

APPLICATION AND REPORT FORM FOR SKILLTEST AND ISSUE OF AN EU PART-FCL PRIVATE PILOT LICENCE, INSTRUMENT RATING AND/OR NIGHT RATING ON THE BASIS OF AN FAA PILOT CERTIFICATE AND/OR INSTRUMENT RATING ACCORDING TO BILATERAL AVIATION SAFETY AGREEMENT (BASA) ANNEX 3, TECHNICAL IMPLEMENTATION PROCEDURES – LICENSING (TIP-L) OF 18 MAY 2021

## Eligibility for PPL/IR/SEP/MEP BASA-conversion

To be completed by the applicant

### A. I am eligible for conversion under the terms in BASA Annex 3 by:

<input type="checkbox"/> holding an FAA certificate*, residing in an EU member state before May 18 2021; or
<input type="checkbox"/> holding an FAA certificate* issued after May 18 2021; and
<input type="checkbox"/> for the SEP rating, the initial FAA rating has been issued within the last 24 months; and/or
<input type="checkbox"/> for the IR and MEP ratings, the initial FAA rating has been issued within the last 12 months
<small>*The FAA certificate must be a PPL(A) certificate or higher, with associated ratings and must not be issued on the basis of a licence issued by another Contracting State to the Chicago Convention</small>

## Part 1 – FAA Airman Status

To be completed by the applicant

### B. Applicants personal details

Date of birth (yyyy-mm-dd) or national ID number	
Last name	First and middle names
Street or box	Country
Postal code	City
Telephone number	E-mail address

The documents shall be scanned as a PDF-file and sent by e-mail to: [certifikat.w3d3@transportstyrelsen.se](mailto:certifikat.w3d3@transportstyrelsen.se) or by mail to: Transportstyrelsen 601 73, Norrköping

## C. Details of FAA flight crew Licence(s) held

To be completed by the applicant

Nationality	State of issue USA	
Category/class of FAA certificate	Aeroplanes <input type="checkbox"/> PPL <input type="checkbox"/> CPL <input type="checkbox"/> ATPL	
Licence issue date	Licence Number	
Issuing authority (Conditions under which the licence was issued, where necessary)		
<b>Valid and non-expired ratings/privileges and certificates held (Only Class or Instrument ratings)</b>		
Ratings and certificates	Issue date (dd/mm/yyyy)	
<b>Remarks, i.e., special endorsements relating to limitations, restrictions and endorsements for privileges</b>		
Special endorsements, (e.g. language proficiency level and validity (English, others))	Last Flight Review in English (for language request)	Date (dd/mm/yyyy)
<b>Past or pending enforcement action*</b>		
If yes, please give details on a separate page.		
<input type="checkbox"/> Yes <input type="checkbox"/> No		
<b>Is the licence in FAA licence validation issued by the FAA on the basis of a licence issued by another Contracting State to the Chicago Convention.**</b> Please add details hereunder <input type="checkbox"/> Yes <input type="checkbox"/> No		
<b>Initial PART-MED medical certificate:</b>		
Date of issue: dd/mm/yyyy	Date of examination: dd/mm/yyyy	Class:

\* Specify if there is a current investigation into the medical certificate and licence, or suspension or revocation thereof.

\*\* E.g. has it been rendered valid according 1.2.1 of Annex 1 of the Chicago Convention?

## Part 2 – Application for PART-FCL Licence

To be completed by the applicant

### D. I hereby apply for a PART-FCL licence or rating

Last name		First name		
Type of licence applied for				
<input type="checkbox"/> Private Pilot Licence - Aeroplanes		<input type="checkbox"/> None <small>(Already a holder of a Part-FCL licence, issued in accordance with BASA Annex 3)</small>		
Ratings applied for				
<input type="checkbox"/> SEP(L)	<input type="checkbox"/> MEP(L)	<input type="checkbox"/> Night Rating	<input type="checkbox"/> IR(A) for SE	<input type="checkbox"/> IR(A) for ME
Flight time total	Night Flight	IFR PIC total	Dual Instrument Instruction	Instrument Ground Time
Holder of a PART-FCL licence				
<input type="checkbox"/> Yes <input type="checkbox"/> No				
In case of holder of a PART-FCL licence				
Type of licence		Part-FCL licence number	State of licence issue	
Have you passed the EU theoretical-knowledge or flight instruction, theoretical-knowledge examination or skill test in another EU Member State than this one?				
If yes, please indicate which country below:				
<input type="checkbox"/> Yes <input type="checkbox"/> No				
Theoretical Knowledge Examination		Flight instruction	Skill Test	

I hereby declare, that:

