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	Τομείς αναφοράς : Πτυχία Χειριστών Αεροπλάνων Αποδέκτες : ως Πίνακα Διανομής	
ΘΕΜΑ	Απαιτήσεις του συστήματος «Multi Pilot Crew» Operations σε Single Pilot Certified Aeroplanes στις Εμπορικές Αερομεταφορές	

**ΗΜΕΡΟΜΗΝΙΑ ΕΦΑΡΜΟΓΗΣ: 01.05.2010
(EFFECTIVE DATE)**

**Αρ. Πρωτ.: ΥΠΑ/Δ2/Β/ 11754 / 4126
(Ref. No.)**

Licensing Directive

Subject:

Multi Pilot Crew System on Single Pilot Certified Aeroplanes

Applicable legislation:	<p>Council Regulation (EEC) No. 3922/91 Annex III, OPS 1.650, OPS 1.652, OPS 1.940, OPS 1.943, OPS 1.945, OPS 1.950, OPS 1.955, OPS 1.965, OPS 1.968, OPS 1.980 or corresponding requirement of EU-OPS 1</p> <p>JAR-FCL 1.050, JAR-FCL 1.075, JAR-FCL 1.080, Appendix 1 to JAR-FCL 1.220, JAR-FCL 1.250, JAR-FCL 1.251, AMC FCL 1.261, JAR-FCL 1.280</p> <p>JAA Administrative & Guidance Material Section Four Part Three TGL 44</p> <p>Certification Specifications CS 25.1301, CS 25.1303, CS 25.1305, CS 23.1301, CS 23.1303, CS 23.1305</p>
Target Group:	<p>Holders of an Air Operator Certificate (AOC) issued by the HCAA in accordance with Council Regulation (EEC) 3922/91, Annex III or EU-OPS 1</p>
Edition:	<p>Valid from: 01.05.2010</p>
Editor:	<p>Cpt. Athan. Lekkas HCAA Aviation Safety Inspector</p>
Approved on / by:	<p>13.04.2010 Konstantinos Sfakianakis Director of HCAA Flight Standards</p>

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1. Purpose

This directive specifies the requirements of Multi Pilot Operations on Single Pilot Certified Aeroplanes for the purpose of Commercial Air Transport, in compliance with Council Regulation (EEC) No 3922/91, Annex III or EU-OPS 1. To achieve advantage and the best level of safety, the operation on Single Pilot Aeroplanes with two pilots should be conducted according defined Multi Pilot Crew System requirements. For this purpose, operators are required to establish such a system, which has to be described within their Operations Manual System.

This directive, therefore, provides the necessary provisions in the field of:

- Qualification Requirements;
- Training and Checking Requirements;
- Training and Checking Personnel;
- License Endorsement;
- Logging of Flight Time; and
- Content of Operations Manual System.

2. Scope of application

This directive applies to all Hellenic AOC holders engaged in Commercial Air Transport for passengers and/or cargo/freight, operating commercially Single Pilot Certified Aeroplanes.

3. Background

A number of aeroplane types, certified for Single Pilot Operation in accordance with:

- FAR/ CS-23;
- FAR/ CS-23 Commuter;
- BCAR;
- AIR 2051;

are commercially operated under an AOC, based on (EEC) 3922/91, Annex III (OPS) or EU-OPS 1 Paragraph OPS 1.940 (b) **requires the operator for operations under IFR and at night, to ensure that:**

- For all turbo-propeller aeroplanes with a maximum approved passenger seating configuration of more than 9 and for all turbojet aeroplanes, the minimum flight crew is 2 pilots.

In this context, the term “2 pilots” and this kind of operations need to be specified. Unfortunately, the term “minimum flight crew is 2 pilots”, as mentioned in OPS 1.940 (b) (1), may be interpreted differently. As a consequence of the certification of a Single Pilot Aeroplane, the meaning could be that these two pilots shall be qualified each with a Single Pilot Rating and acting in Single Pilot philosophy.

