

Aeroplane type rating multi-pilot and single-pilot complex high performance (for ST, PC, renewal and ATPL ST)

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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.

☐ Skill test ATPL
☐ Skill test type rating
☐ Skill test Cruise relief co-pilot
☐ Skill test CRCP removal

**B. to be
completed by
examiner**

Date of test

Licence endorsement (type of aircraft)

☐ PC Revalidation
☐ PC Renewal
☐ PC applicable for Cruise relief co-pilot

☐ Multi pilot aeroplane
☐ Single pilot aeroplane (SPO)
☐ Single pilot aeroplane (MPO)
If both SPO and MPO privileges are sought, complete TSL7692

Test performed in;

☐ Aircraft
☐ FSTD(s)
☐ A combination of FSTD(s) and the aircraft

Date of birth (yyyy-mm-dd)

State of licence issue

Licence no

C. To be
**completed by
the applicant**

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/PICUS /	Instrument time/Ground time /	FFS/FNPT /
Total time MPO	Total time Cross-country	Cross-country PIC/PICUS /	Night flight

☐ Applicant verification of compliance according to ARA.GEN.315 and AMC1 ARA.GEN.315 (c) (See instructions, page 9)

D. To be
**completed by
the ATO**

TRAINING COMPLETED AND APPLICATION APPROVED

Name and number of ATO/AOC		Date	
Flight time during course		Total time in FS/FFS during course FTD: FFS:	
☐ Refresher training completed	☐ Attending ZFTT course	☐ Approved for PC renewal	☐ CRCP course completed ☐ CCQ course (Airbus only)
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**

Result of the test

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:	☐ Passed	☐ Partial pass ☐ Failed

☐ Temporary rating 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: _____			

Scan as PDF, send by e-mail to: certifikat.w3d3@transportstyrelsen.se or by mail to: Transportstyrelsen, SE-601 73 Norrköping Webbsida: transportstyrelsen.se

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F. Mandatory before each test/check

☐ Technical training (initial issue only)		
☐ Valid or expired IR/ME (Initial issue only)		
☐ AUPRT (certificate or verification attached, if required, see page 10 section F)		
☐ Valid CPL/MPL/ATPL licence		
☐ Valid language proficiency (req. if test performed in aircraft)		
☐ Valid medical certificate (req. if test performed in aircraft)		
☐ Personal identification card		
☐ In case of non-Swedish ATO, required documentation attached (see page 9 section D)		
☐ In case of non-Swedish examiner, required documentation attached (see page 9 section E)		
Before PC, revalidation ☐ Valid type rating ☐ Route Sectors ≥10 or ☐ Examiner accompanied route sector or ☐ Operators proficiency check combined with the proficiency check in accordance with FCL.740.A (a)(3)	Before PC, renewal ☐ Approved training performed by ATO (Copy of course completion certificate must be attached unless section D, on page 1, is completed by an ATO)	Before ATPL Skill Test ☐ All prerequisites checked and verified in applicants logbook. See instructions for PICUS, if applicable, on page 10
All prerequisites checked, documented as required in section C and confirmed including latest revision of Examiners Differences Document EDD revision nr: Examiner _____ E-mail of non-Swedish examiner _____		

Before PBN test/check (initial)

☐ Approved to be tested on PBN (TSL7557 attached to this application if PBN privileges not confirmed in logbook or by other means)

Before test/check if PBN approach is not included in the test

☐ Applicant has previously met PBN requirements (must be confirmed by logbook entry or operator statement)
☐ Test to be performed not including PBN approach, applicant informed of limitations in IR following a successful test.

M=Mandatory exercise or a choice where more than one exercise appears

P=Trained as PIC or COP and as PF and PNF for issue

X=FS only (see instructions)
or simulated IMC

P# = the training shall be complemented by supervised aeroplane inspection

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G.

SECTION 1 FLIGHT PREPARATION		FSTD	A	Instructors initials when training completed	Tested or checked in FSTD or A	Pass	Fail
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	☐	☐
				Examiners initials when test section completed.....			