- I have not submitted any other request to another competent authority of a Member State of EASA.
- I do not hold any PART-FCL, Part-BFCL or Part-SFCL in any other Member State of EASA.
- I have never held any personnel licence, certificate, rating, authorization 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.
- I have fully reviewed the application and have submitted all of the necessary documents for my application to be considered.
- The information provided on this application form is true, complete and correct to the best of my belief and knowledge. I understand that it is an offence for a for a person to make, procure to be made, or assist in making any false representations for the purpose of procuring for any reason the issue, validation, extension or re-issue of a licence or the issue, renewal or revalidation of a rating, authorisation or certificate, whether for that person or any other person.
- Through my signature below, I authorize the FAA to verify the contents of this application from information derived from my airmen record maintained by the FAA in accordance with the Privacy Act, under Privacy Act System of Record, Aviation Record on Individuals, SORN 847.

Signature of the applicant and Date of application

Date	Signature

**E. Required attachments.**

To be completed by the applicant

Copy of:

- Valid passport or equivalent proof of identity
- Evidence of residency in an EU member state (if FAA certificate issued before May 18 2021).
- FAA pilot certificate.
- Evidence of validity of Class and Instrument ratings as applicable, e.g. experience, last flight review, training performed to fulfil the requirements of BASA Annex 3, as applicable.
- Minimum last three pages of pilot's logbook (certified copies) or as required to show evidence/experience.
- Valid FAA medical certificate (class 1 or 2).
- Valid EU-Part MED medical certificate (class 1 or 2), (must be held in the same country as Part FCL Licence).
- Evidence of training and experience for all applicable parts of this application (e.g. evidence of min 7 hrs multi-engine operations theoretical knowledge instruction, if applicable).
- Training records, signed by the instructor(s) (if applicable)
- Certificate of completion of passed theoretical knowledge examination (if applicable.)

## Part 3 – Examiner report for PPL(A) skill test

For applicants applying for both PPL and instrument rating, this skill test may be combined with the instrument rating skill test in part 4 at the discretion of the FE

### F. To be completed by the examiner

Date of test	Licence endorsement (type or class of aircraft)
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### G. To be completed by the applicant

Date of birth (yyyy-mm-dd) or national ID number	
Last name	First and middle names

### H. To be completed by the training organization (if applicable)

Name of ATO or DTO		Date
Signature Head of Training or other person nominated by the head of training.		Name in block letters
Total flight time during course	Instrument time during course	Total time in FSTD

### I. Result of the test

To be completed by the examiner

Final Result	<input type="checkbox"/> Passed	<input type="checkbox"/> Partial passed	<input type="checkbox"/> Failed
Place			Date
Signature of examiner		Stamp	
Examiner's certificate number		Name of examiner in block letters	

**J. Before test/check**

To be completed by the examiner

<input type="checkbox"/> Personal identification card <input type="checkbox"/> Valid EASA medical certificate class 1 or 2 <input type="checkbox"/> Valid language proficiency	<b>Night rating</b> Night qualified according to FAA? <input type="checkbox"/> Yes <input type="checkbox"/> No  If yes <input type="checkbox"/> -Min 5 hours of flight time including; -min 3 hours of dual instruction, and 1 hour of cross-country navigation with at least one dual cross-country flight of at least 50 km (27 NM) and 5 solo take-offs and 5 solo full-stop landings
<b>Multi engine</b> <input type="checkbox"/> Min 70 PIC <input type="checkbox"/> Min 7 hrs Theoretical knowledge instruction as per FCL.725.A <input type="checkbox"/> Min 6 hrs flight training as per FCL.725.A	All pre-requisites and confirmed, including latest revision of Examiners Differences Document  EDD revision nr: Sign (examiner)

**K. Demonstration of Theoretical Knowledge**

## (1) Subject: Air Law and ATC Procedures

The differences of national law to relevant ICAO Annexes and relevant EU regulations should be emphasized.

- (a) The Convention on International Civil Aviation (Chicago) Doc. 7300/6.
- (b) Airworthiness of aircraft (ICAO Annex 8).
- (c) Aircraft nationality and registration marks (ICAO Annex 7).
- (d) Personnel licensing (ICAO Annex 1).
- (e) Rules of the air (ICAO Annex 2).
- (f) Procedures for air navigation (PANS Ops).
- (g) Air Traffic Management (ICAO Annex 11- DOC 4444). - Special emphasis on: classification of airspace; general provisions for air traffic services; and procedures related to emergencies, communication failure and contingencies.
- (h) Aeronautical information service (ICAO Annex 15).
- (i) Aerodromes (ICAO Annex 14, Volumes 1 and 2). - Special emphasis on: emergency and other services.
- (j) Search and rescue (ICAO Annex 12). - Special emphasis on: essential definitions; procedures for a PIC at the scene of an accident; procedures for a PIC intercepting a distress transmission.
- (k) Security (ICAO Annex 17).
- (l) Aircraft accident investigation (ICAO Annex 13).

