

Application and report form for the skill test and proficiency checks on class rating sea according to appendix 9 to commission regulation (EU) no 1178/2011 of 3 November 2011.

## A. To be completed by the examiner

<input type="checkbox"/> Skill test	<input type="checkbox"/> Revalidation of valid rating	<input type="checkbox"/> Renewal of lapsed rating	<input type="checkbox"/> Annex I attachment (TSL7347)
<input type="checkbox"/> SEP (sea)	<input type="checkbox"/> MEP (sea)	<input type="checkbox"/> SET (sea)	
<input type="checkbox"/> Standard floats	<input type="checkbox"/> Amphibious floats	<input type="checkbox"/> Flying boat	
<input type="checkbox"/> VFR	<input type="checkbox"/> SPO	<input type="checkbox"/> MPO	<input type="checkbox"/> PIC
<input type="checkbox"/> Co-Pilot			

In case of IR-privileges on the SEA-rating section 3b of TSL7100 needs to be completed.

Single-pilot and multi-pilot operation or multi pilot operation entered, by the examiner, in the applicant's logbook (see instructions page 8).  
If both SPO and MPO privileges are sought, complete TSL7797 as well.

## B. To be completed by the examiner

Date of test
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## C. To be completed by the applicant

Date of birth (yyyy-mm-dd)		Licence number	
Social security number (personnummer)		State of licence issue	
Last name		First and middle names	
Street or box		Country	
Postal code	City		
Telephone number	E-mail address		
Place	Flight time total	PIC	
<input type="checkbox"/> Applicant verification of compliance according to ARA.GEN.315 and AMC1 ARA.GEN.315 (c) (See instructions, page 8)			

## D. To be completed by the ATO/DTO or instructor if applicable

### Training completed and application approved

Date	Printed name
Name of ATO/DTO	Signature Head of Training or other approved person nominated by the Head of Training if applicable

### Practical training

Flight time during training	Dual flight during training	Total time in FSTD during training	FFS:	FTD:	FNPT:
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Document can be scanned as PDF and sent to: [certifikat.w3d3@transportstyrelsen.se](mailto:certifikat.w3d3@transportstyrelsen.se)  
or by mail to: Transportstyrelsen, SE-601 73 Norrköping

## E. To be completed by the examiner

### Result of the test

Final Result;	<input type="checkbox"/> Passed	<input type="checkbox"/> Partial pass	<input type="checkbox"/> Failed
<input type="checkbox"/> Temporary rating issued			

### I have entered the following details in the applicant's licence

Rating	Date of test/check	Rating valid until	IR valid until
Place			Date
Signature of examiner			Stamp
Name in block letters			Examiner's certificate number

## F.

### Mandatory before each test/check

<input type="checkbox"/> Technical training (initial issue only)	<input type="checkbox"/> Personal identification card
<input type="checkbox"/> Multi engine min 70 PIC	<input type="checkbox"/> Valid licence
<input type="checkbox"/> Valid language proficiency (req. if test performed in aircraft)	
<input type="checkbox"/> Swedish <input type="checkbox"/> English	
<input type="checkbox"/> R/T certificate (req. if test performed in aircraft)	
<input type="checkbox"/> Swedish <input type="checkbox"/> English	
<input type="checkbox"/> Valid medical certificate (req. if test performed in aircraft)	

### Before PC, revalidation

### Before PC, renewal

<input type="checkbox"/> Valid class/type rating <input type="checkbox"/> Route Sectors ≥10 (ME only) or <input type="checkbox"/> Examiner accompanied route	<input type="checkbox"/> Renewal training performed by ATO/DTO or instructor (Copy of renewal training certificate must be attached or section D completed)
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### Before Multi Pilot Operation (initial):

<input type="checkbox"/> MCC-course or experience according to FCL.720.A b) 4) <input type="checkbox"/> Completed flight training in accordance with point 5(g) of Section B of Appendix 9 (Copy of flight training certificate must be attached or section D completed)	<input type="checkbox"/> Advanced UPRT according to FCL.745.A  Part-ORO organisation where the privileges will be exercised only:
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All prerequisites checked, documented as required in section C and confirmed including latest revision of Examiners Differences Document.