Unquestionably, the operation of an aeroplane with two pilots shall increase safety. But the safety may only increase and the advantage of such operation may only be achieved, if the operation on Single Pilot Aeroplanes with two pilots is performed with a defined and legally respected Multi Pilot Crew System. In this context, different expressions have the same meaning, Multi Pilot Operations and Multi Pilot Crew System. (EEC) 3922/91 Annex III uses both.

4. Operations Concepts

To ensure compliance with the above mentioned requirement of OPS 1.940(b), the operator basically has the possibility to choose between the following two concepts:

1. As explained above, for the best level of safety and individual benefit, the operator shall establish commercial flight operations in a defined Multi Pilot Crew System in accordance with this directive;

or

2. Crew complement of two pilots each qualified in Single Pilot Operations on the aeroplane type concerned.

Consequently, the second concept does not allow any crediting and gaining of experience towards ATPL and Multi Crew prerequisites and requirements. The only reason for the second pilot is to cover the incapacitation case. Furthermore, recording of flight time must be performed in accordance with Single Pilot Operations, in compliance with JAR-FCL 1.080 (No logging of flight time for the second pilot). See also Chapter 12 "Record of Flight Time" (see below).

For a flight crew member who performs both concepts – Single Pilot and Multi Pilot Operations – on a case by case basis, operators must additionally include in the Conversion and Recurrent Training and Checking Programme the requirements for Single Pilot Operation. Refer also to the Chapter 8 "Training and Checking" (see below).

5. Abbreviations

AOC	Air Operator Certificate	MCC	Multi Crew Co-Operation
ATPL	Airline Transport License	MP	Multi Pilot
CPL	Commercial Pilot License	MPA	Multi Pilot Aeroplane
CRE	Class Rating Examiner	MPO	Multi Pilot Operations
CRI	Class Rating Instructor	OL	Operating License
CRM	Crew Resource Management	OM	Operations Manual
CS	Certification Specifications	SP	Single Pilot
EC	European Community	SPA	Single Pilot Aeroplane
EEC	European Economic Community	TC	Training Captain
EU	European Union	TM	Training Manager
FCL	Flight Crew Licensing	TRE	Type Rating Examiner
HCAA	Hellenic Civil Aviation Authority	TRI	Type Rating Instructor
IFR	Instrument Flight Rules	VFR	Visual Flight Rules
LC	Line Check		

6. Aeroplane Equipment

As a prerequisite to use a Single Pilot Certified Aeroplane in Multi Pilot Crew System, the aeroplane is to be equipped similar to that of a Multi Pilot Certified Aeroplane in accordance with:

- (EEC) No. 3922/91 Annex III, OPS 1.650, OPS 1.652
- TM 02.050-10
- CS 23.1301, CS 23.1303, CS 23.1305
- CS 25.1301, CS 25.1303, CS 25.1305

7. Qualification Requirements

Flight crew members acting as Commander or Co-Pilot on Single Pilot Certified Aeroplanes in Multi Pilot Crew System must hold:

- a Commercial Pilot License (CPL) with successfully passed ATPL Theory course (frozen ATPL);
 - or
 - an Air Line Transport Pilot License (ATPL);
- and
- an Instrument Rating (IR), if required by the Operations Specifications;
- and
- a Type- or Class Rating;

and shall be trained in:

- Multi Crew Co-Operation Course (MCC);
- and
- Crew Resource Management in terms of Initial-, Conversion-, Recurrent- and/or Command- CRM, as applicable.

Commanders Experience:

- Commanders holding a Commercial Pilot License must comply with the requirements specified in OPS 1.960.

Operators with combined SP and MP operations shall include the Single Pilot qualification requirements as specified in the Appendix 2 to OPS 1.940.

8. Training and Checking

In combination with JAR-FCL 1, training and checking must basically be conducted in compliance with the requirements set out in (EEC) 3922/91, Annex III, Subpart N. Deviations in the Training and Checking Program, are subject to the following three categories:

1. Multi Pilot Crew System only;
2. Multi Pilot Crew System combined with Single Pilot operations;

and

3. Single Pilot Operations only (with second Pilot).

The operator shall ensure, that a flight crew member operating more than one type or variant of aeroplane complies with all of the requirements prescribed in (EEC) 3922/91, Annex III, Subpart N, for each type or variant, in SP and MP each, unless the HCAA has approved the use of credit(s) related to the training, checking and recent experience requirements. Refer to OPS 1.978 and 1.980.

