

APPLICATION AND REPORT FORM FOR THE ATPL(A) SKILL TEST, TYPE RATING SKILL TEST AND PROFICIENCY CHECKS ON MULTI PILOT AEROPLANES AND SINGLE PILOT COMPLEX AEROPLANES WITH HIGH PERFORMANCE ACCORDING TO APPENDIX 9 TO COMMISSION REGULATION (EU) NO 1178/2011 OF 3 NOVEMBER 2011

A.	<input type="checkbox"/> Skill test ATPL <input type="checkbox"/> Skill test type rating		B. to be completed by examiner		Date of test	
	<input type="checkbox"/> PC Revalidation <input type="checkbox"/> PC Renewal				Licence endorsement (type of aircraft)	
	<input type="checkbox"/> Multi pilot aeroplane <input type="checkbox"/> Single pilot aeroplane (SPO) <input type="checkbox"/> Single pilot aeroplane (MPO)		Applicant tested as: <input type="checkbox"/> PIC <input type="checkbox"/> CO Pilot			
C. To be completed by the applicant	Date of birth (yyyy-mm-dd)		State of licence issue		Licence no	
	Last name			First and middle names		
	Street or box		Country		Telephone	
	Postal code and city		E-mail address			
	Total flight time	Total time as PIC	Instrument time	FTD/FFS		
	Total time MPA	Cross-country	Night flight			
	<input type="checkbox"/> Applicant verification of compliance according to ARA.GEN.315 and AMC1 ARA.GEN.315 (c) (See instructions, page 10)					
	D. To be completed by the ATO					
	<i>TRAINING COMPLETED AND APPLICATION APPROVED</i>					
	Name of ATO			Date		
Flight time during course			Total time in FS/FFS during course FTD: FFS:			
<input type="checkbox"/> Refresher training completed		<input type="checkbox"/> ZFTT course performed		<input type="checkbox"/> Approved for PC renewal		
Recommendation by Head of Training or other person nominated by the Head of Training			Name in block letters			
E. To be completed by the examiner						
<i>RESULT OF THE TEST</i>						
		If all sections are passed – Final result : Passed If 1-5 items are failed – Final result : Partial pass If 6 or more items are failed – Final result : Failed				
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	Rating valid until	IR valid until			
Examiner's certificate number:			Stamp/Printed name			
Signature of examiner:						

F.	Before Test/check <input type="checkbox"/> Technical training (initial issue only) <input type="checkbox"/> Valid IRME (Initial issue only) <input type="checkbox"/> Approved to be tested on PBN (BSL 14254 attached to this application if PBN privileges not confirmed in logbook) <input type="checkbox"/> Valid CPL/MPL/ATPL licence <input type="checkbox"/> Valid language proficiency <input type="checkbox"/> Personal identification card <input type="checkbox"/> In case of non-Swedish ATO, required documentation attached (see page 10 section D)	Before PC, revalidation <input type="checkbox"/> Valid type rating <input type="checkbox"/> Route Sectors ≥ 10 or <input type="checkbox"/> Examiner accompanied route sector <input type="checkbox"/> In case of non-Swedish examiner, required documentation attached (see page 10 section E)	Before ATPL Skill Test <input type="checkbox"/> Approval to take the test issued by the Swedish Transport Agency <input type="checkbox"/> In case of non-Swedish examiner, required documentation attached (see page 10 section E)
	Before PC, renewal <input type="checkbox"/> Approved training performed by ATO (Copy of course completion certificate must be attached) <input type="checkbox"/> In case of non-Swedish examiner, required documentation attached (see page 10 section E)	All prerequisites checked and confirmed including latest revision of Examiners Differences Document EDD revision nr: Examiner	

M=Mandatory P=Trained as PIC or COP and as PF and PNF for issue X=FS only (see instructions) *=Actual or simulated IMC P# = the training shall be complemented by supervised aeroplane inspection

G.

SECTION 1 FLIGHT PREPARATION		OT D	FTD	FS	A	Instructors initials when training completed	Chkd in FS/A	Pass	Fail
1.1	Performance calculation	P						<input type="checkbox"/>	<input type="checkbox"/>
1.2	Aeroplane external visual inspection; location of each item and purpose of inspection	[P#]			P			<input type="checkbox"/>	<input type="checkbox"/>
1.3	Cockpit inspection		P	→	→			<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
1.5	Taxiing in compliance with air traffic control or instructions of instructor			P→	→			<input type="checkbox"/>	<input type="checkbox"/>
1.6	Before take-off checks		P→	→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
						Examiners initials when test section completed.....			