## (2) Subject: Communication

- (a) Definition.
- (b) General operating procedures.
- (c) Relevant weather information terms (VFR).
- (d) Action required to be taken in case of communication failure.
- (e) Distress and urgency procedures.
- (f) General principles of VHF propagation and allocation of frequencies.

**The applicant has demonstrated satisfactory Theoretical Knowledge for the PPL(A) as stated in AMC1 FCL.210; FCL.215 to Commission Regulation (EU) No 1178/2011**

Yes     
  No     
 Or,  Training received as applicable and passed written examination

\*)=Some of these items may be combined at the discretion of the flight examiner

**L.**

<b>SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE</b>		Instructors initials when training completed	Pass	Fail
Use of checklist, airmanship (control of aeroplane by external visual reference, anti/de-icing procedures, etc.), apply in all sections.				
1.a	Pre-flight documentation, weather briefing and NOTAM		<input type="checkbox"/>	<input type="checkbox"/>
1.b	Mass and balance and performance calculations		<input type="checkbox"/>	<input type="checkbox"/>
1.c	Aeroplane Inspection and servicing		<input type="checkbox"/>	<input type="checkbox"/>
1.d	Engine starting and after starting procedures.		<input type="checkbox"/>	<input type="checkbox"/>
1.e	Taxiing and aerodrome procedures, pre-take off procedures		<input type="checkbox"/>	<input type="checkbox"/>
1.f	Take-off and after take-off checks		<input type="checkbox"/>	<input type="checkbox"/>
1.g	Aerodrome departure procedures		<input type="checkbox"/>	<input type="checkbox"/>
1.h	ATC liaison – compliance R/T procedures		<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section completed		

<b>SECTION 2 GENERAL AIRWORK</b>		Instructors initials when training completed	Pass	Fail
2.a	ATC liaison – compliance, R/T-procedures		<input type="checkbox"/>	<input type="checkbox"/>
2.b	Straight and level flight, with speed changes		<input type="checkbox"/>	<input type="checkbox"/>
2.c	Climbing: i. Best rate of climb ii. Climbing turns iii. Levelling off		<input type="checkbox"/>	<input type="checkbox"/>
2.d	Medium (30° bank) turns		<input type="checkbox"/>	<input type="checkbox"/>
2.e	Steep (45° bank) turns (including recognition and recovery from a spiral dive)		<input type="checkbox"/>	<input type="checkbox"/>
2.f	Flight at critically low airspeed with and without flaps		<input type="checkbox"/>	<input type="checkbox"/>
2.g	Stalling: i. Clean stall and recover with power ii. Approach to stall descending turn with bank angle 20°, approach configuration iii. Approach to stall in landing configuration		<input type="checkbox"/>	<input type="checkbox"/>
2.h	Descending: i. With and without power ii. Descending turns (steep gliding turns) iii. Levelling off		<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section completed		

<b>SECTION 3 EN-ROUTE PROCEDURES</b>		Instructors initials when training completed	Pass	Fail
3.a	Flight plan, dead reckoning and map reading		<input type="checkbox"/>	<input type="checkbox"/>
3.b	Maintenance of altitude, heading and speed		<input type="checkbox"/>	<input type="checkbox"/>
3.c	Orientation, timing and revision of ETAs, log keeping		<input type="checkbox"/>	<input type="checkbox"/>
3.d	Diversion to alternate aerodrome (planning and implementation)		<input type="checkbox"/>	<input type="checkbox"/>
3.e	Use of radio navigation aids		<input type="checkbox"/>	<input type="checkbox"/>
3.f	Basic instrument flying check (180° turn in simulated IMC)		<input type="checkbox"/>	<input type="checkbox"/>
3.g	Flight management (checks, fuel systems and carburettor icing, etc.)		<input type="checkbox"/>	<input type="checkbox"/>
3.h	ATC liaison – compliance, R/T procedures		<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section completed		

<b>SECTION 4 APPROACH AND LANDING PROCEDURES</b>		Instructors initials when training completed	Pass	Fail
4.a	Aerodrome arrival procedures		<input type="checkbox"/>	<input type="checkbox"/>
4.b	* Precision landing (short field landing), cross wind, if suitable conditions available		<input type="checkbox"/>	<input type="checkbox"/>
4.c	* Flapless landing		<input type="checkbox"/>	<input type="checkbox"/>
4.d	* Approach to landing with idle power (SINGLE ENGINE ONLY)		<input type="checkbox"/>	<input type="checkbox"/>
4.e	Touch and go		<input type="checkbox"/>	<input type="checkbox"/>
4.f	Go-around from low height		<input type="checkbox"/>	<input type="checkbox"/>
4.g	ATC liaison – compliance, T/T procedures		<input type="checkbox"/>	<input type="checkbox"/>
4.h	Actions after flight		<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section completed		