Multi Pilot Crew System only

An operator with MP-operations only shall establish his Conversion-, Command- and Recurrent Training and Checking Program in accordance with the requirements defined in (EEC) 3922/91, Annex III, Subpart N, with special consideration given to the following:

1. The Conversion Course for Class- and Type Rating Training for Multi Pilot Operations may be conducted in the Multi Pilot Crew System only;
2. Class- and Type Rating Training for Multi Pilot Operations only must be conducted by a Type Rating Instructor (TRI) or a qualified Class Rating Instructor (CRI) in compliance with Chapter 9 "Training and Checking Personnel" ;
3. Skill Tests, License Proficiency Checks and Operator Proficiency Checks for Multi Pilot Operations only are to be conducted by a Type Rating Examiner (TRE) or a qualified Class Rating Examiner (CRE) in compliance with chapter 9 "Training and Checking Personnel" ;
4. The applicant for a Class- or Type Rating in Multi Pilot Crew System shall have completed the Multi Crew Co-Operation Course (MCC) prior commencing flight- or simulator training. The MCC Training however may also be combined with the Class- or Type Rating;
5. Line Checks are to be conducted by Training Captains;
6. Commanders whose duties also require them to operate in the right hand seat and carry out the duties of a co-pilot or commanders required to conduct training (TRI/ CRI/ TC) or examining (TRE/ CRE/ TC) duties from the right hand seat shall complete the pilots' qualification to operate in either pilots' seat, concurrent with the Operators Proficiency Checks as specified in the Appendix 1 to OPS 1.968.

Multi Pilot Crew System combined with Single Pilot Operations

Where Operators intend to apply both, MP-operations and SP-operations for specific non-commercial flights as defined in OM A, Chapter 8.7 "Non Revenue Flights", the Conversion-, Command- and Recurrent Training and Checking Program shall additionally include the requirements for Single Pilot Operations. When establishing combined systems, the following has to be considered:

1. Conversion Course for Class- and Type Rating Training for Multi Pilot Operations must be conducted in both, the Single Pilot and the Multi Pilot Crew System;
2. Flight crew members operating SP and MP must complete Skill Tests, License Proficiency Checks and Operators Proficiency Checks or a combination of these on every class-, type or variant of aeroplane for each type of operation - Single Pilot and Multi Pilot - unless the HCAA has approved the use of credit(s) related to the training, checking and recent experience requirements;

3. Flight crew members operating SP and MP must complete Line Checks on every class-, type or variant of aeroplane for each type of operation - Single Pilot and Multi Pilot - unless the HCAA has approved the use of credit(s) related to the training, checking and recent experience requirements;
4. Class- and Type Rating training for Multi Pilot Operations must be conducted by a Type Rating Instructor (TRI) or a qualified Class Rating Instructor (CRI) in compliance with Chapter 9 “Training and Checking Personnel”;
5. Skill Tests, License Proficiency Checks and Operator Proficiency Checks for Multi Pilot Operations are to be conducted by a Type Rating Examiner (TRE) or a qualified Class Rating Examiner (CRE) in compliance with chapter 9 “Training and Checking Personnel”;
6. SP Class- and Type Rating Training must be conducted by a Class Rating Instructor (CRI);
7. SP Skill Tests, License Proficiency Checks and Operator Proficiency Checks are to be conducted by a Class Rating Examiner (CRE);
8. The applicant for a Class- or Type Rating in Multi Pilot Crew System shall have completed the Multi Crew Co-Operation Course (MCC) prior commencing flight- or simulator training. The MCC Training however may also be combined with the Class- or Type Rating;
9. Line Checks are to be conducted by Training Captains;
10. Commanders whose duties also require them to operate in the right hand seat and carry out the duties of a co-pilot or commanders required to conduct training (TRI/ CRI/ TC) or examining (TRE/ CRE/ TC) duties from the right hand seat shall complete the pilots’ qualification to operate in either pilots’ seat, concurrent with the Operators Proficiency Check as specified in the Appendix 1 to OPS 1.968.

