

APPLICATION AND REPORT FORM FOR THE CPL(H) SKILL TEST ACCORDING  
TO APPENDIX 4 TO COMMISSION REGULATION (EU) NO 1178/2011 OF  
3 NOVEMBER 2011

**A. To be completed by the examiner**

Date of test	Type of helicopter	Flight time total
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**B. To be completed by the applicant**

Date of birth (yyyy-mm-dd)		
State of licence issue (if required)		Licence no (if required)
Last name		First and middle names
Street or box		Country
Postal code	City	
Telephone number	E-mail address	
Place		Date (yyyy-mm-dd)
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 licence (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.
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**C. To be completed by Training organisation (continue on page 2)**
**Recommendation for CPL(H) Skill test**

Name of ATO	Date
Name of Head of Training or other person nominated by the Head of Training	Signature Head of Training or other person nominated by the Head of Training

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

<input type="checkbox"/> ATP/IR Integrated	<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 <small>(Attach statement of credited time)</small>	MCC completed (in case of ATP- and ATP/IR integrated) <input type="checkbox"/> Yes <input type="checkbox"/> No		Planned hours of MCC:	

**Practical training during course**

General	Student time		Min (≥) and max (≤) times during course according to COMMISSION REGULATION (EU) NO 1178/2011				
			ATP/IR Integrated	ATP Integrated	CPL/IR Integrated	CPL Integrated	CPL Modular
Total flight training time during course (Flight time and FSTD)			≥195h <sup>1</sup>	≥150h <sup>2</sup>	≥180h	≥135h	≥30h/ 20h <sup>3</sup>
Total actual flight time			≥140h <sup>4</sup>	≥115h <sup>4</sup>	≥140h <sup>4</sup>	≥110h <sup>4</sup>	≥20h/ 15h <sup>3</sup>
FSTD type used	<input type="checkbox"/> FFS <input type="checkbox"/> FTD 2,3 <input type="checkbox"/> FNPT II/III (MCC) <input type="checkbox"/> FNPT I <input type="checkbox"/> No FSTD						
Total instruction time in FSTD			≤55h <sup>4</sup>	≤35h <sup>4</sup>	≤40h <sup>4</sup>	≤25h <sup>4</sup>	≤10h/ 5h <sup>3</sup>
Dual flight instruction time/ dual ground instruction time	Flight	Ground	≥140h <sup>1</sup>	≥95h <sup>2</sup>	≥125h	≥85h	≥30h/ 20h <sup>3</sup>
PIC/SPIC (total time)	PIC	SPIC	≥55h max 40h SPIC	≥55h max 40h SPIC	≥55h max 40h SPIC	≥50h max 35 SPIC	≥50h
Cross Country (total time)	Dual	PIC/SPIC	≥50h of min 10h SPIC	≥50h of min 10h SPIC	≥10h dual ≥10h PIC	≥10h dual ≥10h PIC	≥10h
Night	Dual	PIC	≥5h <sup>5</sup>	≥5h <sup>5</sup>	≥5h <sup>5</sup>	≥5h <sup>5</sup>	≥5h <sup>5</sup>
Instrument time			≥50h <sup>1</sup>	≥10h	≥50h	≥10h	≥10h applicable without IR(H)
PIC VFR cross-country flight of at least 185km (100NM) <sup>6</sup>	Date:		Route:				

<sup>1</sup>Reduced with 15h in case of MCC not completed, no licence will be issued before Course Completion Certificate of MCC completion is received.  
<sup>2</sup>Reduced with 10h in case of MCC not completed, no licence will be issued before Course Completion Certificate of MCC completion is received.  
<sup>3</sup>The lower value, if applicant holds a valid IR(H).  
<sup>4</sup>Numbers based on FNPTII, III (MCC), for FTD or FFS see page 10.  
<sup>5</sup>Min 3h dual, 1h cross-country navigation, 1h PIC and 5 T/O and LDG PIC  
<sup>6</sup>Including full stop landings at 2 aerodromes different from the aerodrome of departure.