<b>SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES</b>		Instructors initials when training completed	Pass	Fail
This section may be combined with sections 1 through 4				
5.a	Simulated engine failure after take-off (SINGLE-ENGINE ONLY)		<input type="checkbox"/>	<input type="checkbox"/>
5.b	* Simulated forced landing (SINGLE-ENGINE ONLY)		<input type="checkbox"/>	<input type="checkbox"/>
5.c	Simulated precautionary landing (SINGLE-ENGINE ONLY)		<input type="checkbox"/>	<input type="checkbox"/>
5.d	Simulated precautionary landing (SINGLE-ENGINE ONLY)		<input type="checkbox"/>	<input type="checkbox"/>
5.e	Simulated emergencies		<input type="checkbox"/>	<input type="checkbox"/>
5.f	Oral questions		<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section completed		

<b>SECTION 6 SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS/TYPE ITEMS</b>		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"/>
6.g	Oral questions		<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section completed		

**M. Details of the flight**

Registration of aircraft	Block on	On-ground
Departure aerodrome	Block off	Take-off
Destination aerodrome	Total block	Total flight time
Type of aircraft	Pilot in command	

**N. Remarks**

Item no	Comment

**O. Additional information regarding the test****P. De-briefing**

Disagreements with or comments on examiner's report

Date	Signature of applicant
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## Part 4 – Examiner report for IR(A) skill test

For applicants applying for both PPL and instrument rating, this skill test may be combined with the PPL skill test in part 3 at the discretion of the FE

### Q. To be completed by the applicant

Date of test	<input type="checkbox"/> IR Single engine	<input type="checkbox"/> IR Multi engine
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### R. To be completed by the applicant

Date of birth (yyyy-mm-dd) or national ID number	
Last name	First and middle names

### S. To be completed by the training organization (if applicable)

Name of ATO	Date	
Signature Head of Training or other person nominated by the head of training.	Name in block letters	
Total flight time during course	Instrument time during course	Total time in FTD/FFS

### T. To be completed by the applicant

#### Result of the test

Final Result	<input type="checkbox"/> Passed	<input type="checkbox"/> Partial passed	<input type="checkbox"/> Failed
Place			Date
Signature of examiner		Stamp	
Examiner's certificate number		Name of examiner in block letters	

### U. To be completed by the applicant

#### Before test/check

<input type="checkbox"/> Personal identification card <input type="checkbox"/> Valid EASA medical certificate class 1 or 2 <input type="checkbox"/> Valid language proficiency	<input type="checkbox"/> SE ≥50h instrument flight instruction <input type="checkbox"/> ME ≥55h instrument flight instruction <input type="checkbox"/> Fulfills the similar amount of instrument flight experience as PIC on multi-engine airplanes after initial issue of the IR(A) rating.
The candidate meets at least one of the requirements below: <input type="checkbox"/> 1) Completed acclimatization flying at ATO or; <input type="checkbox"/> 2) ≥50h of flight time under IFR as PIC or; <input type="checkbox"/> 3) ≥10h of flight time under IFR as PIC in any EU/EASA member state.	
All prerequisites checked and confirmed including latest revision of Examiners Differences Document EDD revision nr: Sign (examiner)	

## V. Demonstration of theoretical knowledge for the instrument rating

To be completed by the examiner

Logbook IFR flight time  $\geq$  50hrs PIC verified by examiner; AND

The applicant has demonstrated satisfactory Theoretical Knowledge for the Instrument rating iaw the syllabus of theoretical knowledge for modular IR(A) / CB-IR(A) according FCL.625 and Appendix 6 Section Aa of Part-FCL. (see Guidance notes and Instructions section)

Yes

No

OR

Passed written examination under the responsibility of the Swedish Transport Agency in 'Air law' and 'Flight planning and monitoring' and 'Communication' at the instrument rating level.

(°) = Must be performed by sole reference to instruments.

(\* ) = May be performed in an FFS, FTD 2/3 or FNPT II.