SECTION 2 TAKE-OFFS		FSTD	A	Instructors initials when training completed	Tested or checked in FSTD or A	Pass	Fail
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	Cross wind take-off (A, if practicable)	P→	→			☐	☐
2.4	Take-off at maximum takeoff mass (actual or simulated maximum take-off mass)	P→	→			☐	☐
2.5	Take-offs with simulated engine failure:						
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→	→			☐	☐
2.5.2*	- between V ₁ and V ₂	P	x		M FFS Only	☐	☐
2.6	Rejected take-off at a reasonable speed before reaching V ₁ .	P→	→		M	☐	☐
				Examiners initials when test section completed.....			

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SECTION 3 FLIGHT MANEUVRES AND PROCEDURES		FSTD	A	Instructors initials when training completed	Tested or checked in FSTD or A	Pass	Fail
3.1	Manual flight with and without flight directors (no autopilot, no auto thrust/auto throttle, 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 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 exercise			☐	☐
3.3	Normal operation of systems and controls engineer's panel	OTD→	→			☐	☐
3.4 Normal and abnormal operations of following systems:					M	A mandatory minimum of 3 items shall be selected from 3.4.0 to 3.4.14 inclusive	
3.4.0	Engine (if necessary propeller)	OTD →	→			☐	☐
3.4.1	Pressurisation and airconditioning	OTD →	→			☐	☐
3.4.2	Pitot/static system	OTD →	→			☐	☐
3.4.3	Fuel system	OTD →	→			☐	☐
3.4.4	Electrical system	OTD →	→			☐	☐
3.4.5	Hydraulic system	OTD →	→			☐	☐
3.4.6	Flight control and trim system	OTD →	→			☐	☐
3.4.7	Anti- and de-icing system, Glare shield heating	OTD →	→			☐	☐
3.4.8	Autopilot/Flight director	OTD →	→		M (single pilot only)	☐	☐
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation devices	OTD →	→			☐	☐
3.4.10	Ground proximity warning system Weather radar, radio altimeter, transponder	P→	→			☐	☐
3.4.11	Radios, navigation equipment, instruments, flight management system	OTD →	→			☐	☐
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 →	→			☐	☐

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3.6 Abnormal and emergency procedures:		FSTD	A	Instructors initials when training completed	Tested or checked in FSTD or A	A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive.	
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, shut-down 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	→	→			☐	☐
3.6.9	TCAS event	OTD P→	x		FFS only	☐	☐
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			☐	☐
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 of required by 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 the 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→	→			☐	☐

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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 choice of (i) or (ii) or both	☐	☐
3.8.4*	2D operations down to the MDH/A	P*→	→		M	☐	☐
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.							
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→	→			☐	☐
Examiners initials when test section completed.....							

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SECTION 4 MISSED APPROACH PROCEDURES		FSTD	A	Instructors initials when training completed	Tested or checked in FSTD or A	Pass	Fail
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→	→			☐	☐
				Examiners initials when test section completed.....			

SECTION 5 LANDINGS		FSTD	A	Instructors initials when training completed	Tested or checked in FSTD or A	Pass	Fail
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 aircraft may not be used for this exercise		FFS only	☐	☐
5.3	Cross wind 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. – Aeroplanes with four engines, two engines at one side.	P	X		M FFS only (skill test only)	☐	☐
				Examiners initials when test section completed.....			

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H.

Details of the flight		
Registration of A/C and/or FSTD qualification no	Block on	On ground
Departure aerodrome	Block off	Take-off
Destination aerodrome	Total block	Total
Aeroplane variant	Applicant tested as PF ☐ PNF ☐	PIC

I.

REMARKS	
Item no	Comment
Signature of applicant if required	

J.

