

Application and report form for the PPL(A) skill test on single-engine or multi-engine aeroplanes according to AMC1, FCL.235 to Commission Regulation (EU) no 1178/2011 of 3 November 2011

A. To be completed by the examiner

☐ Skill test PPL(A)	☐ Skill test PPL(A) for a LAPL(A) licence holder	☐ Skill test PPL(A) for a SPL with TMG licence holder
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B. To be completed by the examiner

Date of test	Type or class of aircraft	☐ Single Engine	☐ Multi Engine (min 70h PIC)
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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			Date
Signature of applicant			
The Swedish Transport Agency will, in accordance with Ordinance (1999:1134) 11 §, request excerpts from the National Police Board's suspicion and indictment register (Belastningsregistret) before issuing a license (this only applies if it is the applicant's first flight crew licence in Sweden).			
☐ Applicant verification of compliance according to ARA.GEN.315 and AMC1 ARA.GEN.315 (c) (See instructions, page 9)			

Non-Swedish citizens only

☐ In order to fulfil the requirements regarding suitability in the Swedish Aviation Act chapter 4, 9 § the Swedish Transport Agency requests a record from the registry of suspicion and previous convictions in English in original from the police authority in the country where the applicant holds citizenship.

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

D. To be completed by Training organisation
Training completed and application approved

Date	Printed name		
Name of training organisation		Signature Head of Training or other approved person	

Practical training during course¹:

General	Student time		Min (≥) and max (≤) times during course according to COMMISSION REGULATION (EU) NO 1178/2011		
Licence holding before commencement of course:			None	SPL with TMG	LAPL(A) ²
Total training time during course			≥45h	≥15h	≥40h
Total flight time aeroplane			≥40h	≥15h	≥35h
Total time in FSTD			≤5h	N/A	≤5h
Dual flight instruction time/ dual ground instruction time	Flight	Ground	≥25h	N/A	≥21h ³
Supervised solo flight time			≥10h	≥10h	≥10h ³
Solo cross- country flight time			≥5h	≥5h	≥5h
Night flying ⁴	Dual	Solo	≥5h	≥5h	≥5h
Solo cross-country flight of at least 270km (150NM) including full stop landings at 2 aerodromes different from the aerodrome of departure	Date		Aerodrome 1:		
			Aerodrome 2:		

Crediting of flight time (According to PART FCL.210,A PPL(A)(d)) specify:

Licence and category of aircraft	Amount of credit given
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E. To be completed by the examiner
Result of the test

Final Result	☐ Passed	☐ Partial pass	☐ Failed
RT-examination passed (can only be performed by Swedish examiner)	☐ Swedish	☐ English	
Place			Date
Signature of examiner			Stamp
Name in block letters			Examiner's certificate number

¹ Example how to fill out this table is found on page 9

² Times in LAPL(A) training column are total times of flight instructions including LAPL(A) training course times

³ Minimum 5 hours dual training and 10 hours supervised solo training including the 270km/150NM cross-country flight must have been performed by an instructor with privileges to instruct on PPL(A).

⁴ Only if night rating is applied for and part of the PPL(A) course

F.
Before Test

☐ Technical course performed	☐ In case of non-Swedish examiner, required documentation attached (see page 9 section F) All pre-requisites checked, documented as required in section B and C, and confirmed including latest revision of Examiner's Differences Document EDD revision no:
☐ Approved theoretical examination (not applicable for LAPL(A) holders)	
Radio operator training, and written test completed ☐ Swedish ☐ English	
☐ Valid language proficiency	
☐ Valid medical certificate class 1 or 2	
☐ Solo flight permit	
☐ Flight times according to requirement in section D.	
☐ Personal identification card	
Examiner's signature	

G.