(+) = May be performed in either Section 4 or Section 5

(++) = To establish PBN privileges one approach in either Section 4 or Section 5 shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

<b>SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE</b>		Instructors initials when training completed	Chkd in FS/A	Pass	Fail
Use of checklist, airmanship, anti/de-icing procedures, etc., apply in all sections.					
1.a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance			<input type="checkbox"/>	<input type="checkbox"/>
1.b	Use of Air Traffic Services document, weather document			<input type="checkbox"/>	<input type="checkbox"/>
1.c	Preparation of ATC flight plan, IFR flight plan/log			<input type="checkbox"/>	<input type="checkbox"/>
1.d	Identification of the required nav aids for departure, arrival and approach procedures			<input type="checkbox"/>	<input type="checkbox"/>
1.e	Pre-flight inspection			<input type="checkbox"/>	<input type="checkbox"/>
1.f	Weather Minima			<input type="checkbox"/>	<input type="checkbox"/>
1.g	Taxiing			<input type="checkbox"/>	<input type="checkbox"/>
1.h	PBN departure (if applicable): - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the departure chart.			<input type="checkbox"/>	<input type="checkbox"/>
1.i	Pre-take off briefing. Take off			<input type="checkbox"/>	<input type="checkbox"/>
1.j(°)	Transition to instrument flight			<input type="checkbox"/>	<input type="checkbox"/>
1.k(°)	Instrument departure procedures, including PBN departures, and altimeter setting			<input type="checkbox"/>	<input type="checkbox"/>
1.l(°)	ATC liaison - compliance, R/T procedures			<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section completed			

<b>SECTION 2 GENERAL HANDLING (°)</b>		Instructors initials when training completed	Chkd in FS/A	Pass	Fail
2.a	Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, trim			<input type="checkbox"/>	<input type="checkbox"/>
2.b	Climbing and descending turns with sustained Rate 1 turn			<input type="checkbox"/>	<input type="checkbox"/>
2.c	Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns			<input type="checkbox"/>	<input type="checkbox"/>
2.d(*)	Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration			<input type="checkbox"/>	<input type="checkbox"/>
2.e	Limited panel, stabilised climb or descent at Rate 1 turn onto given headings, recovery from unusual attitudes			<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section completed			

<b>SECTION 3 EN-ROUTE IFR PROCEDURES (°)</b>		Instructors initials when training completed	Chkd in FS/A	Pass	Fail
3.a	Tracking, including interception, e.g. NDB, VOR, or track between waypoints			<input type="checkbox"/>	<input type="checkbox"/>
3.b	Use of navigation system and radio aids			<input type="checkbox"/>	<input type="checkbox"/>
3.c	Level flight, control of heading, altitude and airspeed, power setting, trim technique			<input type="checkbox"/>	<input type="checkbox"/>
3.d	Altimeter settings			<input type="checkbox"/>	<input type="checkbox"/>
3.e	Timing and revision of ETAs (en-route hold, if required)			<input type="checkbox"/>	<input type="checkbox"/>
3.f	Monitoring of flight progress, flight log, fuel usage, systems' management			<input type="checkbox"/>	<input type="checkbox"/>
3.g	Ice protection procedures, simulated if necessary			<input type="checkbox"/>	<input type="checkbox"/>
3.h	ATC liaison – compliance, R/T procedures			<input type="checkbox"/>	<input type="checkbox"/>
Examiners initials when test section completed					

<b>SECTION 3A ARRIVAL PROCEDURES</b>		Instructors initials when training completed	Chkd in FS/A	Pass	Fail
3.a	Setting and checking of navigational aids, if applicable			<input type="checkbox"/>	<input type="checkbox"/>
3.b	Arrival procedures, altimeter checks			<input type="checkbox"/>	<input type="checkbox"/>
3.c	Altitude and speed constraints, if applicable			<input type="checkbox"/>	<input type="checkbox"/>
3.d	PBN arrival (if applicable): - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the arrival chart.			<input type="checkbox"/>	<input type="checkbox"/>
Examiners initials when test section completed					

<b>SECTION 4 (°) 3D OPERATIONS (++)</b>		Instructors initials when training completed	Chkd in FS/A	Pass	Fail
4.a	Setting and checking of navigational aids Check Vertical Path angle For RNP APCH: - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the approach chart.			<input type="checkbox"/>	<input type="checkbox"/>
4.b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities			<input type="checkbox"/>	<input type="checkbox"/>
4.c(+)	Holding procedure			<input type="checkbox"/>	<input type="checkbox"/>
4.d	Compliance with published approach procedure			<input type="checkbox"/>	<input type="checkbox"/>
4.e	Approach timing			<input type="checkbox"/>	<input type="checkbox"/>
4.f	Altitude, speed heading control, (stabilised approach)			<input type="checkbox"/>	<input type="checkbox"/>
4.g(+)	Go-around action			<input type="checkbox"/>	<input type="checkbox"/>
4.h(+)	Missed approach procedure / landing			<input type="checkbox"/>	<input type="checkbox"/>
4.i	ATC liaison — compliance, R/T procedures			<input type="checkbox"/>	<input type="checkbox"/>
Examiners initials when test section completed					

<b>SECTION 5 (°) 2D OPERATIONS (++)</b>		Instructors initials when training completed	Chkd in FS/A	Pass	Fail
5.a	Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart.			<input type="checkbox"/>	<input type="checkbox"/>
5.b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities			<input type="checkbox"/>	<input type="checkbox"/>
5.c(+)	Holding procedure			<input type="checkbox"/>	<input type="checkbox"/>
5.d	Compliance with published approach procedure			<input type="checkbox"/>	<input type="checkbox"/>
5.e	Approach timing			<input type="checkbox"/>	<input type="checkbox"/>
5.f	Altitude/Distance to MAPT, speed, heading control (stabilised approach), Step Down Fixes (SDF(s)), if applicable			<input type="checkbox"/>	<input type="checkbox"/>
5.g(+)	Go-around action			<input type="checkbox"/>	<input type="checkbox"/>
5.h(+)	Missed approach procedure / landing			<input type="checkbox"/>	<input type="checkbox"/>
5.i	ATC liaison — compliance, R/T procedures			<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section completed			

<b>SECTION 6 FLIGHT WITH ONE ENGINE INOPERATIVE (MULTI ENGINE AEROPLANE ONLY) (°)</b>		Instructors initials when training completed	Chkd in FS/A	Pass	Fail
6.a	Simulated engine failure after take-off or on go-around			<input type="checkbox"/>	<input type="checkbox"/>
6.b	Approach, go-around and procedural missed approach with one engine inoperative			<input type="checkbox"/>	<input type="checkbox"/>
6.c	Approach and landing with one engine inoperative			<input type="checkbox"/>	<input type="checkbox"/>
6.d	ATC liaison – compliance, R/T procedures			<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section completed			

**W 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	

**X. Remarks**

Item no	Comment

**Y. Additional information regarding the test****Z. De-briefing**

Disagreements with or comments on examiner's report

Date	Signature of applicant
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## Guidance notes and Instructions for completing forms

### Part 1 – FAA Airman Status

- A. One of the two conditions described must be fulfilled to be eligible to apply according to this form.  
Instrument ratings acquired through Instrument Rating Foreign Pilot (IRFP) test as well as Sport and Recreational Pilot Certificate and Touring Motor Glider (TMG) are NOT eligible for conversion under Annex 3.  
The FAA Airman needs to be current in accordance with applicable FAA regulations when the conversion process is initiated.
- B. Personal information of the applicant
- C. Details of the FAA licence  
Pilots flying under the FAA's BasicMed authorization are not eligible for conversion under the BASA agreement.  
An FAA pilot does not need to meet the currency requirements to carry passengers prior to initiating the application process (for example, 14 CFR § 61.57(a) and (b) need not be met).

### Part 2 – PART-FCL Licence Application Form

- D. Licence Application Form  
The Swedish Transport Agency will request and receive a licence confirmation from the FAA to ensure that the FAA certificate is authentic, valid, and that there is no certificate action, including the surrender, suspension, revocation or expiration of the certificate. The details of the licence, the issue dates of the ratings, whether or not the licence has been issued by another ICAO contracting state, and the medical expiration and country of the medical will be checked.  
An EU PART-FCL licence will not be reinstated through the terms of Annex 3 after being surrendered, suspended, or revoked.
- E. Required attachments  
Evidence of residency in an EU member state: Residence permit, tax registration or other official documents are accepted.  
When training has been conducted to meet the requirements of BASA Annex 3, the training records must be provided. The records must be signed by the instructor who provided the training and specify aircraft type, registration, nr of flights, total time under instruction and, if applicable, instrument flight time under instruction.

### Part 3 – Examiner Report for PPL(A) Skill Test

- F. 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).  
If the applicant already holds a privilege to act as a pilot on a SEP land airplane on his/her FAA certificate and he/she applies for both the multi-engine and SEP land class ratings, the skill test on MEP land airplane also covers the skill test on SEP land airplane.
- G. Personal information of the applicant.
- H. Details of flight training conducted at an EASA Approved Training Organization (ATO) or Declared Training Organization (DTO).
- I. The result of the test.  
**The result of the skill test shall be written in the candidate's logbook.**  
Please note that a temporary rating **cannot** be issued.
- J. 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.
- Language proficiency:
- The applicant must demonstrate or provide evidence that he/she has acquired language proficiency in accordance with FCL.055 or hold an 'English proficient' endorsement, is equal to Part-FCL level 4. The validity period will start from the date of the last documented flight review.
  - If the applicant wishes to have English language proficiency level 5 or 6 endorsed on his/her license under Part-FCL, he/she needs to follow the method of language assessment in accordance with FCL.055.
- Single-Pilot Multi-engine Piston Class Rating (MEP Land)
- The applicant must provide evidence that he/she has acquired the minimum training and flight experience on MEP land airplanes as required in Part-FCL Subpart H.
  - The training and flight experience may be completed either in the FAA system or in the EU Part-FCL system or in combination of both. The applicant shall provide evidence of the training and experience below:
    - o Flight experience of 70 hours as pilot in command (PIC) on airplanes may have been gained either in the FAA system or in the EU Part-FCL system or in combination of both.
    - o Theoretical knowledge examination and at least 7 hours of theoretical knowledge instruction in multi-engine airplane operations.
      - Applicants who hold either a valid FAA flight instructor certificate with multi-engine privileges or a valid FAA multi-engine type rating may be deemed as having completed the theoretical knowledge portion.
    - o Flight instruction of at least 2 hours and 30 minutes of dual flight instruction under normal conditions of single-pilot MEP airplane operations, and not less than 3 hours 30 minutes of dual flight instruction in engine failure procedures and asymmetric flight techniques.
- Night Rating
- The absence of a night flying limitation on an FAA pilot certificate means that the FAA has found the person qualified to operate an aircraft during night time.
  - A person who holds a valid FAA pilot certificate for airplanes without a limitation regarding night flying privileges and wishes to apply for the Part-FCL night rating for airplanes must meet the relevant requirements below:
    - a. at least 5 hours of flight time in the airplane category at night, including:
      - i. at least 3 hours of dual instruction, and
      - ii. at least 1 hour of cross-country navigation with at least one dual cross-country flight of at least 50 km (27 NM) and 5 solo take-offs and 5 solo full-stop landings.
    - b. The flight training and experience may be completed either in the FAA system or in the EU Part-FCL system, at a DTO or ATO, or in combination of both. The applicant must provide evidence of the training.

- K. Demonstration of Theoretical Knowledge  
The examiner should use the syllabus of theoretical knowledge for the PPL(A) as stated in AMC1 FCL.210; FCL.215 to Commission Regulation (EU) No 1178/2011 as a basis for the examination.  
The examination should last between 30 and 60 minutes.  
At least one question for each of the listed subjects shall be asked.

If the applicant has failed to pass the demonstration of the theoretical knowledge after 2 attempts, he/she must undertake appropriate theoretical knowledge training at an ATO or DTO, as applicable, in accordance with Commission Regulation (EU) No 1178/2011. The extent and scope of the training needed will be determined by that training organization, based on the needs of the applicant. After the completion of such training, the level of theoretical knowledge will be completed by written examination under the responsibility of the Swedish Transport Agency. Application for the theoretical examination is to be sent on a separate form in [Swedish](#) or [English](#).

If the demonstration reveals a lack in theoretical knowledge, the flight will not be conducted and the skill test is failed. This failed skill test shall be written in the candidate's logbook and the skill test report with the failed result shall be sent to the Swedish Transport Agency.  
**The result of the skill test shall be written in the candidate's logbook.**

- L. Protocol.
- M. Details of the flight.
- N. Remarks and comments regarding tested items, please indicate the item commented.
- O. Additional information regarding the conditions during test, simulators etc.
- P. Only required if the applicant provides disagreements or comments on Examiner's report/remarks. (It is not a formal acceptance of the result). Any comment on, or disagreement with, an examiner's test or check evaluation or assessment made during a debriefing will be recorded by the examiner on the test or check report, and will be signed by the examiner and countersigned by the applicant.

#### Part 4 – Examiner Report for IR(A) Skill Test

- Q. Please tick appropriate box.

Applicants who have completed a skill test for a multi-engine IR in a single-pilot multi-engine aeroplane for which a class rating is required shall also be issued with a single-engine IR for the single-engine aeroplane class or type ratings that they hold.

- R. Personal information of the applicant.
- S. Details of flight training conducted at an EASA Approved Training Organization (ATO).
- T. The result of the test.

**The result of the skill test shall be written in the candidate's logbook.**

Please note that a temporary rating **cannot** be issued.

- U. 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.

##### IR MEP

- The applicant must provide evidence that he/she has acquired the minimum instrument training to meet the requirements of Appendix 6 to Part-FCL. The training and flight experience may be completed either in the FAA system or in the EU Part-FCL system or in combination of both.
- The requirement of instrument flying training, as stated in the Section A of Appendix 6 to Part-FCL, may be fulfilled in the FAA system with a similar amount of instrument flight experience as PIC on multi-engine airplanes after initial issue of the IR(A) rating. The required instrument flight time may in this context be a combination of instrument flying training and instrument flight experience.