**D. To be completed by the examiner**

Final Result	<input type="checkbox"/> Passed	<input type="checkbox"/> Partial passed	<input type="checkbox"/> Failed
RT- examination passed, class	<input type="checkbox"/> English		<input type="checkbox"/> Swedish

Temporary licence cannot be issued

Place	Date
	Stamp
Examiner's certificate number	Signature of examiner

 The documents shall be scanned as a PDF-file and sent by e-mail to: [certifikat.w3d3@transportstyrelsen.se](mailto:certifikat.w3d3@transportstyrelsen.se)  
 or by mail to: Transportstyrelsen 601 73, Norrköping

**E.**

<b>Before Test</b>		<b>All pre-requisites checked, documented as required in section B and C, and confirmed including latest revision of Examiners Differences Document reviewed</b>  <b>EDD revision nr: .....</b>          Sign (examiner)
<input type="checkbox"/> Personal identification card		
<input type="checkbox"/> Valid licence (in case of modular course)		
<input type="checkbox"/> Valid medical certificate class 1		
Valid R/T theoretical examination class		
<input type="checkbox"/> Swedish	<input type="checkbox"/> English	
<input type="checkbox"/> CPL written test passed		
<input type="checkbox"/> Technical type course performed		
<input type="checkbox"/> Valid language proficiency		
<input type="checkbox"/> In case of non-Swedish examiner, required documentation attached (see page 9 section E.)		

**Note:** The area and route to be flown shall be chosen by the FE and all low level and hover work shall be at an approved aerodrome/site. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome and one destination shall be a controlled aerodrome. The skill test may be conducted in 2 flights. The total duration of the flight(s) shall be at least 90 minutes.

**F.**

<b>SECTION 1 PRE-FLIGHT/POST FLIGHT CHECKS AND PROCEDURES</b>		Instructor's initials when training completed	Checked in FFS(H)/ FNPT(H) or Helicopter	Pass	Fail
Use of helicopter checklists, airmanship, control of helicopter by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.					
1.a	Helicopter knowledge (e.g. technical log, fuel, mass and balance, performance), flight planning, documentation, NOTAMS, weather			<input type="checkbox"/>	<input type="checkbox"/>
1.b	Pre-flight inspection/action, location of parts and purpose			<input type="checkbox"/>	<input type="checkbox"/>
1.c	Cockpit inspection, starting procedure			<input type="checkbox"/>	<input type="checkbox"/>
1.d	Communication and navigation equipment checks, selecting and setting frequencies			<input type="checkbox"/>	<input type="checkbox"/>
1.e	Pre-take-off procedure, R/T procedure, ATC liaison-compliance			<input type="checkbox"/>	<input type="checkbox"/>
1.f	Parking, shutdown and post-flight procedure			<input type="checkbox"/>	<input type="checkbox"/>
			Examiner's initials when test section is completed		

