SWEDISH TRANSPORT AGENCY

TMGs and single-pilot aeroplanes, except for High-Performance Complex Aeroplanes

Application and report form for the class, type rating skill test and proficiency checks on TMGs and SP aeroplanes, except for high-performance complex aeroplanes according to appendix 9 to commission regulation (eu) no 1178/2011 of 3 november 2011.

A.

☐ Skill test	**B. to be completed by examiner** Date of test
☐ Revalidation of valid rating ☐ Renewal of lapsed rating ☐ Annex I attachment (TSL7347)	Licence endorsement (type or class of aircraft)

☐ VFR	☐ IFR	☐ SPO	☐ MPO	☐ PIC	☐ Co-Pilot

Single-plot and multi-pilot operation or multi pilot operation entered, by the examiner, in the applicant´s logbook (see instructions page 9). If both SPO and MPO privileges are sought, complete TSL7797 as well.

C. 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	Telephone
Postal code and city	E-mail address	
Place and date	Flight time total	PIC

☐ 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

Name of ATO/DTO	Signature Head of Training or instructor if applicable
Date	Name in block letters

PRACTICAL TRAINING

Flight time during course	Dual flight during course	Total time in FSTD during course FFS FTD FNPT

Result of the test

E. To be completed by the examiner

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

Place and date	Stamp/Printed name
Signature of examiner	Examiners certificate number

Document can be scanned as PDF and sent to: certifikat.w3d3@transportstyrelsen.se
or by mail to:Transportstyrelsen, SE-601 73 Norrköping

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TSL7100, v10.00, 2024-10-10

F. Mandatory before each test/check

☐ Technical training (initial issue only)	☐ Personal identification card	
☐ Min 70 PIC (ME only)	☐ Valid licence	
☐ Valid medical certificate (req. if test performed in aircraft)		
☐ Valid language proficiency (req. if test performed in aircraft):	☐ Swedish	☐ English
☐ R/T certificate (swedish or english req. if test performed in aircraft):	☐ Swedish	☐ English

Before PC, revalidation ☐ Valid class/type rating ☐ Route Sectors ≥10 (ME only) or ☐ Examiner accompanied route	**Before PC, renewal** ☐ Renewal training performed by ATO/DTO (Copy of renewal training certificate must be attached or section D completed) ☐ Renewal training performed by instructor (Copy of renewal training certificate must be attached or section D completed)
Before Multi Pilot Operation (initial) ☐ MCC-course or experience according to FCL.720.A b)4) ☐ 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)	☐ Advanced UPRT according to FCL.745.A Part-ORO organisation where the privileges will be exercised only: ----------

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)
*=Actual or simulated IMC
P# = the training shall be complemented by supervised aeroplane inspection

G.

SECTION 1 FLIGHT PREPARATION		FSTD	A	Instructors initials when training completed	Tested or checked in FSTD or A	Pass	Fail
1.1	Departure Preflight including: – documentation; – mass and balance; – weather briefing; and – NOTAM.	OTD				☐	☐
1.2	Pre-start checks						
1.2.1	External	OTD P#	P		**M**	☐	☐
1.2.2	Internal	OTD P#	P		**M**	☐	☐
1.3	Engine starting: normal malfunctions	P→	→		**M**	☐	☐
1.4	Taxiing	P→	→		**M**	☐	☐
1.5	Pre-departure checks: engine run-up (if applicable)	P→	→		**M**	☐	☐
1.6	Take-off procedure: – normal with flight manual flap settings; and – crosswind (if conditions are available).	P→	→		**M**	☐	☐
1.7	Climbing: – Vx/Vy – turns onto headings; and – level off.	P→	→		**M**	☐	☐
1.8	ATC liaison – compliance, R/T procedures	P→			**M**	☐	☐