##### Acclimatization Flying

- The applicant for an instrument rating for single-pilot single-engine or single-pilot multi-engine land airplanes does not need to complete acclimatization flying, if he/she has:
  - i. Prior experience of at least 50 hours of flight time under IFR as PIC on airplanes gained after initial issue of the IR(A); or
  - ii. Prior experience of at least 10 hours of flight time under IFR as PIC on airplanes in any of the EU or EASA Member States, gained after initial issue of the IR(A).
- When applicable, the acclimatization flying will be completed as follows:
  - i. The flying exercises will be based on the modular IR(A) flying training syllabus established in Appendix 6 Section A to Part-FCL.
  - ii. The amount of flying exercises needed to reach the level of proficiency as prescribed in Appendix 7 and Appendix 9 to Part-FCL.
  - iii. The acclimatization flying shall be completed within an ATO before the skill test is taken.

- V. Protocol

Demonstration of Theoretical Knowledge for the Instrument rating.

- a. The applicant must demonstrate theoretical knowledge of 'Air law' and 'Flight planning and monitoring' and 'Communication' at the instrument rating level.
- b. If the applicant has a minimum experience of at least 50 hours of flight time under Instrument Flight Rules (IFR) as PIC on airplanes, he/she will demonstrate to the examiner before the assessment of instrument flying skills that he/she has acquired an adequate level of the required theoretical knowledge.
  - i. The examination should last between 30 and 60 minutes.
  - ii. The examiner should use the syllabus of theoretical knowledge corresponding AMC/GM material for modular IR(A) / CB-IR(A) according FCL.625 and Appendix 6 Section Aa of Part-FCL as a basis for the examination. The examiner is encouraged to use topics set out in the GM1 to Appendix 6 Modular training courses for the IR(A) and Amendment 8 or later in AMC/GM material of PART-FCL, respectively

- c. In all other cases, the demonstration of the level of theoretical knowledge will be completed by written examination under the responsibility of the Swedish Transport Agency. Application for the theoretical examination is to be sent on a separate form in [Swedish](#) or [English](#).
- d. The written examination referred to in paragraph (c) above will be completed as follows:
- i. The examination will comprise of multiple-choice questions selected from the European Central Question Bank (ECQB) according to the theoretical knowledge procedures stated in the Part-ARA (number of questions per subject and examination time) and corresponding AMC/GM material for modular IR(A), completed according to FCL.625 and Annex 6 Section A to Part-FCL.
  - ii. A pass in an examination will be awarded to the applicant achieving at least 75% of the marks. There is no penalty marking.
  - iii. The applicant has successfully completed the required theoretical knowledge examination when he/she has passed the examination within the 24-calendar-month period preceding the month of application.
  - iv. If the applicant has failed to pass the examination within 4 attempts, he/she must undertake appropriate theoretical knowledge training at a training organization (ATO) approved in accordance with Commission Regulation (EU) No 1178/2011. The extent and scope of the training needed will be determined by that ATO, based on the needs of the applicant.
  - v. The CAs follow strict security procedures to avoid test compromise. If the CA finds that the applicant is not complying with the examination procedures during the examination, this will be assessed with a view to failing the applicant, either in the examination of a single subject or in the examination as a whole. The CA shall ban applicants who are proven to be cheating from taking any further examination for a period of at least 12 months from the date of the examination in which they were found cheating.
- e. If the applicant is applying for both private pilot licence and instrument rating, he/she needs to demonstrate the level of theoretical knowledge for both private pilot licence and instrument rating.
- f. If the demonstration reveals a lack in theoretical knowledge, the flight will not be conducted and the skill test is failed. This failed skill test shall be written in the candidate's logbook and the skill test report with the failed result shall be sent to the Swedish Transport Agency.
- g. The result of the skill test shall be written in the candidate's logbook.

#### Demonstration of flying skills

Test/check protocol. (\*) = Must be performed by sole reference to instruments.

(\*) = May be performed in an FFS, FTD 2/3 or FNPT II.

(+) = May be performed in either Section 4 or Section 5.

(++) = To establish PBN privileges one approach in either Section 4 or Section 5 shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD. 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

To establish 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

- W. Details of the flight.
- X. Remarks and comments regarding tested items, please indicate the item commented.
- Y. Additional information regarding the conditions during test, simulators etc.
- Z. Only required if the applicant provides disagreements or comments on Examiner's report/remarks. (It is not a formal acceptance of the result). Any comment on, or disagreement with, an examiner's test or check evaluation or assessment made during a debriefing will be recorded by the examiner on the test or check report, and will be signed by the examiner and countersigned by the applicant.