### EDD revision no:

Examiner's signature

**G.**

<b>SECTION 1 DEPARTURE</b>		Instructor's 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.				
1.1	Departure Preflight including: – documentation; – mass and balance; – weather briefing; and – NOTAM.		<input type="checkbox"/>	<input type="checkbox"/>
1.2	Pre-start checks External/Internal		<input type="checkbox"/>	<input type="checkbox"/>
1.3	Engine start-up and shutdown Normal malfunctions		<input type="checkbox"/>	<input type="checkbox"/>
1.4	Taxiing		<input type="checkbox"/>	<input type="checkbox"/>
1.5	Step taxiing		<input type="checkbox"/>	<input type="checkbox"/>
1.6	* Mooring: – Beach – Jetty pier – Buoy		<input type="checkbox"/>	<input type="checkbox"/>
1.7	* Engine-off sailing		<input type="checkbox"/>	<input type="checkbox"/>
1.8	Pre-departure checks: Engine run-up (if applicable)		<input type="checkbox"/>	<input type="checkbox"/>
1.9	Take-off procedure: – normal with flight manual flap settings; and – crosswind (if conditions are available).		<input type="checkbox"/>	<input type="checkbox"/>
1.10	Climbing: – turns onto headings; and – level off.		<input type="checkbox"/>	<input type="checkbox"/>
1.11	ATC liaison – compliance, R/T procedures		<input type="checkbox"/>	<input type="checkbox"/>
		Examiner's initials when test section is completed		

\*= May be discussed if not able to perform. State reason for discussion only in section J

<b>SECTION 2 AIRWORK (VFR)</b>		Instructor's initials when training completed	Pass	Fail
2.1	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V <sub>mc</sub> when applicable)		<input type="checkbox"/>	<input type="checkbox"/>
2.2	Steep turns (360° left and right at 45° bank)		<input type="checkbox"/>	<input type="checkbox"/>
2.3	Stalls and recovery: (i) clean stall; (ii) approach to stall in descending turn with bank with approach configuration and power; (iii) approach to stall in landing configuration and power; and (iv) approach to stall, climbing turn with take-off flap and climb power (single-engine aeroplanes only)		<input type="checkbox"/>	<input type="checkbox"/>
2.4	ATC liaison – Compliance, R/T procedures		<input type="checkbox"/>	<input type="checkbox"/>
		Examiner's initials when test section is completed		

<b>SECTION 3 EN-ROUTE PROCEDURES</b>		Instructor's initials when training completed	Pass	Fail
3.1	Flight plan, dead reckoning and map reading		<input type="checkbox"/>	<input type="checkbox"/>
3.2	Maintenance of altitude, heading and speed		<input type="checkbox"/>	<input type="checkbox"/>
3.3	Orientation, timing and revision of ETAs		<input type="checkbox"/>	<input type="checkbox"/>
3.4	Use of radio navigation aids (if applicable)		<input type="checkbox"/>	<input type="checkbox"/>
3.5	Flight management (flight log, routine checks including fuel, systems and icing)		<input type="checkbox"/>	<input type="checkbox"/>
3.6	ATC liaison – compliance, R/T procedure		<input type="checkbox"/>	<input type="checkbox"/>
		Examiner's initials when test section is completed		

<b>SECTION 4 ARRIVALS AND LANDINGS</b>		Instructor's initials when training completed	Pass	Fail
4.1	Aerodrome arrival procedure (amphibians only)		<input type="checkbox"/>	<input type="checkbox"/>
4.2	Normal landing		<input type="checkbox"/>	<input type="checkbox"/>
4.3	Flapless landing		<input type="checkbox"/>	<input type="checkbox"/>
4.4	Crosswind landing (if suitable conditions)		<input type="checkbox"/>	<input type="checkbox"/>
4.5	Approach and landing with idle power from up to 2 000 ft above the water (single-engine aeroplanes only)		<input type="checkbox"/>	<input type="checkbox"/>
4.6	Go-around from minimum height		<input type="checkbox"/>	<input type="checkbox"/>
4.7	- Glassy water landing - Rough water landing		<input type="checkbox"/>	<input type="checkbox"/>
4.8	ATC liaison – compliance, R/T procedures		<input type="checkbox"/>	<input type="checkbox"/>
		Examiner's initials when test section is completed		

