

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	

Applicant verification of compliance according to ARA.GEN.315 and AMC1 ARA.GEN.315 (c) (See instructions, page 7)

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).

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.

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 <input type="checkbox"/> Planed In case of ATP Integrated MCC time	

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

Minimum times, including course time before skill test ⁴						
General	Student time		Min (\geq) and max (\leq) 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			$\geq 195h^1$	$\geq 180h$	$\geq 150h$	$\geq 25h/15h^2$
Total flight time			$\geq 140h$	$\geq 140h$	$\geq 145h$	$\geq 200h^3$
Total time in FSTD			$\leq 55h^1$	$\leq 40h$	$\leq 5h$	$\leq 5h$
Dual flight time/dual ground time	Flight	Ground	$\geq 95h^1$ max 55h ground	$\geq 80h$ max 40h ground	$\geq 80h$ max 5h ground	$\geq 25h/15h^2$
PIC/SPIC	PIC	SPIC	$\geq 70h$ max 55h SPIC	$\geq 70h$	$\geq 70h$	$\geq 100h$
Cross Country PIC/SPIC			$\geq 50h$	$\geq 50h$	$\geq 20h$	$\geq 20h$
VFR Cross Country PIC 300nm	Date	Route				
Instrument time			$\geq 115h^1$	$\geq 100h$	$\geq 10h$	$\geq 10h$
Night			$\geq 5h$	$\geq 5h$	$\geq 5h$	$\geq 5h$
Aircraft with ≥ 4 seats, variable pitch propeller and retractable gear			$\geq 5h$	$\geq 5h$	$\geq 5h$	$\geq 5h$

¹ Reduced with planned MCC time, max 40h FNPTII/FFS. No licence 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 licence (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*	

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 landing 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		Instructor's 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 and principles of threat and error management) 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"/>
		Examiner's initials when test section is completed		

Name of applicant	Licence Number
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SECTION 2 GENERAL AIRWORK		Instructor's 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"/>
		Examiner's initials when test section is completed		

SECTION 3 EN-ROUTE PROCEDURES		Instructor's 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, VOR or track between waypoints), identification of facilities (instrument flight)		<input type="checkbox"/>	<input type="checkbox"/>
3.h	Implementation of diversion plan to alternate aerodrome (visual flight).		<input type="checkbox"/>	<input type="checkbox"/>
		Examiner's initials when test section is completed		

Name of applicant	Licence Number
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SECTION 4		Instructor's 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"/>
		Examiner's initials when test section is completed		

SECTION 5		Instructor's 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"/>
		Examiner's 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		Instructor's 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 (if selected by the examiner)		<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"/>
		Examiner's initials when test section is completed		

Name of applicant	Licence Number
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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

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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 SKILL TEST 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 licence 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.
 - (4) 50 hours of cross-country flight as PIC, including one 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
 - (5) 5 hours flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings UPRT flight instruction in accordance with FCL.745.A.

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.
- 5 hours of flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings.

- 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.
Items in Section 2(c) and (e)(iv), Section 3(g), and the whole of Sections 5 and 6 may be performed in an FNPT II or an FFS. The examiner may decide not to perform items in Section 6(d).
- 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.