SECTION 2 TAKE OFFS		OTD	FTD	FS	A	Instructors initials when training completed	Chkd in FS/A	Pass	Fail
2.1	Normal take offs with different flap settings, including expedited take off			P→	→			<input type="checkbox"/>	<input type="checkbox"/>
2.2	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne			P→	→			<input type="checkbox"/>	<input type="checkbox"/>
2.3	Cross wind take-off (A, if practicable)			P→	→			<input type="checkbox"/>	<input type="checkbox"/>
2.4	Take-off at maximum takeoff mass (actual or simulated maximum take-off mass)			P→	→			<input type="checkbox"/>	<input type="checkbox"/>
2.5	Take-offs with simulated engine failure:			P---->	---->				
2.5.1	- shortly after reaching V ₂ (In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the engine failure shall not be simulated until reaching a minimum height of 500ft 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 V ₂ .)			P→	→			<input type="checkbox"/>	<input type="checkbox"/>
2.5.2	- between V ₁ and V ₂			P	x		M FS Only	<input type="checkbox"/>	<input type="checkbox"/>
2.6	Rejected take-off at a reasonable speed before reaching V ₁ .			P→	→x		M	<input type="checkbox"/>	<input type="checkbox"/>
						Examiners initials when test section completed.....			

SECTION 3 FLIGHT MANEUVERES AND PROCEDURES		OTD	FTD	FS	A	Instructors initials when training completed	Chkd in FS/A	Pass	Fail
3.1	Turns with and without Spoilers			P→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.2	Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)			P→	→X <small>if aircraft may not be used for this exercise</small>			<input type="checkbox"/>	<input type="checkbox"/>
3.3	Normal operation of systems and controls engineer's panel	P→	→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4 Normal and abnormal operations of following systems: (A mandatory minimum of 3 items shall be selected from 3.4.0 to 3.4.14 inclusive)							M		
3.4.0	Engine (if necessary propeller)	P→	→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.1	Pressurisation and airconditioning	P→	→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.2	Pitot/static system	P→	→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.3	Fuel system	P→	→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.4	Electrical system	P→	→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.5	Hydraulic system	P→	→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.6	Flight control and trim system	P→	→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.7	Anti- and de-icing system, Glare shield heating	P→	→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.8	Autopilot/Flight director	P→	→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation devices	P→	→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.10	Ground proximity warning system Weather radar, radio altimeter, transponder		P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.11	Radios, navigation equipment, instruments, flight management system	P→	→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.12	Landing gear and brake	P→	→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.13	Slat and flap system	P→	→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.14	Auxiliary power unit	P→	→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
	Intentionally left blank								
3.6 Abnormal and emergency procedures: A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive.							M		<input type="checkbox"/>
3.6.1	Fire drills e.g. Engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation.		P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.6.2	Smoke control and removal		P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.6.3	Engine failures, shut-down and restart at a safe height		P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.6.4	Fuel dumping (simulated)		P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.6.5	Windshear at Take off/ Landing			P	x		FS only	<input type="checkbox"/>	<input type="checkbox"/>
3.6.6	Simulated cabin pressure failure/Emergency descent			P→	→			<input type="checkbox"/>	<input type="checkbox"/>