Single Pilot Operations with second Pilot

Operators with SP-operations only shall establish their Conversion- and Recurrent Training and Checking Program in accordance with the requirements defined in (EEC) 3922/91, Annex III, Subpart N applicable for Single Pilot.

1. Conversion Course for Class- and Type Rating training must be conducted in the Single Pilot operation only;
2. Flight crew members operating SP must complete Skill Tests, License Proficiency Checks and Operators Proficiency Checks or a combination of these on every class-, type or variant of aeroplane for each type of operation unless the HCAA has approved the use of credit(s) related to the training, checking and recent experience requirements;
3. SP Class- and Type Rating training must be conducted by a Class Rating Instructor (CRI);
4. SP Skill Tests, License Proficiency Checks and Operator Proficiency Checks are to be conducted by Class Rating Examiner (CRE);
5. Flight crew members operating SP complete Line Checks on every class-, type or variant of aeroplane for each type of operation unless the HCAA has approved the use of credit(s) related to the training, checking and recent experience requirements;
6. Line Checks are to be conducted by Training Captains. The Training Captain occupies the right hand seat thus covering the requirement according 1.940 (b). However the TC shall not fulfill any tasks related to the operation.

9. Training and Checking Personnel

The following conditions/ qualifications for training and checking personnel shall apply for:

Line Flying under Supervision and Line Check for all operations concepts

Training Captain (TC) Refer to Operational Guidance Material – Training Captain.

For Single Pilot Operations with second Pilot

Class Rating Instructor (CRI) and Class Rating Examiner (CRE) in compliance with JAR-FCL.

For Multi Pilot Crew System only

In compliance with JAR-FCL 1, Type Rating Instructor (TRI) (JAR-FCL 1.365) and Type Rating Examiner (TRE)(JAR-FCL 1.425/1.440); **or**

Class Rating Instructor (CRI)(JAR-FCL 1.380) and Class Rating Examiner (CRE) (JAR-FCL 1.425/1.445) having specific additional training and experience as specified in subchapter "CRI and CRE functioning in Multi Pilot Crew System" (see below).

Multi Pilot Crew System combined with Single Pilot Operations

For Multi Pilot Crew System combined with Single Pilot operations Type Rating Instructor (TRI) (JAR- FCL 1.365) and Type Rating Examiner (TRE)(JAR-FCL 1.425/1.440) and being additionally qualified as Class Rating Instructor (CRI)(JAR-FCL 1.380); **or**

Class Rating Instructor (CRI)(JAR-FCL 1.380) and Class Rating Examiner (CRE) (JAR-FCL 1.425/1.445) having specific additional training and experience as specified in subchapter "CRI and CRE functioning in Multi Pilot Crew System" (see below).

CRI and CRE functioning in Multi Pilot Crew System

Within the Multi Pilot Crew System, Class Rating Instructor (CRI)(JAR-FCL 1.380) and Class Rating Examiner (CRE) (JAR-FCL 1.425/1.445) must have specific additional experience and training as specified below:

Class Rating Instructor (CRI)

An applicant for the initial acceptance as CRI for Multi Pilot Operation on Single Pilot Aeroplane must additionally to the CRI requirements according JAR-FCL 1.380 complete a Multi Crew Co-Operation Course. The applicant for CRI must have completed on the applicable Class- or Type of Aeroplane within 12 month preceding the application at least 30 route sectors which include:

- take-offs and landings as commander in Multi Pilot Crew System; and
- take-offs and landings as Pilot Flying of which not more than 15 sectors may be completed in a flight simulator.

Before extension of the privileges to a further Single Pilot Class- or Type of Aeroplanes the CRI holder shall have completed at least 15 route sectors which include take offs and landings as commander in Multi Pilot Crew System on the applicable Class- or Type of Aeroplane within the 12 months preceding the application.

Class Rating Examiner (CRE)

Class Rating Examiner must hold the applicable class- or type of aeroplane rating in the Examiner's Authorisations. Identical to the CRI, CRE must have completed a Multi Crew Co-Operation Course and shall act as CRI in Multi Pilot Operation on the applicable Single Pilot Aeroplane according to the requirements above.

10. License Endorsement in Commercial Operation

The following shall be endorsed on the license:

Single Pilot Operation

After a successfully passed Single Pilot Skill Test:

- Class-or Type Rating without additional information e.g. DHC6

Multi Pilot Operation

After a successfully passed Multi Pilot Skill Test:

- Class-or Type Rating with the restriction for MP (Multi Pilot) and the Function PIC or COPI e.g. DHC6 EU-OPS MP PIC

Combined Single Pilot- and Multi Pilot Operation

After having successfully passed both a Single- and a Multi Pilot Skill Test/ Proficiency Check:

- Class-or Type Rating has a combination of both entries as defined above e.g.:
DHC6
DHC6 EU-OPS MP PIC

11. Crediting of Flight Time

- 500 hours of flight time on a Single Pilot Certified Aeroplane in Multi Pilot Operations may be credited towards an ATPL as defined in JAR-FCL 1.280(a)(1);
- Subject to JAR-FCL 1.280 (a)(2)(iii) crediting towards an ATPL, a co-pilot may log 70 hours as PIC and 180 hours as PIC flight time flown as PICUS, when all of the duties and functions of PIC on these flights were carried out in a manner that the intervention of the PIC in the interest of safety was not required;
- ATPL Skill Tests must not be performed on Single Pilot Certified Aeroplanes. No credit will be given towards JAR-FCL 1.295 (a).

12. Record of Flight Time

With reference to JAR-FCL 1, Subpart A (refer to JAR-FCL 1.080), the definition Flight Time is equal to Block Time (the total time from the moment an aeroplane first moves under its own power for the purpose of taking off until the moment it finally comes to rest at the end of the flight).

Additionally to the record of operational conditions and experience (Night, IFR, Multi Pilot Time, Multi-engine e.t.c), the logging of flight time shall be performed in compliance with the conditions given below:

Single Pilot Operations

PIC hours are logged only by the pilot operating the aeroplane in Single Pilot Operation (No hours are to be logged by the second required pilot).

PICUS (Pilot in Command under Supervision)

A co-pilot may log flight time flown as PICUS, when all of the duties and functions of PIC on that flight were carried out, such that the intervention of the PIC in the interests of safety was not required and provided that the method of supervision is acceptable to the HCAA. The commander shall sign such flight time in the Co-Pilots Log Book.

Multi Pilot Crew System (Commander and Co-Pilot)

PIC hours are logged by the commander (according JAR-FCL 1, Section 2, IEM FCL 1.080) and Co- Pilot hours are logged by the co-pilot.

Multi Pilot Crew System (PIC and PIC)

PIC designated as commander logs PIC hours, second PIC functioning as co-pilot logs Co-Pilot hours.

Flight Training

The trainee must record the flight time as DUAL hours. TRI/CRI logs PIC hours and instructor time.

Line Flying under Supervision

- Line Flying under Supervision as PIC: PIC hours are logged.
- Line Flying under Supervision as co-pilot: Co-Pilot hours are logged.
- Training Captain logs PIC hours, except when conducting Line Checks from an observer's seat where installed or from the seat nearest to the cockpit.

13. Content of the Operations Manual System

Instructions detailing the operations concepts on Single Pilot Certified Aeroplanes are to be integrated in the following Chapters of the Operations Manual System:

Operations Manual Part A, Chapter 4 "Crew Composition"

The composition of flight crew members and their respective function have to be described in compliance with the defined operations concept.

Operations Manual Part A, Chapter 5 "Qualification Requirements"

Qualification requirements are to be amended with the conditions as specified in Chapter 7 "Qualification Requirements" of this directive.

Operations Manual Part A, Chapter 8 "Operating Procedures"

Operating procedures are to be established according to the chosen concept Multi Pilot Operation and/or if applicable additionally for Single Pilot Operation.

Operations Manual Part B “Aeroplane Operating Matters – Type Related”

Aeroplane type specific operating procedures including crew station duties assignments are to be specified according to the chosen operating concept. For operators using both concepts, Single Pilot and Multi Pilot, the structure and content of the Operations Manual must clearly define these two concepts of operations, one apart from the other.

Operations Manual Part D, Chapter 2 “Training Syllabi and Checking Programs”

Conversion-, Command Course and Recurrent Training and Checking Programs including the associated syllabi are to be amended according to the operations concept in compliance with the requirements specified in Chapter 8 “Training and Checking” in this directive.

Operations Manual Part D, Chapter 3 “Procedures”

Processes related to the organization and conduct of training and checking shall include the provisions of the operating concept.

14. Implementation

Operators already commercially operating Single Pilot Certified aeroplane at the date of entry into effect of this directive shall demonstrate compliance with this directive within 90 days from that date. All other operators shall demonstrate compliance with this directive prior to the start of such operations. Any amendments or revisions of relevant chapters of the operations manual system shall be included in the next scheduled change.

15. Exemptions

Any exemption from the regulations of this directive shall be requested by the operator and needs the approval of the authority before it is applied. The operator must demonstrate that the requested exemption guarantees for an equal or higher level of safety compared to the provisions of this directive. The operator shall submit sufficient scientific data to provide evidence for such statement.

16. Entry into effect

This directive enters into effect on 01 May 2010

Ο ΔΙΕΥΘΥΝΤΗΣ ΠΤΗΤΙΚΩΝ ΠΡΟΤΥΠΩΝ
κ.α.α

ΚΩΝΣΤΑΝΤΙΝΟΣ ΣΦΑΚΙΑΝΑΚΗΣ

Ακριβές Αντίγραφο
Ο Προϊστάμενος της Κεντρικής Γραμματείας

Ιωάννης Πετρόπουλος

ΠΙΝΑΚΑΣ ΔΙΑΝΟΜΗΣ

Εσωτερική Διανομή:

1. Γρ. Διοικητού ΥΠΑ
2. Γρ. Υποδιοικητών
3. Γρ. ΓΔΑΜ
4. Δ1
5. ΕΔΑΑΠ

Αποδέκτες για κοινοποίηση

1. Δ/Δ2
2. Τ/Δ2/Β-Γ-Δ
3. Επιθεωρητές Ασφαλείας Πτήσεων
4. Δ/ΜΠΜ

Α. ΑΕΡΟΠΟΡΙΚΕΣ ΣΧΟΛΕΣ

1	GR/FTO/001 GR/TRTO/001	OLYMPIC AVIATION FLIGHT TRAINING ACADEMY	Athens International Airport "Eleftherios Venizelos", Spata, TK 19019
2	GR/FTO/002	GLOBAL Air Services SA	79-81 Filonos Street, Piraeus, TK 18535
3	GR/FTO/003	F.A.S. RHODES PILOTS ACADEMY	"Diagoras" Rhodes International Airport, Rhodes, Dodecanese, TK 85106
4	GR/FTO/004	CRETAN EAGLE Ltd.,	"N.Kazantzakis", Iraklion International, Airport, Crete, TK 71601
5	GR/FTO/005	FLIGHT SIMULATOR CENTRE LTD	Megara Airport, Pachi, TK 19 100 Megara
6	GR/FTO/006	EGNATIA AVIATION LTD	"Megas Alexandros", Kavala International Airport, Chryssoupoli, Kavala, TK 64200
7	GR/FTO/007 GR/TRTO/007	DIDAVIA AVIATION TRAINING & SERVICES S.A	Dimarchou Beka & Vasileos Pavlou Spata, TK 19004
8	GR/FTO/008	AEOLUS AVIATION ACADEMY	0,5 km Ring Road Triadiou, Nea Redestos, TK 57001 Triadi, Thermi, P.O Box 294 Thessaloniki
9	GR/FTO/010 GR/TRTO/010	JETSTREAM AVIATION TRAINING & SERVICES S.A	Athens International Airport "El. Venizelos", Building No. 46, Spata. TK 19019
10	GR/RF/001	THESSALONIKI AIRCLUB PPL(A)	"Macedonia", Thessaloniki International Airport, TK 55103
11	GR/RF/002	AEROSERVICES SA PPL(A)	3 Thermopylon Street, Chalandri, Athens, TK 85106
12	GR/RF/003	DEKELIA AIRCLUB PPL(A)	T.Θ 51987, Athens, TK 14502
13	GR/RF/005	ATHENS AIRCLUB PPL(A)	9 Likourgou Street, Athens, TK 10551
14	GR/RF/006	MESOGIION AIRCLUB PPL(A)	1 Ag.Haralampus Street, Athens, TK 11474
15	GR/RF/007	HERAKLEION AIRCLUB PPL(A)	"N.Kazantzakis", Iraklion International, Airport, Crete, TK 71601
16	GR/RF/008	RHODOS AIRCLUB PPL(A)	"Diagoras" Rhodes International Airport, Rhodes, Dodecanese, TK 85106
17	GR/RF/010	CHANIA AIRCLUB PPL(A)	"I. Daskalogiannis: Chania Airport, Crete, TK 73133
18	GR/RF/011	MACEDONIA AIRCLUB PPL(A)	18a P.Tsaldari Street, Katerini,, TK 60100,
19	GR/RF/012	LARISSA AIRCLUB PPL(A)	Larissa Airport, TK 41110
20	GR/RF/013	PATRA AIRCLUB PPL(A)	46 Patreos Street, Patra, TK 26221
21	GR/RF/014	SOUDA AIRCLUB PPL(A)	"I. Daskalogiannis", Chania Airport, TK 73132
22	GR/RF/015	EUROWINGS AVIATION & CONSULTING SERVICES LTD PPL(A)	12 Ventouri Street, Holargos, TK 15561
23	GR/RF/016	ARKADIA AIRCLUB PPL(A)	Tripolis Airport, 92 Grigoriou Lambraki Street, TK 22100

Β. ΑΕΡΟΠΟΡΙΚΕΣ ΕΤΑΙΡΕΙΕΣ

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7	AOC	ATHENS AIRWAYS Βασιλέως Κωνσταντίνου 38, 19 400, Κορωπί Tel.: +30 210 6026699 Fax: +30 210 6026998
8	AOC	AVIATOR AIRWAYS <u>Κεντρικά Γραφεία:</u> Λεωφ. Συγγρού 379, 17564 Αθήνα Tel.: +30 210 9426809 Fax: +30 210 9428579 <u>Διεθνής Αερολιμένας Αθηνών:</u> Tel.: +30 210 3535264 Fax: +30 210 3535890
9	AOC	BLUE BIRD AIRWAYS AE Κ.Α.Η.Κ. Κρατικός Αερολιμένας Ηρακλείου Κρήτης "Νίκος Καζαντζάκης" 71601 Ηράκλειο Κρήτης Tel.: +30 2810 224451-86 Fax: +30 2810 224452 Mob:+30 6944 433698 e-mail: info@bluebirdair.gr http://www.bluebirdair.gr
10	AOC	EPSILON AVIATION SA Διεθνής Αερολιμένας Αθηνών "Ελ. Βενιζέλος" Κτήριο 19, 190 04 Σπάτα Αττική Tel.: +30 210 3538500 Fax: +30 210 3538444 e-mail: info@epsilonaviation.gr
11	AOC	FAS Rhodos Pilots Academy ΒΑΣΗ :Παραδείσι , 85106, Ρόδος ΣΧΟΛΗ: Μέγαρα, 19100, Αττική Tel.: +30 22410 81000 Fax: +30 22410 98057
12	AOC	GAIN JET AVIATION AE Α. Παπανδρέου 108, 16674 Γλυφάδα Tel.: +30 210 9636101 Fax: +30 210 9636845 Ops: +30 210 9636600
13	AOC	HELLAS JET AE Λεωφ. Μεσογείων 551, 15343 Σταυρός Αγίας Παρασκευής Tel.: +30 210 6085900 Fax: +30 210 6085343 e-mail: info@hellas-jet.com , http://www.hellas-jet.com
13	AOC	HELLENIC IMPERIAL AIRWAYS Λεωφ. Βουλιαγμένης 102, Ελληνικό Tel.: +30 210 9613183 Fax: +30 210 9613171 http://www.hellenicairways.com
15	AOC	INTERJET SA 40,2 χμ Αττικής Οδού, Σ.Ε.Α. 1 Μεσογείων, 190 02, Παιανία Tel.: +30 212 2123500 Fax: +30 212 2123536