ADDITIONAL INFORMATION

To document ZFTT and Aircraft training, use TSL7783

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*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. Please note the following;
- PC Renewal: If the rating has lapsed the applicant must have, at an ATO, been evaluated whether refresher training is necessary for the applicant to reach the level of proficiency to safely operate the aircraft accordance with FCL.740. Either section D has to be completed or a course completion certificate has to be attached to the application as indicated in section F, with the relevant information regarding the assessment regardless if any training was found necessary.
 - If the test is performed in a single pilot airplane in either single or multi pilot operations, tick the appropriate box. If privileges for both single-pilot and multi-pilot privileges are sought, complete the additional exercises, tick both boxes and complete form TSL7692 (instructions are available on the form)
- 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, always required
- The following shall be documented before a Proficiency check;
- No flight time record is required for a Proficiency check
- The following shall be checked in the applicant's pilot logbook (conventional or electronic) and documented before a type skilltest
- At least 70 hours PIC (Unless undergoing an MPL training course)

The following shall be checked in the applicant's pilot logbook (conventional or electronic) and documented before an ATPL skilltest

- At least 1500 hours of flight time in aeroplanes
- 500 hours in multi-pilot operations on aeroplanes
- 500 hours as PIC under supervision; or
 - 250 hours as PIC; or
 - 250 hours, including at least 70 hours as PIC, and the remaining as PIC under supervision
- 200 hours of cross-country flight time of which at least 100 hours shall be as PIC or as PIC under supervision
- 75 hours of instrument time of which not more than 30 hours may be instrument ground time
- 100 hours of night flight as PIC or co-pilot
- Out of the 1500 hours of flight time, up to 100 hours of flight time may have been completed in an FFS and FNPT. Of these 100 hours, only a maximum of 25 hours may be completed in an FNPT.

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 for the purpose of a skilltest, PC after approved refresher training for the renewal of a lapsed type- or class rating, ZFTT course, CRCP course or CCQ (Airbus only). 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 or section D completed.
- 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.

To remove the CRCP restriction, applicants shall comply with all of the following: (1) undergo an assessment at an ATO which shall determine their training needs to have the restriction removed; (2) based on the assessment specified in point (1), complete, at that ATO, training which shall allow them to reach the level of proficiency to safely operate the aircraft; (3) after the completion of the training specified in point (2), complete a skill test in accordance with Appendix 9; (4) after the completion of the skill test specified in point (3), meet one of the following conditions: (i) comply with point ORO.FC.220(e) of Annex III (Part-ORO) to Regulation (EU) No 965/2012, provided that they meet the experience requirements specified in point FCL.730.A of this Annex; (ii) complete flight training in the aircraft which includes manoeuvres on take-off, landing and go-around.

- E.** The result of the test. In case of non-Swedish examiner, the following attachments are required;
The Examiners license with rating and instructor certificate clearly visible and examiner certificate containing the scope of his/her privileges as examiner.

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F. This section is a checklist with prerequisites for the examiner to check before the test/check. Please mind that a

AUPRT is required according to the table below and a certificate or verification of training/checking must be attached to the application.

First typerting	AUPRT required
MPA→MPA	AUPRT not required (credited)
SPA→SPA	AUPRT not required (credited)
SPA→MPA	AUPRT required*
MPA→SPA	AUPRT required*

* An Advanced UPRT course is not required for a pilot who, within the three preceding years, has completed one of the following;

- all the training and checking items in accordance with points ORO.FC.220 and ORO.FC.230 of Annex III (Part-ORO) to Regulation (EU) No 965/2012 or;
- completed the training for an AUPRT instructor specified in point FCL.915(e)(1)(ii).

Applicants who wish to convert a third-country type rating into a Part-FCL type rating need to comply with the advanced UPRT prerequisite

If the applicant states PICUS flight experience, verification is required according to the following: Crediting of Pilot In Command Under Supervision (PICUS) flight time, with the purpose of reaching the requirement for an ATPL skilltest may be recorded as long as it is performed in accordance with AMC1 FCL.050 (b) (5). The Swedish transport agency require a written verification, from a manager such as a chief pilot, NP flight operations, chief flight instructor or equivalent position in the organization that the recording of the PICUS time has been done in accordance with AMC1 FCL.050 (b) (5). The actual recording of the PICUS flight time shall be done in accordance with AMC 1 FCL.050 (b) (1) (v).

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
 - FFS = Flight Simulator
 - 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.

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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.