<b>SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES</b>		Instructor's initials when training completed	Pass	Fail
This section may be combined with Sections 1 through 4				
5.1	Rejected take-off at a reasonable speed		<input type="checkbox"/>	<input type="checkbox"/>
5.2	Simulated engine failure after take-off (single-engine aeroplanes only)		<input type="checkbox"/>	<input type="checkbox"/>
5.3	Simulated forced landing without power (single-engine aeroplanes only)		<input type="checkbox"/>	<input type="checkbox"/>
5.4	Simulated emergencies: (i) fire or smoke in flight; and (ii) systems' malfunctions as appropriate		<input type="checkbox"/>	<input type="checkbox"/>
5.5	ATC liaison – compliance, R/T procedure		<input type="checkbox"/>	<input type="checkbox"/>
		Examiner's initials when test section is completed		

<b>SECTION 6 SIMULATED ASYMMETRIC FLIGHT</b>		Instructor's initials when training completed	Pass	Fail
This section may be combined with Sections 1 through 5. Section 6 shall be completed to revalidate a multi-engine class rating sea, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed.				
6.1	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS or an FNPT II)		<input type="checkbox"/>	<input type="checkbox"/>
6.2	Engine shutdown and restart (ME skill test only)		<input type="checkbox"/>	<input type="checkbox"/>
6.3	Asymmetric approach and go-around		<input type="checkbox"/>	<input type="checkbox"/>
6.4	Asymmetric approach and full-stop landing		<input type="checkbox"/>	<input type="checkbox"/>
6.5	ATC liaison – compliance, R/T procedures		<input type="checkbox"/>	<input type="checkbox"/>
		Examiner's initials when test section is completed		

## H. Details of the flight

Registration of a/c	Mooring/Block on	On ground
Departure lake/aerodrome	Departure/Block off	Take-off
Destination lake/aerodrome	Total block	Total
Aeroplane variant	Applicant tested as <input type="checkbox"/> PF <input type="checkbox"/> PNF	PIC

## I. Remarks

Item no	Comment
Debriefing/taken part Date of comments above	<div>Date</div> <div>Signature of applicant</div>

**J. ADDITIONAL INFORMATION REGARDING THE TEST/PC**

**Instructions for completing form TSL7565 Class rating SEA**

- A.** Please tick the appropriate boxes. If the PC is aimed to revalidate a valid rating, please tick "Revalidate". If the rating has lapsed the applicant must have completed approved recurrent training. See part "F" page 2 in the protocol. If the PC includes privileges for Annex I aircraft, form for Annex I aircraft (TSL7347) must be attached to this application.
- B.** Please enter the complete information. "Licence endorsement" means the relevant class or type of aeroplane according to EASA Class and Type Rating List/Licence Endorsement list (Aeroplanes).

**Single pilot operation and multi pilot operation or multi pilot operation only entered in the applicant's logbook explanation;**

If a skill test or proficiency check for a single-pilot aircraft class or type rating is conducted in either of the following, the form or forms of operation in which that skill test or a proficiency check is conducted shall be entered in the logbook of the applicants and signed by the examiner:

- (1) multi-pilot operation;
  - (2) single-pilot and multi-pilot operation
- Reference: FCL.725(db)

- C.** 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.

- D.** This section is to be completed by:

- the Head of Training of the ATO or someone by him/her nominated person.
- the Head of Training of the ATO/DTO or someone by him/her nominated person if the expired rating concerned a non-high-performance SEP class rating or a TMG class rating.
- the Head of Training of the ATO/DTO or someone by him/her nominated person or an instructor if the rating expired no more than 3 years ago and the rating concerned a non-high-performance SEP class rating or a TMG class rating.

- E.** The result of the test.

- F.** This section is a checklist of prerequisites for the examiner to check before the test/check.

**Please note that the examiner must sign and thus affirm that he has checked all prerequisites before the test.**

**In order to extend LAPL(A) privileges to SEP(sea) the applicant must have the theoretical knowledge according to FCL.135.A(a)(2).**



## G. Protocol

\* = May be discussed if not able to perform. State reason for discussion only in section J. If for some reason the aircraft is not able to perform for example engine off sailing due to the construction of the doors this item can be signed off with a discussion only. Then it should be written as discussed both by the instructor and examiner and the reason for discussion only shall be written under Section J.

4.7 – both rough and glassy water landing shall be performed during training, the one most suitable is to be performed during the skill test or proficiency check.

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

### Heading:

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

### Speed:

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

## H. Details of the flight.

## I. Comments regarding tested items, please indicate the item commented. The applicant signs that he/she has taken part of the result of the test (it is not a formal acceptance of the result).

## J. Additional information regarding the conditions during test, simulators etc.