16	AOC	K2 SMART JETS Διεθνής Αερολιμένας Αθηνών Κτίριο Διοίκησης (17) 190 19 Σπάτα Tel.: +30 210 3536112 Fax: +30 210 3537777
17	AOC	LIFE LINE AVIATION Δουκίσσης Πλακεντίας 3 152 34 Αττική Tel.: +30 210 6740600 Fax: +30 210 6717195 e-mail: lifelineaviation@athensairport.gr http://www.lifeline-aviation.com
18	AOC	OLYMPIC AIR Δ/ση Αλληλογραφίας: Τ.Θ. 80069, Διεθνής Αερολιμένας Αθηνών, Τ.Κ. 19019 Σπάτα Γραφ. Κορωπίου: 1ο χλμ Λεωφ. Βάρης Κορωπίου & Ηφαίστου, 19400 Κορωπί Maintenance Quality Unit Tel.: +30 210 6607154 Fax: +30 210 6607255 http://www.olympicair.com
19	AOC	OLYMPIC AIRLINES AE Διεθνής Αερολιμένας Αθηνών "Ελ. Βενιζέλος", 190 19 Σπάτα Tel.: +30 210 3564441 / +30 210 3565248 Fax: +30 210 3564653
20	AOC	PREMIER AVIATION SERVICES SA Έδρα: Υμηττού 6, 17564 Π. Φάληρο Δ/ση Αλληλογραφίας: Διεθνής Αερολιμένας Αθηνών, Τ.Θ. 80149, 19019 Σπάτα Tel.: +30 210 3356027 Fax: +30 210 3356026 info@premieraviation.eu
21	AOC	SKY EXPRESS SA Κρατικός Αερολιμένας Ηρακλείου "Νίκος Καζαντζάκης" Κρήτη, Ελλάς Tel.: +30 2810 223500/800 Fax: +30 2810 223805
22	AOC	SKY WINGS AIRLINES SA Λ. Βουλιαγμένης 58, 166 73 Βούλα Tel.: +30 210 9602100 Fax: +30 210 9602151
23	AOC	SWIFT AIR HELLAS Διεθνής Αερολιμένας Αθηνών "Ελ. Βενιζέλος" Κτήριο 17, Τ.Θ. 801 02, 190 19 Σπάτα Tel.: +30 210 3536293 Fax: +30 210 3537845
24	AOC	VIKING HELLAS AIRLINES SA Διεθνής Αερολιμένας Αθηνών "Ελ. Βενιζέλος" Κτίριο 12 Τ.Θ. 80136 190 19 Σπάτα Αττική Tel.: +30 210 3536036 Fax: +30 210 3537808 e-mail: info@vikinghellas.com
25	AOC	ARGO AIRWAYS Αργοναυτών 16, 5 ^{ος} όροφος 38221 Βόλος Tel.: +30 242 1023007, 242 1305035 Fax: +30 242 1023087 http://www.argoairways.com

26	<p>3Δ ΑΕ ΓΕΝΙΚΩΝ ΑΕΡΟΠΟΡΙΚΩΝ ΕΦΑΡΜΟΓΩΝ Σκιάθου 2, 54644 Θεσσαλονίκη Tel.: +30 2310 413545 Fax: +30 2310 413405 e-mail: info@3dsa.gr</p>
27	<p>ΧΑΣΚΟΠΟΥΛΟΣ Ε. – ΑΕΡΟΕΦΑΡΜΟΓΕΣ Γλυνού 21, 54249 Θεσσαλονίκη Κρατικός Αερολιμένας "Μακεδονία" Θεσσαλονίκη Tel.: +30 2310 307757 – 2310 472400 Fax: +30 2310 472444 e-mail: asfm-helicopters@yahoo.com</p>