight simulation training device

(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 a mandatory exercise or a choice where more than one exercise appears.

(f) An FSTD shall be used for practical training for type or ME class ratings if they form part of an approved class or type rating course. The following considerations will apply to the approval of the course:

(i) the qualification of the FSTD as set out in the relevant requirements of Annex VI (Part-ARA) and Annex VII (Part-ORA);

(ii) the qualifications of the instructors;

(iii) the amount of FSTD training provided on the course; and

(iv) the qualifications and previous experience on similar types of the pilots under training.

(g) If privileges for multi-pilot operation are sought for the first time, pilots holding privileges for single-pilot operations shall:

(1) complete a bridge course containing manoeuvres and procedures including MCC as well as the exercises of Section 7 using threat and error management (TEM), CRM and human factors at an ATO; and

(2) pass a proficiency check in multi-pilot operations.

(h) If privileges for single-pilot operations are sought for the first time, pilots holding privileges for multi-pilot operations shall be trained at an ATO and checked for the following additional manoeuvres and procedures in single-pilot operations:

(1) for SE aeroplanes, 1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B; and

(2) for ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B.

(i) Pilots holding privileges for both single-pilot and multi-pilot operations in accordance with points (g) and (h) may revalidate privileges for both types of operations by completing a proficiency check in multi-pilot operations in addition to the exercises referred to in points (h)(1) or (h)(2), as applicable, in single-pilot operations.



**Tek Pilotlu Uçak Tip/Sınıf Yetkisi Başvuru ve
Yetenek Testi/Yeterlilik Kontrolü Sonuç Formu (Kara)**
(SPA Type/Class Rating Skill Test and Proficiency Check
Application and Report Form (Land))



(j) If a skill test or a proficiency check is completed in multi-pilot operations only, the type rating shall be restricted to multi-pilot operations. The restriction shall be removed when pilots comply with point (h).

(k) The training, testing and checking shall follow the table mentioned below.

(1) Training at an ATO, testing and checking requirements for single-pilot privileges

(2) Training at an ATO, testing and checking requirements for multi-pilot privileges

(3) Training at an ATO, testing and checking requirements for pilots holding single-pilot privileges seeking multi-pilot privileges for the first time (bridge course)

(4) Training at an ATO, testing and checking requirements for pilots holding multi-pilot privileges seeking single-pilot privileges for the first time (bridge course)

(5) Training at an ATO and checking requirements for combined revalidation and renewal of single and multi-pilot privileges.

Type of aircraft	(1)		(2)		(3)		(4)		(5)	
	SP		MP		SP → MP (initial)		MP → SP (initial)		SP + MP	
	Training	Testing/ checking	Training	Testing/ checking	Training	Testing/ checking	Training, testing and checking (SE aeroplanes)	Training, testing and checking (ME aeroplanes)	SE aeroplanes	ME aeroplanes
Initial issue										
All (except SP complex)	Sections 1-6	Sections 1-6	MCC CRM Human factors	Sections 1-6	MCC CRM Human factors	Sections 1-6	1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B	1.6, Section 6 and, if applicable, one approach from Section 3.B		
SP complex	1-7	1-6	TEM Sections 1-7		TEM Section 7					
Revalidation										
All	n/a	Sections 1-6	n/a	Sections 1-6	n/a	n/a	n/a	n/a	MPO: Sections 1-7 (training) Section 1-6 (checking) SPO: 1.6, 4.5, 4.6, 5.2 and, if applicable, one approach	MPO: Sections 1-7 (training) Sections 1-6 (checking) SPO: 1.6, Section 6 and, if applicable, one approach
Renewal									from Section 3.B	approach from Section 3.B
All	FCL.740	Sections 1-6	FCL.740	Sections 1-6	n/a	n/a	n/a	n/a	Training: FCL.740 Check: as for the revalidation	Training: FCL.740 Check: as for the revalidation

(l) 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.

By way of derogation from the subparagraph above, in cases where a proficiency check for revalidation of PBN privileges does not include an RNP APCH exercise, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise.



**Tek Pilotlu Uçak Tip/Sınıf Yetkisi Başvuru ve
Yetenek Testi/Yeterlilik Kontrolü Sonuç Formu (Kara)**
(SPA Type/Class Rating Skill Test and Proficiency Check
Application and Report Form (Land))



SONUÇ / RESULT

GEÇTİ
PASSED

KISMEN GEÇTİ
PARTIAL PASSED

KALDI
FAILED

NOTLAR / REMARKS:

LİSANSINDA TÜRKÇE DİL YETERLİLİĞİ BULUNMAYAN BAŞVURANLAR İÇİN;

FOR THE APPLICANTS WHO HASN'T GOT THE TURKISH LANGUAGE PROFICIENCY LEVEL;

SEVİYE 6
LEVEL 6

DEĞERLENDİRİLMEDİ
NOT EVALUATED

YETERLİ DEĞİL
INADEQUATE

BAŞVURAN / APPLICANT

Adı ve Soyadı / Name and Surname:

İmza ve Tarih / Signature and Date:

KONTROL PİLOTU / EXAMINER

Adı ve Soyadı / Name and Surname
Yetki Numarası / Authorisation Number
(Kaşe kullanılabilir / Seal should be used)

İmza ve Tarih / Signature and Date: