

APPLICATION AND REPORT FORM FOR TYPE RATING SKILL TESTS AND PROFICIENCY CHECKS ON SINGLE PILOT AEROPLANES EXCEPT FOR COMPLEX AEROPLANES WITH HIGH PERFORMANCE IN ACCORDANCE WITH APPENDIX 9 TO COMMISSION REGULATION (EU) NO 1178/2011 OF 3 NOVEMBER 2011

A.	<input type="checkbox"/> Skill test		<input type="checkbox"/> PC LAPL		B. To be completed by examiner	Date of test		
	<input type="checkbox"/> Revalidation of valid rating					Licence endorsement (type or class of aircraft)		
	<input type="checkbox"/> Renewal of lapsed rating							
	<input type="checkbox"/> VFR	<input type="checkbox"/> IFR	<input type="checkbox"/> SP					
	<input type="checkbox"/> PIC	<input type="checkbox"/> CO Pilot	<input type="checkbox"/> MP					
C. To be completed by applicant	Date of birth (yyyy-mm-dd)		State of lic. issue		Licence no			
	Last name			First and middle names				
	Street or box			Country		Telephone		
	Postal code and city			E-mail address				
	Place		Date		Signature of applicant			
	Flight time total	Cross country		Night Flight		Instrument	Instrument ground time	

D. To be completed by the ATO	TRAINING COMPLETED AND APPLICATION APPROVED							
	Name of ATO				Signature Head of Training			
	Date				Name in block letters			
PRACTICAL TRAINING								
Flight time during course			Dual flight during course			Total time in FFS/FTD during course		
						FFS:	FTD:	

E. To be completed by examiner	RESULT OF THE TEST							
	Final result:		<input type="checkbox"/> Passed		<input type="checkbox"/> Partial pass		<input type="checkbox"/> Failed	
	<input type="checkbox"/> Temporary rating issued				<input type="checkbox"/> Temporary rating not issued			
	I have entered the following details in the applicant's licence							
	Rating		Date of test/check		IR valid until		Rating valid until	
Place and date: Signature of examiner: Examiner certificate No:				Stamp/Printed name				

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F.

<p>Before Test/check</p> <p><input type="checkbox"/> Technical training (initial issue only)</p> <p><input type="checkbox"/> Min 70 PIC (ME only)</p> <p><input type="checkbox"/> Approved to be tested on PBN (BSL 14254 attached to this application if PBN privileges not confirmed in logbook)</p> <p><input type="checkbox"/> Valid PPL/CPL/ATPL licence</p> <p><input type="checkbox"/> Valid language proficiency</p> <p>Valid R/T certificate :</p> <p><input type="checkbox"/> Swedish <input type="checkbox"/> English</p> <p><input type="checkbox"/> Personal identification card</p>	<p>Before PC, revalidation of valid rating</p> <p><input type="checkbox"/> Valid Class/Type rating</p> <p><input type="checkbox"/> Route Sectors ≥10 (ME only) or</p> <p><input type="checkbox"/> Examiner accompanied route sector</p>	
	<p>Before PC renewal</p> <p><input type="checkbox"/> Renewal training performed by ATO (Copy of renewal training certificate must be attached or section D completed)</p>	<p>All prerequisites checked and confirmed including latest revision of Examiners Differences Document</p> <p>EDD revision nr:</p> <p>..... Examiner</p>
<p>M=Mandatory P=Trained as PIC or COP for issue X=FS only *=Actual or simulated IMC</p>		

G.

SECTION 1 DEPARTURE		F/D	FS	A	Instructors initials when training completed	Chkd in FS/A	Pass	Fail
1.1	Pre-flight including: Documentation, Mass and Balance, Weather briefing NOTAM						<input type="checkbox"/>	<input type="checkbox"/>
1.2	Pre-start checks					M	<input type="checkbox"/>	<input type="checkbox"/>
1.2.1	External	P#		P			<input type="checkbox"/>	<input type="checkbox"/>
1.2.2	Internal			P		M	<input type="checkbox"/>	<input type="checkbox"/>
1.3	Engine starting: Normal Malfunctions	P→	→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
1.4	Taxiing		P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
1.5	Pre-departure checks: Engine run-up (if applicable)	P→	→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
1.6	Take-off procedure: Normal with Flight Manual flap settings, Crosswind (if conditions available)		P→	→			<input type="checkbox"/>	<input type="checkbox"/>
1.7	Climbing: Vx/Vy Turns onto headings Level off		P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
1.8	ATC liaison – Compliance, R/T procedure						<input type="checkbox"/>	<input type="checkbox"/>
Examiners initials when test section completed.....								

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SECTION 2 AIRWORK (VMC)		FTD	FS	A	Instructors initials when training completed	Chkd in FS/A	Pass	Fail
2.1	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V _{MCA} when applicable)		P→	→			<input type="checkbox"/>	<input type="checkbox"/>
2.2	Steep turns (360° left and right at 45° bank)		P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
2.3	Stalls and recovery: i. clean stall ii. Approach to stall in descending turn with bank with approach configuration and power iii. Approach to stall in landing configuration and power iv. Approach to stall, climbing turn with take-off flap and climb power (single engine aeroplane only)		P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
2.4	Handling using autopilot and flight director (may be conducted in Section 3) if applicable		P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
2.5	ATC liaison – Compliance, R/T procedure						<input type="checkbox"/>	<input type="checkbox"/>
					Examiners initials when test section completed.....			

SECTION 3 A EN ROUTE PROCEDURES VFR		FTD	FS	A	Instructors initials when training completed	Chkd in FS/A	Pass	Fail
3.A.1	Flight plan, dead reckoning and map reading						<input type="checkbox"/>	<input type="checkbox"/>
3.A.2	Maintenance of altitude, heading and speed						<input type="checkbox"/>	<input type="checkbox"/>
3.A.3	Orientation, timing and revision of ETAs						<input type="checkbox"/>	<input type="checkbox"/>
3.A.4	Use of radio navigation aids (if applicable)						<input type="checkbox"/>	<input type="checkbox"/>
3.A.5	Flight management (flight log, routine checks including fuel, systems and icing)						<input type="checkbox"/>	<input type="checkbox"/>
3.A.6	ATC liaison – Compliance, R/T procedure						<input type="checkbox"/>	<input type="checkbox"/>
					Examiners initials when test section completed.....			

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SECTION 3 B INSTRUMENT FLIGHT		FTD	ES	A	Instructors initials when training completed	Chkd in FS/A	Pass	Fail
3.B.1*	Departure IFR		P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
3.B.2*	En route IFR		P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
3.B.3*	Holding procedures		P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
3.B.4*	3D operations to DH/A of 200 feet (60 m) or to higher minima of required by approach procedure (autopilot may be used to the final approach segment vertical path intercept)		P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
3.B.5*	2D operations to MDH/A		P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
<i>To establish or maintain PBN privileges at least one 3D or 2D operation shall be an RNP APCH</i>								
3.B.6*	Flight exercises including simulated failure of the compass and attitude indicator: Rate 1 turns Recoveries from unusual attitudes	P→	→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
3.B.7*	Failure of localiser or glideslope	P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.B.8*	ATC liaison – Compliance, R/T procedure						<input type="checkbox"/>	<input type="checkbox"/>
					Examiners initials when test section completed.....			

SECTION 4 ARRIVAL AND LANDINGS		FTD	ES	A	Instructors initials when training completed	Chkd in FS/A	Pass	Fail
4.1*	Aerodrome arrival procedure		P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
4.2*	Normal landing		P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
4.3*	Flapless landing		P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
4.4*	Crosswind landing (if suitable conditions)		P→	→			<input type="checkbox"/>	<input type="checkbox"/>
4.5*	Approach and landing with idle power from up to 2000' above the runway (single engine aeroplane only)		P→	→			<input type="checkbox"/>	<input type="checkbox"/>
4.6*	Go-around from minimum height		P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
4.7*	Night go-around and landing (if applicable)	P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
4.8*	ATC liaison – Compliance, R/T procedure						<input type="checkbox"/>	<input type="checkbox"/>
					Examiners initials when test section completed.....			

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SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES:		F/D	E/S	A	Instructors initials when training completed	Chkd in FS/A	Pass	Fail
This Section may be combined with Sections 1 through 4)								
5.1	Rejected take-off at a reasonable speed		P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
5.2	Simulated engine failure after take-off (single engine aeroplanes only)			P		M	<input type="checkbox"/>	<input type="checkbox"/>
5.3	Simulated forced landing without power (single engine aeroplanes only)			P		M	<input type="checkbox"/>	<input type="checkbox"/>
5.4	Simulated emergencies: i. Fire or smoke in flight ii. Systems malfunctions as appropriate	P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
5.5	Engine shutdown and restart (ME skill test only) (At a safe altitude if performed in the aircraft)	P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
5.6	ATC liaison – Compliance, R/T procedure						<input type="checkbox"/>	<input type="checkbox"/>
					Examiners initials when test section completed.....			

SECTION 6 SIMULATED ASYMMETRIC FLIGHT		F/D	E/S	A	Instructors initials when training completed	Chkd in FS/A	Pass	Fail
This Section may be combined with Sections 1 through 5)								
6.1	Simulated engine failure during take-off (at a safe altitude unless carried out in FS or FNPT II)	P→	→	→X		M	<input type="checkbox"/>	<input type="checkbox"/>
6.2	Asymmetric approach and go-around	P→	→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
6.3	Asymmetric approach and full stop landing	P→	→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
6.4	ATC liaison – Compliance, R/T procedure	P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
					Examiners initials when test section completed.....			

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H. Details of the flight		
Registration a/c or FSTD qualification no	Block on	On ground
Departure aerodrome	Block off	Take-off
Destination aerodrome	Total block	Total
Aircraft type	Applicant tested as PF <input type="checkbox"/> PNF <input type="checkbox"/>	PIC

I. REMARKS	
Item no	Comment
Debriefing/taken part of comments above	Signature of applicant:

J. ADDITIONAL INFORMATION REGARDING THE TEST/PC

K. AIRCRAFT TRAINING		
Aircraft training completed date	Aircraft type	No of landings/ airborne hrs /
Signature of CRI/FI	Name in block letters	Licence number

Instructions for completing form

L 1647- ClassType rating Single Pilot Aeroplane,

- A. Please tick the appropriate boxes. If the PC is aimed to revalidate a valid rating, please tick "Revalidate". If the rating has lapsed the applicant must have completed approved recurrent training. See part "F" page 2 in the protocol.
- B. Please enter the complete information. "Licence endorsement" means the relevant class of aeroplane according to EASA Class and Type Rating List/Licence Endorsement list (Aeroplanes)
- C. Personal information of the applicant
- D. This section is to be completed by the Head of Training of the ATO.
- E. The result of the test. Please note that only examiners authorized by the authority in Sweden, Norway or Denmark can issue a Temporary Rating.
- F. This section is a checklist of prerequisites for the examiner to check before the test/check. **Please note that the examiner must sign and thus affirm that he has checked all prerequisites before the test.**
- G. Protocol

1. The following symbols mean:

P = Trained as Pilot-in-Command or CO pilot for the issue of the class/type rating as applicable.
 X = Flight simulators shall be used for this exercise, if available, otherwise an aeroplane shall be used if appropriate for the manoeuvre or procedure.

2. 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
 FS = Flight Simulator
 FTD = Flight Training Device (including FNPT II for ME class rating)

- 3. 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 instrument rating 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 instrument rating privileges, the type/class rating will be restricted to VFR only.
- 4. 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.
- 5. Where the letter 'M' appears in the skill test/proficiency check column this will indicate a mandatory exercise or a choice where more than one exercise appears.
- 6. The following limits shall apply corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

Height:

Generally	±100 feet
Starting a go-around at decision height	+50 feet/-0 feet
Minimum descent height/altitude	+50 feet/-0 feet

Tracking:

On radio aids	±5°
For "angular" deviations	Half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
2D (LNAV) and 3D (LNAV/VNAV) "linear" deviations	Cross track error/deviation shall normally be limited to ± ½ the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of 1 time the RNP value are allowed.
3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	Not more than -75 feet below the vertical profile at any time, and not more than +75 feet above the vertical profile at or below 1000 feet above aerodrome level.

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Heading:

All engines operating	±5°
With simulated engine failure	±10°

Speed:

All engines operating	±5 knots
With simulated engine failure	+10 knots/-5 knots

7. 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.
 8. When a proficiency check on a single-pilot aeroplane is performed in a multi-pilot operation in accordance with an operators procedures, the type/class rating will be restricted to multi-pilot.
 9. A flight simulator or FNPT II shall be used for practical training for type or multi-engine class ratings if the simulator or FNPT II forms part of an approved type or class rating course. The following considerations will apply to the approval of the course:
 - (a) the qualification of the flight simulator or FNPT II as set out in JAR-STD;
 - (b) the qualifications of the instructors and examiner;
 - (c) the amount of flight simulator or FNPT II training provided on the course; and
 - (d) the qualifications and previous experience of the pilot under training.
- H.** Details of the flight.
- I.** Comments regarding tested items please indicate the item commented. The applicant signs that he/she has taken part of the result of the test (it is not a formal acceptance of the result).
- J.** Additional information regarding the conditions during test, simulators, if IR cross-credit is applied etc.
- K.** Details of the aircraft training including four or six take offs and landings when completed if pertinent.