3.6.7	Incapacitation of flight crew Member		P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.6.8	Other emergency procedures as outlined in the appropriate aeroplane Flight Manual		P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.6.9	ACAS event	P→	→	→	x		FS only	<input type="checkbox"/>	<input type="checkbox"/>
3.7	Steep turns with 45° bank, 180° to 360° left and right		P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.8	Early recognition and counter measures on approaching stall (up to activation of stall warning device) in take-off configuration (flaps in take-off position), in cruising flight configuration and in landing configuration (flaps in landing position, gear extended)			P→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.8.1	Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration			P	x			<input type="checkbox"/>	<input type="checkbox"/>
3.9 Instrument flight procedures									
3.9.1*	Adherence to departure and arrival routes and ATC instructions		P→	→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
3.9.2*	Holding procedures		P→	→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.9.3*	3D operations to DH/A of 200 feet (60 m) or to higher minima of required by approach procedure								
<p><i>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 limitation (for example, choose an ILS for 3.9.3.1 in case of such AFM limitation)</i></p> <p>To establish or maintain PBN privileges at least one 3D or 2D operation shall be an RNP APCH</p>									
3.9.3.1*	- manually, without flight director			P→	→		M (skill test only)	<input type="checkbox"/>	<input type="checkbox"/>
3.9.3.2*	- manually, with flight director			P→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.9.3.3*	- with autopilot			P→	→			<input type="checkbox"/>	<input type="checkbox"/>
3.9.3.4*	- manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1000 feet above aerodrome level until touchdown or through the complete missed approach procedure			P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>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 non-precision approach as described in 3.9.4. The go-around shall be initiated when reaching the published obstacle clearance height (OCH/A), however, not later than reaching a minimum descent height/altitude (MDH/A) of 500 ft above runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding takeoff mass and density altitude, the instructor may simulate the engine failure in accordance with 3.9.3.4.</i></p>									

3.9.4*	2D operations down to the MDH/A			P*→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
To establish or maintain PBN privileges at least one 3D or 2D operation shall be an RNP APCH									
3.9.5*	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*→	→			<input type="checkbox"/>	<input type="checkbox"/>
							Examiners initials when test section completed.....		

Section 4 Missed Approach Procedures		OTD	FTD	FS	A	Instructors initials when training completed	Chkd in FS/A	Pass	Fail
4.1*	Go-around with all engines operating* during a 3D operation on reaching decision height			P*→	→			<input type="checkbox"/>	<input type="checkbox"/>
4.2	Other missed approach Procedures			P*→	→			<input type="checkbox"/>	<input type="checkbox"/>
4.3*	Manual Go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt			P*→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
4.4	Rejected landing at 15 m (50 ft) above runway threshold and go-around			P*→	→			<input type="checkbox"/>	<input type="checkbox"/>
							Examiners initials when test section completed.....		

SECTION 5 LANDINGS		OTD	FTD	FS	A	Instructors initials when training completed	Chkd in FS/A	Pass	Fail
5.1	Normal landings* with visual reference established when reaching DA/H following an instrument approach operation			P				<input type="checkbox"/>	<input type="checkbox"/>
5.2	Landing with simulated jammed horizontal stabiliser in any out-of-trim position.			P→	An aircraft may not be used for this exercise			<input type="checkbox"/>	<input type="checkbox"/>
5.3	Cross wind landings (a/c, if practicable).			P→	→			<input type="checkbox"/>	<input type="checkbox"/>
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats.			P→	→			<input type="checkbox"/>	<input type="checkbox"/>
5.5	Landing with critical engine simulated inoperative.			P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
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. – Aeroplanes with four engines, two engines at one side.			P	→		M FS only (skill test only)	<input type="checkbox"/>	<input type="checkbox"/>
						Examiners initials when test section completed.....			

SECTION 6 ADDITIONAL AUTHORIZATION CAT II/III		OTD	FTD	FS	A	Instructors initials when training completed	Chkd in FS/A	Pass	Fail
General remarks: Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60 m), i.e. Cat II/III operations.									
6.0 The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used.									
6.1*	Rejected take-off at minimum authorised RVR			P*→	→ X An aircraft may not be used for this exercise		M*	<input type="checkbox"/>	<input type="checkbox"/>
6.2*	CAT II/III Approaches In simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed.			P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
6.3*	Go-around after approaches as indicated in 6.2 on reaching DH. The training also shall include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure			P→	→		M*	<input type="checkbox"/>	<input type="checkbox"/>
6.4*	Landing(s) with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed			P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
NOTE: CAT II/III operations shall be accomplished in accordance with Operational Rules.									

Examiners initials when test section completed.....