SECTION 1 PRE-FLIGHT OPERATION AND DEPARTURE		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.a	Pre-flight documentation, NOTAM and weather briefing		☐	☐
1.b	Mass and balance and performance calculation		☐	☐
1.c	Aeroplane inspection and servicing		☐	☐
1.d	Engine starting and after starting procedures		☐	☐
1.e	Taxiing and aerodrome procedures, pre-take-off procedures		☐	☐
1.f	Take-off and after take-off checks		☐	☐
1.g	Aerodrome departure procedures		☐	☐
1.h	ATC compliance and R/T procedures		☐	☐
		Examiner's initials when test section is completed		

SECTION 2 GENERAL AIRWORK		Instructor's initials when training completed	Pass	Fail
2.a	ATC compliance and R/T procedures		☐	☐
2.b	Straight and level flight, with speed changes		☐	☐
2.c	Climbing: i. Best rate of climb ii. Climbing turns iii. Levelling off		☐	☐
2.d	Medium (30° bank) turns		☐	☐
2.e	Steep (45° bank) turns (including recognition and recovery from spiral dive)		☐	☐
2.f	Flight at critically low speed with and without flaps		☐	☐
2.g	Stalling: i. Clean stall and recovery with power ii. Approach to stall descending turn with bank angle 20° approach configuration iii. Approach to stall in landing configuration		☐	☐
2.h	Descending: i. With and without power ii. Descending turns (steep gliding turns) iii. Levelling off		☐	☐
		Examiner's initials when test section is completed		

SECTION 3 EN-ROUTE PROCEDURES		Instructor's initials when training completed	Pass	Fail
3.a	Flight plan, dead reckoning and map reading		☐	☐
3.b	Maintenance of altitude, heading and speed		☐	☐
3.c	Orientation, timing and revision of ETAs and log keeping		☐	☐
3.d	Diversion to alternate aerodrome (planning and implementation)		☐	☐

Section 3 continues on the next page

SECTION 3 EN-ROUTE PROCEDURES Cont.		Instructor's initials when training completed	Pass	Fail
3.e	Use of radio navigation aids		☐	☐
3.f	Basic instrument flying check (180° turn in simulated IMC)		☐	☐
3.g	Flight management (checks, fuel systems and carburettor icing, etc.)		☐	☐
3.h	ATC compliance and R/T procedures		☐	☐
		Examiner's initials when test section is completed		

SECTION 4 APPROACH AND LANDING PROCEDURE		Instructor's initials when training completed	Pass	Fail
4.a	Aerodrome arrival procedures		☐	☐
4.b	* Precision landing (short field landing), crosswind, if suitable conditions available		☐	☐
4.c	* Flapless landing		☐	☐
4.d	* Approach to landing with idle power (SE only)		☐	☐
4.e	Touch and go		☐	☐
4.f	Go-around from low height		☐	☐
4.g	ATC compliance and R/T procedures		☐	☐
4.h	Actions after flight		☐	☐
* These items may be combined, at the discretion of the FE		Examiner's initials when test section is completed		

SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES		Instructor's initials when training completed	Pass	Fail
This section may be combined with section 1 through 4				
5.a	Simulated engine failure after take-off (SE only)		☐	☐
5.b	* Simulated forced landing (SE only)		☐	☐
5.c	Simulated precautionary landing (SE only)		☐	☐
5.d	Simulated emergencies		☐	☐
5.e	Oral questions		☐	☐
* These items may be combined, at the discretion of the FE		Examiner's initials when test section is completed		

SECTION 6 SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS OR TYPE ITEMS		Instructor's initials when training completed	Pass	Fail
This section may be combined with section 1 through 5 and performed as applicable				
6.a	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS)		☐	☐
6.b	Asymmetric approach and go-around		☐	☐
6.c	Asymmetric approach and full stop landing		☐	☐
6.d	Engine shutdown and restart		☐	☐
6.e	ATC compliance, R/T procedures or airmanship		☐	☐
6.f	As determined by the FE: any relevant items of the class or 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.		☐	☐
6.g	Oral questions:			
1.			☐	☐
2.			☐	☐
3.			☐	☐
4.			☐	☐
		Examiner's initials when test section is completed		

