



**Çok Pilotlu, Tek Pilotlu Yüksek Performanslı Kompleks Uçaklarda,
ATPL / MPL / Tip Yetkisi için
Yetenek Testi/Yeterlilik Kontrolü Başvuru ve Sonuç Formu
(ATPL / MPL / Type Rating on MPA, Single Pilot Complex
Aeroplanes with High Performance Skill Test / Proficiency Checks
Application and Result Form)**



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

ATPL TANZİM / ATPL ISSUE

MPL TANZİM / MPL ISSUE

TİP YETKİSİ TANZİM /

TYPE RATING ISSUE

TİP YETKİSİ TEMDİT /

TYPE RATING REVALIDATION

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 ATPL/MPL/Tip Yetkisi yetenek testine 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 ATPL/MPL/Type rating skill test on the following type.

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 Yetki Yenilemesi İçin Değerlendirme/Tazeleme Eğitimi Formu (Sadece Yetki Yenilemelerinde)	
Mevcut Lisans Fotokopisi / <i>Copy of Current Licence</i>	
Geçerli Sağlık Sertifikası Fotokopisi / <i>Copy of Valid Medical Certificate</i>	
Kimlik Fotokopisi / <i>ID Copy</i>	
ATPL/MPL Tanzim için Teorik Bilgi Eğitimi Sınav Sonuç Belgesi / <i>Theoretical Knowledge Examination Result Form</i>	
ATPL/MPL Tanzim için Diploma Fotokopisi / <i>Copy of Diploma</i>	
Uçuş Kayıt Defteri Aslı ve İlgili Sayfaların Fotokopisi / <i>Logbook and Copy of Related Pages</i>	
Ödeme Belgesi / <i>Payment Receipt</i>	

5. SADECE SHGM KULLANIMI İÇİN /DGCA USE ONLY

Yukarıda belirtilen gerekliliklerin doğruluğu tarafımca kontrol edilmiştir.

SHGM Yetkilisi

İsim - İmza



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**ÇOK PİLOTLU UÇAKLARDA VE TEK PİLOTLU YÜKSEK PERFORMANSLI KOMPLEKS UÇAKLARDA
ATPL(A) / MPL / TİP YETKİSİ İÇİN YETENEK TESTİ/YETERLİLİK KONTROLÜ FORMU**

Appendix 9

Başvuranın Adı ve Soyadı: <i>Applicant's Name and Surname:</i>		Lisans Türü ve Numarası: <i>Title of Licence and Number:</i>	
Tarih: <i>Date:</i>	Hava aracı Sınıfı/Tipi: <i>Aircraft Class/Type:</i>	Hava aracı/Simülâtör Tescil İşareti: <i>Aircraft Registration/FSTD ID:</i>	

Multi-pilot aeroplanes and single-pilot high performance complex aeroplanes	Practical Training			ATPL/MPL/Type Rating Skill Test or Proficiency Check	
	FSTD	A	Instructor initials when training completed	Tested or checked in FSTD or A	Examiner initials when test completed
Manoeuvres/Procedures					

SECTION 1 - FLIGHT PREPARATION

1.1 Performance calculation	OTD 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 air traffic control or instructions of instructor	P →	→			
1.6 Before take-off checks	P →	→		M	

SECTION 2 - TAKE-OFFS

2.1 Normal take-offs with different flap settings, including expedited take-off	P →	→			
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:	P →	→			
2.5.1* 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 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)					
2.5.2* 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 - FLIGHT MANOEUVRES AND 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 →	→			
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) after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P →	→X An aircraft may not be used for this ex.		FFS only	
3.3 Normal operation of systems and controls engineer's panel (if applicable)	OTD P →	→			



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Manoeuvres/Procedures					
3.4 Normal and abnormal operations of following systems:				M	A mandatory minimum of 3 abnormal shall be selected from 3.4.0 to 3.4.14 incl.
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, flight management system	OTD P →				
3.4.12 Landing gear and brake	OTD P →	→			
3.4.13 Slat and flap system	OTD	→			
3.4.14 Auxiliary power unit	OTD P →	→			
3.6 Abnormal and emergency procedures:				M	A mandatory min. of 3 items shall be selected from 3.6.1 to 3.6.9 incl
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	P →	→			
3.6.9 TCAS event	OTD P →	An aeroplane shall not be used.		FFS only	



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Manoeuvres/Procedures					
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 aero- plane 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 aero- plane 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 →	→			
3.8.3* 3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure					
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 autopilot	P →	→			
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	P →	→		M	
3.8.4* 2D operations down to the MDH/A	P* →	→		M	
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.	P* →	→			
3.8.6 Visual approaches	P →	→			



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Manoeuvres/Procedures					
SECTION 4 - MISSED APPROACH PROCEDURES					
4 Missed approach procedures	P* →	→			
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 →	→			
SECTION 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 may not be used for this exercise.		FFS Only	
5.3 Crosswind landings (a/c, 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 four engines: two engines at one side	P	X		M FFS Only (Skill test only)	



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SONUÇ / RESULT

Attempt 1	Date:	PASS	<input type="checkbox"/>	PARTIAL PASS (refer to Attempt 2)	<input type="checkbox"/>	FAIL	<input type="checkbox"/>
Failed Items (if applicable)							
Section	1	2	3	4	5		
Item(s)							
Details of Test / Check							
FSTD or A/C	Block-off	Block-on	Total Time	As PF	As PNF		
Examiner (Name, Surname):		Authorization No:		Examiner's Signature:			
Attempt 2 (only if attempt 1 is a "Partial Pass")	Date	PASS	<input type="checkbox"/>		FAIL	<input type="checkbox"/>	
Failed Items (if applicable)							
Section	1	2	3	4	5		
Item(s)							
Details of Test / Check							
FSTD or A/C	Block-off	Block-on	Total Time	As PF	As PNF		
Examiner (Name, Surname):		Authorization No:		Examiner's Signature:			
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	<input type="checkbox"/>	DEĞERLENDİRİLMEDİ NOT EVALUATED	<input type="checkbox"/>	YETERLİ DEĞİL INADEQUATE	<input type="checkbox"/>
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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:
----------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------