SECTION 2 AIRWORK ,VISUAL METEOROLOGICAL CONDITIONS (VMC)		FSTD	A	Instructors initials when training completed	Tested or checked in FSTD or A	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 Vmca when applicable)	P→	→			☐	☐
2.2	Steep turns (360° left and right at 45° bank)	P→	→		**M**	☐	☐
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)	P→	→		**M**	☐	☐
2.4	Handling using autopilot and flight director (may be conducted in Section 3), if applicable	P→	→		**M**	☐	☐
2.5	ATC liaison – Compliance, R/T procedures	P→	→		**M**	☐	☐

SECTION 3A EN ROUTE PROCEDURES VFR		FSTD	A	Instructors initials when training completed	Tested or checked in FSTD or A	Pass	Fail
3A.1	Flight plan, dead reckoning and map reading	P→	→			☐	☐
3A.2	Maintenance of altitude, heading and speed	P→	→			☐	☐
3A.3	Orientation, timing and revision of ETAs	P→	→			☐	☐
3A.4	Use of radio navigation aids (if applicable)	P→	→			☐	☐
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)	P→	→			☐	☐
3A.6	ATC liaison – compliance, R/T procedure	P→	→			☐	☐

SECTION 3B INSTRUMENT FLIGHT		FSTD	A	Instructors initials when training completed	Tested or checked in FSTD or A	Pass	Fail
3B.1*	Departure IFR	P→	→		**M**	☐	☐
3B.2*	En route IFR	P→	→		**M**	☐	☐
3B.3*	Holding procedures	P→	→		**M**	☐	☐
3B.4*	3D operations to decision height/altitude (DH/A) of 200 ft (60 m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)	P→	→		**M**	☐	☐
3B.5*	2D operations to minimum descent height/altitude (MDH/A)	P→	→		**M**	☐	☐
3B.6*	Flight exercises including simulated failure of the compass and attitude indicator: – rate 1 turns; and – recoveries from unusual attitudes.	P→	→		**M**	☐	☐
3B.7*	Failure of localiser or glideslope	P→	→			☐	☐
3B.8*	ATC liaison – compliance, R/T procedures	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.

SECTION 4 ARRIVALS AND LANDINGS		FSTD	A	Instructors initials when training completed	Tested or checked in FSTD or A	Pass	Fail
4.1	Aerodrome arrival procedure	P→	→		**M**	☐	☐
4.2	Normal landing	P→	→		**M**	☐	☐
4.3	Flapless landing	P→	→		**M**	☐	☐
4.4	Crosswind landing (if suitable conditions)	P→	→			☐	☐
4.5	Approach and landing with idle power from up to 2 000 ft above the runway (single-engine aeroplanes only)	P→	→			☐	☐
4.6	Go-around from minimum height	P→	→		**M**	☐	☐
4.7	Night go-around and landing (if applicable)	P→	→			☐	☐
4.8	ATC liaison – compliance, R/T procedures	P→	→		**M**	☐	☐

SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES (THIS SECTION MAY BE COMBINED WITH SECTIONS 1 TROUGH 4).		FSTD	A	Instructors initials when training completed	Tested or checked in FSTD or A	Pass	Fail
5.1	Rejected take-off at a reasonable speed	P→	→		**M**	☐	☐
5.2	Simulated engine failure after take-off (single-engine aeroplanes only)		P		**M**	☐	☐
5.3	Simulated forced landing without power (single-engine aeroplanes only)		P		**M**	☐	☐
5.4	Simulated emergencies: (i) fire or smoke in flight; and (ii) systems' malfunctions as appropriate	P→	→			☐	☐
5.5	ME aeroplanes and TMG training only: engine shutdown and restart (at a safe altitude if performed in the aircraft)	P→	→			☐	☐
5.6	ATC liaison – compliance, R/T procedure					☐	☐