<b>SECTION 2 Hover manoeuvres, advanced handling and confined areas</b>		Instructor's initials when training completed	Checked in FFS(H)/ FNPT(H) or Helicopter	Pass	Fail
2.a	Take-off and landing (lift-off and touchdown)			<input type="checkbox"/>	<input type="checkbox"/>
2.b	Taxi, hover taxi			<input type="checkbox"/>	<input type="checkbox"/>
2.c	Stationary hover with head/cross/tail wind			<input type="checkbox"/>	<input type="checkbox"/>
2.d	Stationary hover turns, 360° left and right (spot turns)			<input type="checkbox"/>	<input type="checkbox"/>
2.e	Forward, sideways and backwards hover manoeuvring			<input type="checkbox"/>	<input type="checkbox"/>
2.f	Simulated engine failure from the hover			<input type="checkbox"/>	<input type="checkbox"/>
2.g	Quick stops into and downwind			<input type="checkbox"/>	<input type="checkbox"/>
2.h	Sloping ground/unprepared sites landings and take-offs			<input type="checkbox"/>	<input type="checkbox"/>
2.i	Take-offs (various profiles)			<input type="checkbox"/>	<input type="checkbox"/>
2.j	Crosswind, downwind take-off (if practicable)			<input type="checkbox"/>	<input type="checkbox"/>
2.k	Take-off at maximum take-off mass (actual or simulated)			<input type="checkbox"/>	<input type="checkbox"/>
2.l	Approaches (various profiles)			<input type="checkbox"/>	<input type="checkbox"/>
2.m	Limited power take-off and landing			<input type="checkbox"/>	<input type="checkbox"/>
2.n	Autorotations (FE to select two items from — Basic, range, low speed, and 360° turns)			<input type="checkbox"/>	<input type="checkbox"/>
2.o	Autorotative landing			<input type="checkbox"/>	<input type="checkbox"/>
2.p	Practice forced landing with power recovery			<input type="checkbox"/>	<input type="checkbox"/>
2.q	Power checks, reconnaissance technique, approach and departure technique			<input type="checkbox"/>	<input type="checkbox"/>
		Examiner's initials when test section is completed			

<b>SECTION 3 NAVIGATION - EN-ROUTE PROCEDURS</b>		Instructor's initials when training completed	Checked in FFS(H)/ FNPT(H) or Helicopter	Pass	Fail
3.a	Navigation and orientation at various altitudes/heights, map reading			<input type="checkbox"/>	<input type="checkbox"/>
3.b	Altitude/height, speed, heading control, observation of airspace, altimeter setting			<input type="checkbox"/>	<input type="checkbox"/>
3.c	Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and re-establishment of correct track, instrument monitoring			<input type="checkbox"/>	<input type="checkbox"/>
3.d	Observation of weather conditions, diversion planning			<input type="checkbox"/>	<input type="checkbox"/>
3.e	Tracking, positioning (NDB and/or VOR), identification of facilities			<input type="checkbox"/>	<input type="checkbox"/>
3.f	ATC liaison and observance of regulations, etc.			<input type="checkbox"/>	<input type="checkbox"/>
			Examiner's initials when test section is completed		

<b>SECTION 4 FLIGHT PROCEDURES AND MANOEUVRES BY SOLE REFERENCE TO INSTRUMENTS</b>		Instructor's initials when training completed	Checked in FFS(H)/ FNPT(H) or Helicopter	Pass	Fail
Items in section 4 may be performed in a helicopter FNPT or a helicopter FFS.					
4.a	Level flight, control of heading, altitude/height and speed			<input type="checkbox"/>	<input type="checkbox"/>
4.b	Rate 1 level turns onto specified headings, 180° to 360° left and right			<input type="checkbox"/>	<input type="checkbox"/>
4.c	Climbing and descending, including turns at rate 1 onto specified headings			<input type="checkbox"/>	<input type="checkbox"/>
4.d	Recovery from unusual attitudes			<input type="checkbox"/>	<input type="checkbox"/>
4.e	Turns with 30° bank, turning up to 90° left and right			<input type="checkbox"/>	<input type="checkbox"/>
			Examiner's initials when test section is completed		

