

APPLICATION AND REPORT FORM FOR THE CPL(A) SKILL
TEST ACCORDING TO APPENDIX 4 TO COMMISSION
REGULATION (EU) NO 1178/2011 OF 3 NOVEMBER 2011

A. To be completed by the examiner

Single Engine (SE) <input type="checkbox"/>	Multi Engine (ME) <input type="checkbox"/>
Date of test	Type or class of aircraft

B. 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
Postal code	City
Telephone number	E-mail address
Place	Date
Signature of applicant	

Non-Swedish citizens only!

<input type="checkbox"/> Records from the registry of suspicion and previous convictions in English in original from the police authority in the country where the applicant holds citizenship. Ref. to the regulations in Aviation Act 11 § LFS 2008:32.

Upon signing this application, the applicant submits to the Swedish Transport Agency to request on his behalf excerpts from the National Police Board's suspicion and indictment register (Brotts- och misstankeregistret) with reference to the provisions in section 11 § LFS 2008: 32.

Applicant verification of compliance according to ARA.GEN.315 and AMC1 ARA.GEN.315 (c) (See instructions, page 7) <input type="checkbox"/>

C. To be completed by Training organisation (continue on page 2)

Name of ATO	Date
Name of HT of the ATO (capital letters)	Signature Head of Training

Course attended

<input type="checkbox"/> ATP Integrated	<input type="checkbox"/> CPL/IR Integrated	<input type="checkbox"/> CPL Integrated	<input type="checkbox"/> CPL Modular
<input type="checkbox"/> Flight time credited (Attach statement of credited time)		<input type="checkbox"/> MCC completed <input type="checkbox"/> Yes <input type="checkbox"/> No Planned MCC time <small>In case of ATP Integrated</small>	

C. To be completed by Training organisation continued from previous page

Practical training during course ⁴						
General	Student time		Min (≥) and max (≤) times during course according to COMMISSION REGULATION (EU) NO 1178/2011			
			ATP Integrated	CPL/IR Integrated	CPL Integrated	CPL Modular
Total training time during course			≥195h ¹	≥180h	≥150h	≥25h/15h ²
Total flight time			≥140h	≥140h	≥145h	≥200h ³
Total time in FSTD			≤55h ¹	≤40h	≤5h	≤5h
Dual flight time/dual ground time	Flight	Ground	≥95h ¹ max 55h ground	≥80h max 40h ground	≥80h max 5h ground	≥25h/15h ²
PIC/SPIC	PIC	SPIC	≥70h max 55h SPIC	≥70h	≥70h	≥100h
Cross Country PIC/SPIC			≥50h	≥50h	≥20h	≥20h
VFR Cross Country PIC 300nm	Date	Route				
Instrument time			≥115h ¹	≥100h	≥10h	≥10h
Night			≥5h	≥5h	≥5h	≥5h
Complex Aircraft			≥5h	≥5h	≥5h	≥5h
¹ Reduced with planned MCC time, max 40h FNPTII/FFS. No certificate will be issued before Course Completion Certificate of MCC completion is received. ² 15h if applicant holds a valid IR(A), or a Course completion certificate of the Basic Instrument Flight Module. ³ 5h of the 200h may be instrument ground time in a FNPT I, FNPT II or FFS ⁴ For more info see page 9 section C						

D. To be completed by the examiner

Final Result	Passed <input type="checkbox"/>	Partial passed <input type="checkbox"/>	Failed <input type="checkbox"/>
RT- examination passed, class	English <input type="checkbox"/>		Swedish <input type="checkbox"/>

No temporary licence can be issued

Place	Date
	Stamp
Examiner's certificate number	Signature of examiner

Name of applicant	Licence Number
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The documents shall be scanned as a PDF-file and sent by e-mail to: certifikat.w3d3@transportstyrelsen.se
or by mail to: Transportstyrelsen 601 73, Norrköping

E.

Before Test	
<input type="checkbox"/> Personal identification card	<input type="checkbox"/> In case of non-Swedish examiner, required documentation attached (see page 9 section E.) All pre-requisites checked, documented as required in section B and C, and confirmed including latest revision of Examiners Differences Document EDD revision nr: Sign (examiner)
<input type="checkbox"/> Valid license (in case of modular course)	
<input type="checkbox"/> Valid medical certificate class 1	
Valid R/T certificate class Swedish <input type="checkbox"/> English <input type="checkbox"/>	
<input type="checkbox"/> CPL written test passed	
<input type="checkbox"/> Technical type course performed	
<input type="checkbox"/> Valid language proficiency	
<input type="checkbox"/> Night qualification	
<input type="checkbox"/> Advanced UPRT course completed*	

* Mandatory for ATP-integrated courses if course started after the 20 DEC 2019.

Note: The skill test must be conducted in a an aeroplane certified for at least four pob and equipped with variable pitch propeller and retractable gear.. The route to be flown shall be chosen by the FE and the destination must be a controlled aerodrome. The duration of the flight shall be at least 90 minutes.

F.

SECTION 1		Instructors initials when training completed	Pass	Fail
PRE-FLIGHT OPERATIONS AND DEPARTURE				
Use of checklist, airmanship (control of aeroplane by external visual reference, anti/de-icing procedures, etc.) apply in all sections.				
1.a	Pre-flight, including: Documentation, Mass and balance determination, Weather briefing, NOTAM		<input type="checkbox"/>	<input type="checkbox"/>
1.b	Aeroplane inspection and servicing		<input type="checkbox"/>	<input type="checkbox"/>
1.c	Taxiing and take-off		<input type="checkbox"/>	<input type="checkbox"/>
1.d	Performance considerations and trim		<input type="checkbox"/>	<input type="checkbox"/>
1.e	Aerodrome and traffic pattern operations		<input type="checkbox"/>	<input type="checkbox"/>
1.f	Departure procedure, altimeter setting, collision avoidance (lookout)		<input type="checkbox"/>	<input type="checkbox"/>
1.g	ATC liaison – compliance, R/T procedures		<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section is completed		

Name of applicant	Licence Number
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SECTION 2 GENERAL AIRWORK		Instructors initials when training completed	Pass	Fail
2.a	Control of the aeroplane by external visual reference, including straight and level, climb, descent, lookout		<input type="checkbox"/>	<input type="checkbox"/>
2.b	Flight at critically low airspeed including recognition of and recovery from incipient and full stalls		<input type="checkbox"/>	<input type="checkbox"/>
2.c	Turns, including turns in landing configuration. Steep turns 45°		<input type="checkbox"/>	<input type="checkbox"/>
2.d	Flight at critically high airspeeds, including recognition of and recovery from spiral dives		<input type="checkbox"/>	<input type="checkbox"/>
2.e	Flight by reference solely to instruments, including: i. Level flight, cruise configuration, control of heading, altitude and airspeed ii. Climbing and descending turns with 10°–30° bank iii. Recoveries from unusual attitudes iv. Limited panel instruments		<input type="checkbox"/>	<input type="checkbox"/>
2.f	ATC liaison – compliance, R/T procedures		<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section is completed		

SECTION 3 EN-ROUTE PROCEDURES		Instructors initials when training completed	Pass	Fail
3.a	Control of aeroplane by external visual reference, including cruise configuration Range / Endurance considerations		<input type="checkbox"/>	<input type="checkbox"/>
3.b	Orientation, map reading		<input type="checkbox"/>	<input type="checkbox"/>
3.c	Altitude, speed, heading control, lookout		<input type="checkbox"/>	<input type="checkbox"/>
3.d	Altimeter setting. ATC liaison – compliance, R/T procedures		<input type="checkbox"/>	<input type="checkbox"/>
3.e	Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking		<input type="checkbox"/>	<input type="checkbox"/>
3.f	Observation of weather conditions, assessment of trends, diversion planning		<input type="checkbox"/>	<input type="checkbox"/>
3.g	Tracking, positioning (NDB or VOR), identification of facilities (instrument flight). Implementation of diversion plan to alternate aerodrome (visual flight)		<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section is completed		

Name of applicant	Licence Number
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SECTION 4		Instructors initials when training completed	Pass	Fail
APPROACH AND LANDING PROCEDURES				
4.a	Arrival procedures, altimeter setting, checks, lookout		<input type="checkbox"/>	<input type="checkbox"/>
4.b	ATC liaison: compliance, R/T procedures		<input type="checkbox"/>	<input type="checkbox"/>
4.c	Go-around action from low height		<input type="checkbox"/>	<input type="checkbox"/>
4.d	Normal landing, crosswind landing (if suitable conditions)		<input type="checkbox"/>	<input type="checkbox"/>
4.e	Short field landing		<input type="checkbox"/>	<input type="checkbox"/>
4.f	Approach and landing with idle power (single-engine only)		<input type="checkbox"/>	<input type="checkbox"/>
4.g	Landing without use of flaps		<input type="checkbox"/>	<input type="checkbox"/>
4.f	Post flight actions		<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section is completed		