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

I. REMARKS	
Item no	Comment
Debriefing/Taken parts of comments above (in case of partial pass or failed test)	Signature of applicant:

J. ADDITIONAL INFORMATION

K. ZFTT Simulator training		
Six (6) take offs and landings in simulator completed date	FSTD qualification no.	
Signature of TRI (FFS)	Name in block letters	Licence number
ZFTT LIFUS training		
Number of sectors, signature of TRI(s) (LIFUS)	Name(s) in block letters	Licence number(s)

L. AEROPLANE TRAINING		
Aeroplane training completed date	Aircraft type	Numbers of landings/airborne hrs
Signature of TRI	Name in block letters	Licence number

L 1648

ATPL(A), Type rating multi pilot aeroplane and single pilot complex aeroplanes with high performance,
Proficiency check multi pilot aeroplane and single pilot complex aeroplane with high performance,

Instructions for completing form

- A.** Please tick the appropriate boxes for relevant test/check. If the PC is conducted for the revalidation of a valid rating, please tick "Revalidate". If the rating has lapsed the applicant must have undergone approved refresher training. See part "F" page 2 in the protocol.
- B.** Please enter the complete information. "Licence endorsement" means the relevant type of aeroplane according to EASA Class and Type Rating List (Aeroplanes).
- C.** Personal information of the applicant. "Total flight time" is the applicants total flight time on the relevant category of aircraft. "Total flight time" is the only record of flight time that the applicant needs to report in case of a proficiency check. In case of a skill test, all boxes needs to be filled out.

AMC1 ARA.GEN.315 Applicant VERIFICATION OF COMPLIANCE

By ticking this box you certify that you:

- (1) do not hold any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another Member State;
- (2) has not applied for any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category in another Member State; and
- (3) has never held any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another Member State which was revoked or suspended in any other Member State.

Incorrect information could disqualify you from being granted a personnel licence, certificate, rating, authorization or attestation.

- D.** This section is to be completed by the Head of Training of the ATO if the purpose is a skill test after basic training or a PC after approved refresher training for the renewal of a lapsed type- or class rating. If the training is performed as an approved zero flight time training course, the head of training must indicate it in the appropriate box.

Applicants who have completed a Part-FCL type rating course at a non-Swedish ATO must attach the following documents to the application:

- Course completion certificate.
- ATO Approval Certificate.
- FSTD qualification certificate.
- The Examiners certificate documents including copy of the licence.
- Copy of the licence of the TRI responsible for the aircraft training or LIFUS as applicable.

- E.** The result of the test. In case of non-Swedish examiner, the following attachments are required; The Examiners certificate documents including copy of the license
- F.** This section is a checklist with prerequisites for the examiner to check before the test/check. Please mind that a Temporary Rating cannot be issued if the Licence has lapsed. The examiner should inform the applicant that flying is prohibited until all necessary documents are complete and valid. **Please note that the examiner must sign and thus affirm that he has checked all prerequisites before the test.**

G.

1. The following symbols mean:

- P = Trained as Pilot-in-command or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF) for the issue of a type rating as applicable.
- X = Simulators shall be used for this exercise, if available, otherwise an aircraft shall be used if appropriate for the manoeuvre or procedure.
- P# = the training shall be complemented by supervised aeroplane inspection

2. The practical training shall be conducted at least at the training equipment level shown as (P), but 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
 - FS = Flight Simulator
 - FTD = Flight Training Device
 - OTD = Other Training Devices

3. 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.

4. Where the letter 'M' appears in the skill test/proficiency check column this indicates a mandatory exercise.

5. A flight simulator shall be used for practical training and testing if the simulator forms part of an approved type-rating course. The following considerations will apply to the approval of the course:

- a. the qualification of the flight simulator or FNPTII as set out in Part-ORA;
- b. the qualifications of the instructor and examiner;
- c. the amount of line-orientated simulator training provided on the course;
- d. the qualifications and previous line operating experience of the pilot under training; and
- e. the amount of supervised line flying experience provided after the issue of the new type rating.

6. In the case of single-pilot high performance complex aeroplanes, when a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations. If privileges of single-pilot are sought, the manoeuvres/procedures in 2.5, 3.9.3.4, 4.3, 5.5 and at least one manoeuvre/procedure from section 3.4 have to be completed in addition as single-pilot.

7. 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.

Heading:

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

Speed:

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

8. 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.

- H.** Details of the flight .Please enter the simulator approval number if the test is conducted in a simulator.
- I.** Comments regarding the conduct of items.
- J.** Additional information regarding the conditions during the test/check. E.g. Staff, weather etc.
- K.** Details of take-off and landing completed in a qualified FSTD and the number of initial take off and landings as part of a zero flight time training course. Please note that the form shall be submitted to Transportstyrelsen after the completion of the skill test. After completion of the zero flight time training, the completed form shall be submitted again.
- L** Details of the aeroplane training (landings).