SECTION 6 SIMULATED ASYMMETRIC FLIGHT		FSTD	A	Instructors initials when training completed	Tested or checked in FSTD or A	Pass	Fail
6.1*	(This section may be combined with Sections 1 through 5.) Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS or an FNPT II)	P→	→		**M**	☐	☐
6.2*	Asymmetric approach and go-around	P→	→		**M**	☐	☐
6.3*	Asymmetric approach and full-stop landing	P→	→		**M**	☐	☐
6.4	ATC liaison – compliance, R/T procedures	P→	→		**M**	☐	☐

SECTION 7 UPRT (training only)		FSTD	A	Instructors initials when training completed	**N/A**	**N/A**	**N/A**
7.1	Flight manoeuvres and procedures		X				
7.1.1	Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)	P→	→				
7.1.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope.	P→	→				
7.1.1.2	Steep turns using 45° bank, 180° to 360° left and right	P→	→				
7.1.1.3	Turns with and without spoilers	P→	→				
7.1.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P→	→				
7.2.1	Upset recovery training Recovery from stall events in: – take-off configuration; – clean configuration at low altitude; – clean configuration near maximum operating altitude; and – landing configuration	P→	→				
7.2.2	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				
7.3	Go-around with all engines operating* from various stages during an instrument approach	P→	→				
7.4	Rejected landing with all engines operating: – from various heights below DH/MDH 15 m (50 ft) above the runway threshold – after touchdown (baulked 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→	→				

H.

Details of the flight		
Registration of a/c 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 applicable	

J.

ADDITIONAL INFORMATION REGARDING THE TEST/PC

K.

AIRCRAFT TRAINING		
Aircraft training completed date	Aircraft type /	No of landings/ airborne hrs
Signature of CRI/FI	Name in block letters	Licence number

Instructions for completing form

ClassType rating Single Pilot Aeroplane

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 of aeroplane according to EASA Class and Type Rating List/Licence Endorsement list (Aeroplanes).

Single pilot operation and mulit 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

Referens: 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 is expired with 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. Please note that only examiners authorized by the authority in Sweden, Norway or Denmark can issue a Temporary Rating.

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.

G. Protocol

1. The following symbols mean:
   P = Trained as Pilot-in-Command or CO pilot for the issue of the class/type rating as applicable.
   X = Flight simulators shall be used for this exercise, if available, otherwise an aeroplane shall be used if appropriate for the manoeuvre or procedure.

2. The practical training shall be conducted at least at the training equipment level shown as (P), but may be conducted on any higher equipment level shown by the arrow (→).
   The following abbreviations are used to indicate the training equipment used:
   A = Aeroplane
   FSTD = Flight Simulator

3. The starred (*) items of section 3B and, for multi engine Section 6, shall be flown solely by reference to instruments if revalidation/renewal of an instrument rating is included in the skill test or proficiency check. If the starred (*) items are not flown solely by reference to instruments during the skill test or proficiency check, and when there is no crediting of instrument rating privileges, the type/class rating will be restricted to VFR only.

4. Section 3A shall be completed to revalidate a type or multi-engine class rating, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed. Section 3A is not required if section 3B is completed.

5. Where the letter ‘M’ appears in the skill test/proficiency check column this will indicate a mandatory exercise or a choice where more than one exercise appears.

6. 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

7. 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.
8. When a proficiency check on a single-pilot aeroplane is performed in a multi-pilot operation in accordance with an operators procedures, the type/class rating will be restricted to multi-pilot.

9. A flight simulator or FNPT II shall be used for practical training for type or multi-engine class ratings if the simulator or FNPT II forms part of an approved type or class rating course. The following considerations will apply to the approval of the course:

(a) the qualification of the flight simulator or FNPT II as set out in JAR–STD;
(b) the qualifications of the instructors and;
(c) the amount of flight simulator or FNPT II training provided on the course; and;
(d) the qualifications and previous experience of the pilot under training

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, if IR cross-credit is applied etc.

K. Details of the aircraft training including four or six take offs and landings when completed if pertinent.