H. Details of the flight

Registration of a/c	Block on	On Ground
Departure aerodrome	Block off	Take off
Destination aerodrome	Total block time	Total flight time
Aircraft type and variant		
Pilot in command (FE)		

I. Remarks

[illegible]

J. ADDITIONAL INFORMATION REGARDING THE TEST**K. DEBRIEFING**

Disagreements with or comments on examiner's report

Date

Signature of applicant

Instructions for completing form TSL7566 Skill test PPL(A)

- A.** State if the applicant has a LAPL(A) or SPL with TMG-licence since before.
- B.** Please enter the complete information
- 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/DTO. By signing, the HT certifies that the applicant has satisfactorily completed an approved course of training for the PPL certificate in accordance with the relevant syllabus. The table with training times needs to be filled in before the skill test.
Guideline how to fill out the chart on page 2:
Example: The student has flown 47,8h during the PPL-training. 35,4h dual, of which 2h was in an FSTD, 12,4h solo, of which 5,7h was cross country. The Night rating were included in the PPL(A) training and a total of 5,3h night were flown. 4,1h dual and 1,2h solo for the 5 solo take offs and landings (Not TGL). Total time 2,8h. The solo cross-country flight of at least 150NM went from ESNZ to ESNZ to ESNB and back to ESNZ with full stop landings at both ESNZ and ESNB. The chart should then be fill out as below:

Practical training during course¹:

General	Student time		Min (≥) and max (≤) times during course according to COMMISSION REGULATION (EU) NO 1178/2011		
License holding before commencement of course:			None	SPL with TMG	LAPL(A) ²
Total training time during course	47,8		≥45h	>15h	≥40h
Total flight time aeroplane	45,8		≥40h	≥15h	≥35h
Total time in FSTD	2		≤5h	N/A	≤5h
Dual flight instruction time/ dual ground instruction time	Flight 33,4	Ground 2,0	≥25h	N/A	≥21h
Supervised solo flight time	12,4		≥10h	≥10h	≥10h
Solo cross- country flight time	5,7		≥5h	≥5h	≥5h
Night flying	Dual 4,1	Solo 1,2	≥5h	≥5h	≥5h
Solo cross-country flight of at least 270km (150NM) including full stop landings at 2 aerodromes different from the aerodrome of departure	Date 25 February 2025		Aerodrome 1: ESNZ		
			Aerodrome 2: ESNB		

- 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. By signing the examiner also confirms:
- have received information from the applicant regarding their experience and instruction, and found that experience and instruction comply with the applicable requirements of Part-FCL to EU 1178/2011
 - confirm that all the required manoeuvres and exercises have been completed, unless specified otherwise above in the case of fail or partial pass;
 - 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.
- G.** Protocol
The applicant should demonstrate the ability to:
- 1. operate the airplanes within its limitations;
 - 2. complete all manoeuvres with smoothness and accuracy;
 - 3. exercise good judgment and airmanship;
 - 4. apply aeronautical knowledge;
 - 5. maintain control of the airplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt
- The following limits are for general guidance. The FE should make allowance for turbulent conditions and the handling qualities and performance of the helicopter used:
- | | |
|-------------------------|--|
| Height | Normal flight +/- 150ft
With simulated engine failure +/- 200ft (if ME aeroplane is used) |
| Heading/tracking | Normal flight +/- 10°
With simulated engine failure +/- 15° (if ME aeroplane is used) |
| Speed | Take-off and approach +15/-5 knots
All other flight regimes +/- 15 knots |
- H.** Details of the flight
- I.** Comments regarding tested items, please indicate the item commented
- J.** Additional information regarding the conditions during test, E.g. the test was completed during separate days
- K.** Only required if disagreements or comments on Examiner's report/remarks is provided by the applicant.