<b>SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES (simulated where appropriate)</b>		Instructor's initials when training completed	Checked in FFS(H)/ FNPT(H) or Helicopter	Pass	Fail
Note (1): Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including a single-engine approach and landing, shall be included in the test. Note (2): The FE shall select 4 items from the following:					
5.a	Engine malfunctions, including governor failure, carburettor/engine icing, oil system, as appropriate			<input type="checkbox"/>	<input type="checkbox"/>
5.b	Fuel system malfunction			<input type="checkbox"/>	<input type="checkbox"/>
5.c	Electrical system malfunction			<input type="checkbox"/>	<input type="checkbox"/>
5.d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable			<input type="checkbox"/>	<input type="checkbox"/>
5.e	Main rotor and/or anti-torque system malfunction (FFS or discussion only)			<input type="checkbox"/>	<input type="checkbox"/>
5.f	Fire drills, including smoke control and removal, as applicable			<input type="checkbox"/>	<input type="checkbox"/>
5.g	Other abnormal and emergency procedures as outlined in appropriate flight manual, including for multi-engine helicopters: <ul style="list-style-type: none"> <li>– Simulated engine failure at take-off:</li> <li>– Rejected take-off at or before TDP or safe forced landing at or before DPATO, shortly after TDP or DPATO.</li> <li>– Landing with simulated engine failure:</li> <li>– Landing or go-around following engine failure before LDP or DPBL,</li> <li>– Following engine failure after LDP or safe forced landing after DPBL.</li> </ul>			<input type="checkbox"/>	<input type="checkbox"/>
			Examiner's initials when test section is completed		

**G. Details of the flight**
**If test performed in helicopter**

Registration of helicopter	Number of flights	Rotor Turning	Take-off
Aerodrome departure		Rotor stop	On-ground
Aerodrome arrival		Total flight time <sup>1</sup>	Total airborne time
Helicopter type/variant		Pilot in command	

**If test performed in FSTD**

FSTD qualification no:	Number of flights	Rotor Turning	Take-off
Aerodrome departure		Rotor stop	On-ground
Aerodrome arrival		Total flight time <sup>1</sup>	Total airborne time
Helicopter type/variant		Pilot in command	

<sup>1</sup>Total duration of the flight(s) shall be at least 90 min

**H. Remarks**

Item no	Comment

**I. ADDITIONAL INFORMATION REGARDING THE TEST****J. DE BRIEFING**

Disagreements with or comments on examiner's report

Date	Signature of applicant



**Instructions for completing form TSL7570 CPL Helicopter**

- A.** Please tick the appropriate box.

Please enter the complete information. The relevant type of helicopter shall be according to EASA Class and Type Rating List/Licence Endorsement list (Helicopter).

- 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.

For FFS:

	ATP/IR Integrated	ATP Integrated	CPL/IR Integrated	CPL Integrated
Total actual flight time	≥130h <sup>4</sup>	≥105h <sup>4</sup>	≥135h <sup>4</sup>	≥100h <sup>4</sup>
Total instruction time in FSTD	≥65h <sup>4</sup>	≥45h <sup>4</sup>	≥45h <sup>4</sup>	≥35h <sup>4</sup>

For FTD 2,3:

	ATP/IR Integrated	ATP Integrated	CPL/IR Integrated	CPL Integrated
Total actual flight time	≥135h <sup>4</sup>	≥110h <sup>4</sup>	≥135h <sup>4</sup>	≥105h <sup>4</sup>
Total instruction time in FSTD	≥60h <sup>4</sup>	≥40h <sup>4</sup>	≥45h <sup>4</sup>	≥30h <sup>4</sup>

If flight time has been credited a statement of the hours shall be attached to this protocol for the examiner.

- 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 licence (always) and medical (in case of skilltest in the aircraft).

- F.** Protocol.  
 The following abbreviations are used to indicate the training equipment used:  
 H = Helicopter  
 FFS(H) = Full Flight Simulator  
 FNPT(H) = Flight Navigation Procedure Trainer  
 The applicant should demonstrate the ability to:

1. operate the helicopter 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 helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used:

<b>Height</b>	Normal forward flight +/- 100ft	with simulated major emergency +/- 150f
<b>Heading</b>	Normal flight +/- 10° Tracking on radio aids +/- 10°	with simulated major emergency +/- 15°
<b>Speed</b>	Take-off / approach ME +/- 5kt	all other flight regimes +/- 10kt
<b>Ground drift</b>	Take-off hover IGE +/- 3ft	landing, no sideways or backward movement

- G.** Details of the flight. In case of combined skill test between aircraft and FSTD please state the information separately as applicable.
- 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