SECTION 5		Instructors initials when training completed	Pass	Fail
ABNORMAL AND EMERGENCY PROCEDURES				
This section may be combined with Sections 1 through 4.				
5.a	Simulated engine failure after take-off (at a safe altitude), fire drill		<input type="checkbox"/>	<input type="checkbox"/>
5.b	Equipment malfunctions Including alternative landing gear extension, electrical and brake failure		<input type="checkbox"/>	<input type="checkbox"/>
5.c	Forced landing (simulated)		<input type="checkbox"/>	<input type="checkbox"/>
5.d	ATC liaison: compliance, R/T procedures		<input type="checkbox"/>	<input type="checkbox"/>
5.e	Oral questions		<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section is completed		

Name of applicant	Licence Number
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SECTION 6 SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS/TYPE ITEMS		Instructors initials when training completed	Pass	Fail
This section may be combined with Sections 1 through 5.				
6.a	Simulated engine failure during take-off (at a safe altitude unless carried out in a flight simulator)		<input type="checkbox"/>	<input type="checkbox"/>
6.b	Asymmetric approach and go-around		<input type="checkbox"/>	<input type="checkbox"/>
6.c	Asymmetric approach and full stop landing		<input type="checkbox"/>	<input type="checkbox"/>
6.d	Engine shutdown and restart		<input type="checkbox"/>	<input type="checkbox"/>
6.e	ATC liaison – compliance, R/T procedures, Airmanship		<input type="checkbox"/>	<input type="checkbox"/>
6.f	As determined by the Flight Examiner – any relevant items of the class/type rating skill test to include, if applicable: i. Aeroplane systems including handling of auto pilot ii. Operation of pressurisation system iii. Use of de-icing and anti-icing system		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
6.g	Oral questions		<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section is completed		

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G. Details of the flight

Registration of aircraft	Number of flights	Block off	Take-off
Aerodrome departure		Block on	On-ground
Aerodrome arrival		Total block time	Total flight time
Type/variant		Pilot in command (FE)	

H. Remarks

Item no	Comment

Name of applicant	Licence Number
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I. ADDITIONAL INFORMATION REGARDING THE TEST**J. DE BRIEFING**

Disagreements with or comments on examiner's report

Date	Signature of applicant

Name of applicant	Licence Number
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Instructions for completing form TSL7259 CPL Aeroplane

A. Please tick the appropriate box.

Please enter the complete information. The relevant class or type of aeroplane shall be according to EASA Class and Type Rating List/Licence Endorsement list (Aeroplanes).

B. Personal information of the applicant.

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

C. This section is to be completed by the Head of Training of the ATO. By signing, the HT certifies that the applicant has satisfactorily completed an approved course of training for the CPL certificate in accordance with the relevant syllabus.

If flight time has been credited a statement of the hours shall be attached to this protocol for the examiner.

ATP Integrated

The flying training, not including type rating training, shall comprise a total of at least 195 hours, including all progress tests, of which up to 55 hours for the entire course may be instrument ground time. Within the total of 195 hours, applicants shall complete at least:

- 95 hours of dual instruction, of which up to 55 hours may be instrument ground time
- 70 hours as PIC, of which up to 55 hours may be SPIC. The instrument flight time as SPIC shall only be counted as PIC flight time up to a maximum of 20 hours;
- 115 hours of instrument time comprising, at least
 - (1) 20 hours as SPIC
 - (2) 15 hours of MCC, for which an FFS or an FNPT II may be used;
 - (3) 50 hours of instrument flight instruction, of which up to:
 - (i) 25 hours may be instrument ground time in an FNPT I; or
 - (ii) 40 hours may be instrument ground time in an FNPT II, an FTD 2 or an FFS, of which up to 10 hours may be conducted in an FNPT I.

CPL module

The applicant for a CPL(A) shall have completed at least 200 hours flight time, including at least:

- 100 hours as PIC, of which 20 hours of cross-country flight as PIC, which shall include a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made
- 10 hours of instrument flight instruction, of which up to 5 hours may be instrument ground time in an FNPT I, or FNPT II or FFS. An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited
- 6 hours of flight time shall be completed in a multi-engine aeroplane, if a multi-engine aeroplane is used for the skill test.

- D.** The result of the test.
- By signing the examiner;
- have received information from the applicant regarding their experience and instruction, and found that experience and instruction comply with the applicable requirements of Annex I (Part-FCL) to Regulation (EU) 1178/2011;
 - confirm that all the required manoeuvres and exercises have been completed, unless specified otherwise above in the case of fail;
 - where applicable, have reviewed and applied the national procedures and requirements of the applicant's competent authority which is different from the competent authority that issued my examiner Certificate.
- E.** 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. In case of non-Swedish examiner, the following attachments are required; The Examiners certificate documents including copy of the license
- F.** Protocol.
- G.** Details of the flight.
- H.** Comments regarding tested items, please indicate the item commented.
- I.** Any additional information regarding the conditions during test, simulators etc.
- J.** Only required if the applicant provides disagreements or comments on Examiner's report/remarks.