

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

<input type="checkbox"/> Skill test PPL(A)	<input type="checkbox"/> Skill test PPL(A) for a LAPL(A) licence holder	<input type="checkbox"/> 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	<input type="checkbox"/> Single Engine	<input type="checkbox"/> 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			
<p>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).</p>			
<input type="checkbox"/> Applicant verification of compliance according to ARA.GEN.315 and AMC1 ARA.GEN.315 (c) (See instructions, page 9)			

Non-Swedish citizens only

<input type="checkbox"/> 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 (\geq) and max (\leq) times during course according to COMMISSION REGULATION (EU) NO 1178/2011		
			None	SPL with TMG	LAPL(A) ²
Licence holding before commencement of course:			None	SPL with TMG	LAPL(A) ²
Total training time during course			$\geq 45h$	$\geq 15h$	$\geq 40h$
Total flight time aeroplane			$\geq 40h$	$\geq 15h$	$\geq 35h$
Total time in FSTD			$\leq 5h$	N/A	$\leq 5h$
Dual flight instruction time/ dual ground instruction time	Flight	Ground	$\geq 25h$	N/A	$\geq 21h$
Supervised solo flight time			$\geq 10h$	$\geq 10h$	$\geq 10h$
Solo cross- country flight time			$\geq 5h$	$\geq 5h$	$\geq 5h$
Night flying ³	Dual	Solo	$\geq 5h$	$\geq 5h$	$\geq 5h$
Stall awareness and spin avoidance training			$> 2h$	N/A	N/A
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	<input type="checkbox"/> Passed	<input type="checkbox"/> Partial pass	<input type="checkbox"/> Failed
RT-examination passed (can only be performed by Swedish examiner)	<input type="checkbox"/> Swedish		<input type="checkbox"/> 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 Only if night rating is applied for and part of the PPL(A) course

F.
Before Test

<input type="checkbox"/> Technical course performed	<input type="checkbox"/> 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:
<input type="checkbox"/> Approved theoretical examination	
Radio operator training, and written test completed	
<input type="checkbox"/> Swedish <input type="checkbox"/> English	
<input type="checkbox"/> Valid language proficiency	
<input type="checkbox"/> Valid medical certificate class 1 or 2	
<input type="checkbox"/> Solo flight permit	
<input type="checkbox"/> Flight times according to requirement in section D.	
<input type="checkbox"/> 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		<input type="checkbox"/>	<input type="checkbox"/>
1.b	Mass and balance and performance calculation		<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 compliance and R/T procedures		<input type="checkbox"/>	<input type="checkbox"/>
		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		<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 spiral dive)		<input type="checkbox"/>	<input type="checkbox"/>
2.f	Flight at critically low speed with and without flaps		<input type="checkbox"/>	<input type="checkbox"/>
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		<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"/>
		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		<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 and log keeping		<input type="checkbox"/>	<input type="checkbox"/>
3.d	Diversion to alternate aerodrome (planning and implementation)		<input type="checkbox"/>	<input type="checkbox"/>

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		<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 compliance and R/T procedures		<input type="checkbox"/>	<input type="checkbox"/>
		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		<input type="checkbox"/>	<input type="checkbox"/>
4.b	* Precision landing (short field landing), crosswind, 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 (SE 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 compliance and R/T procedures		<input type="checkbox"/>	<input type="checkbox"/>
4.h	Actions after flight		<input type="checkbox"/>	<input type="checkbox"/>
* 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)		<input type="checkbox"/>	<input type="checkbox"/>
5.b	* Simulated forced landing (SE only)		<input type="checkbox"/>	<input type="checkbox"/>
5.c	Simulated precautionary landing (SE only)		<input type="checkbox"/>	<input type="checkbox"/>
5.d	Simulated emergencies		<input type="checkbox"/>	<input type="checkbox"/>
5.e	Oral questions		<input type="checkbox"/>	<input type="checkbox"/>
* 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)		<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 compliance, R/T procedures or airmanship		<input type="checkbox"/>	<input type="checkbox"/>
6.f	As determined by the FE: any relevant items of the class or type rating skill test to include, if applicable: <ul style="list-style-type: none"> 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:			
1.			<input type="checkbox"/>	<input type="checkbox"/>
2.			<input type="checkbox"/>	<input type="checkbox"/>
3.			<input type="checkbox"/>	<input type="checkbox"/>
4.			<input type="checkbox"/>	<input type="checkbox"/>
		Examiner's initials when test section is completed		

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)-licence or SPL with TMG-licence since before. During this skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the other type in the following subjects:
- Operational procedures,
 - Flight performance and planning,
 - Aircraft general knowledge
- 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). Stall awareness and spin avoidance training was practised during the entire sessions of session 10 and 11 and part of session 17 and 23. Total time 2,8h. The solo cross-country flight of at least 150NM went from ESNN to ESNZ to ESNB and back to ESNN with full stop landings at both ESNZ and ESNB. The chart should then be fill out as below:

Practical training during course:

General	Student time		Min (≥) and max (≤) times during course according to COMMISSION REGULATION (EU) NO 1178/2011		
			None	SPL with TMG	LAPL(A)
License holding before commencement of course:			None	SPL with TMG	LAPL(A)
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
Stall awareness and spin avoidance	2,8		≥2h	N/A	N/A
Solo cross-country flight of at least 270km (150NM) including full stop landings at 2 aerodromes different from the aerodrome of departure	Date 02 september 2024		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.