



Send to:

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or

Luftfartstilsynet
Postboks 243
8001 Bodø
NORWAY

APPROVED APPLICATION AND REPORT FORM FOR SKILL TEST AND PROFICIENCY CHECK ACCORDING TO EASA PART FCL, APPENDIX 9.

ATPL aeroplane, type rating multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes

1. Test and licence endorsement (to be completed by the examiner)			
Skill test (ST)	Proficiency Check (PC)	Multi-Pilot Aeroplane (MPA)	Single-Pilot Aeroplane (SPA)
<input type="checkbox"/> * Skill test ATPL <input type="checkbox"/> Skill test type rating	<input type="checkbox"/> PC revalidation <input type="checkbox"/> PC renewal <input type="checkbox"/> PC upgrade to PIC (Removal CP only)	<input type="checkbox"/> PIC <input type="checkbox"/> Co-pilot <input type="checkbox"/> Cruise Relief Co-pilot	<input type="checkbox"/> SPA – Single pilot operation <input type="checkbox"/> SPA – Multi-pilot operation If both SPO and MPO privileges are sought, complete form NF-1176.
* ATPL Skill test – Applicant experience shall be documented in section 5, page 2.			
Licence endorsement (type rating):		Date of test:	

2. Personal details of applicant (to be completed by applicant)		
Licence number:	Date of birth:	State of issue:
Last name:		First name(s):
Address:		Postal code and city:
Phone:		E-mail:
Date:		Signature of applicant:

3. Payment (to be completed by applicant)
The application is subject to a charge in accordance with BSL A 1-2 "Forskrift om gebyr til Luftfartstilsynet (Gebyrforskriften)".
<input type="checkbox"/> Invoice payment by applicant <input type="checkbox"/> Invoice payment by company
Company name: (Norwegian registered only.)

4. Flight experience for type rating skill test (to be completed by applicant)

Total time as PIC:

Additional requirement for ZFTT course. State flight time and route sectors on a multi-pilot turbo-jet aeroplane certificated to the standards of CS-25 or equivalent airworthiness code or on a multi-pilot turbo-prop aeroplane having a maximum certificated take-off mass of not less than 10 tonnes or a certificated passenger seating configuration of more than 19 passengers.

Total flight time on applicable type as described above:

Number of route sectors on applicable type as described above:

5. Flight experience for the initial issue of ATPL(A) skill test (All information shall be filled in and documented) (to be completed by applicant)

a) Flight experience	Total ≥ 1500 HR	FSTD ≤ 100 HR	FNPT ≤ 25HR	MAX 100 HR in FFS/FSTD or FNPT of which MAX 25 HR in FNPT
b) MPO	Total ≥ 500 HR	HR in Multi-Pilot Operations (MPO) on aeroplanes		
c) PIC/PICUS	Total	PIC	PICUS **	MNM 250 HR PIC or MNM 500 HR PICUS or MNM 70 HR PIC + PICUS difference to achieve 250 HR
d) Cross Country	Total ≥ 200 HR	PIC	PICUS **	** PICUS confirmation/certificate. Written confirmation or certificate from the employer of approved PICUS program must be attached to the application (if applicable).
e) Instrument time	Total ≥ 75 HR	≥ 30 HR	MAX 30 HR may be instrument ground time	
f) Night flight	Total ≥ 100 HR	Night flight as PIC or as Co-pilot		
g) Credit	<input type="checkbox"/> Flight time in helicopters shall be credited up to 50 % against the flight time in the requirements (if applicable)			
h) Copy of logbook	<input type="checkbox"/> Last two pages showing total time from previous pages			

6. Training completed and application approved (to be completed by Head of Training)

Name of ATO:	Date:
<input type="checkbox"/> Training completed and application approved	Flight time during course:
<input type="checkbox"/> Attended ZFTT course and prerequisites according to FCL.730.A have been met	Total time in FSTD during course: FTD: FFS:
Signature Head of Training:	Name in capital letters:

7. Checklist before test (to be completed by examiner)

<p>Mandatory before each test/check</p> <p><input type="checkbox"/> Technical training (skill test)</p> <p><input type="checkbox"/> For initial MPA: Hold or have held IR(A) ME</p> <p><input type="checkbox"/> For issue of SPA HPA: Hold or have held IR(A) SE or ME as appropriate</p> <p><input type="checkbox"/> Valid ATPL(A) theory, or</p> <p><input type="checkbox"/> Valid CPL(A) theory including HPA (SPA (SPA only)</p> <p><input type="checkbox"/> MCC credit (initial MPA or MPO in SPA)</p> <p><input type="checkbox"/> Valid medical class 1 / 2</p> <p><input type="checkbox"/> Valid language proficiency</p> <p><input type="checkbox"/> Personal identification card</p>	<p>PC Revalidation</p> <p><input type="checkbox"/> Valid type rating</p> <p><input type="checkbox"/> Route sectors >= 10 or</p> <p><input type="checkbox"/> Examiner accompanied route sector</p>
	<p>PC Renewal</p> <p>Refresher training completed by ATO</p> <p><input type="checkbox"/> Training completion certificate or the form NF-1099 must be attached.</p> <p>The document must include sufficient reasoning for the determination of require refresher training, based on the factors listed in AMC1 FCL740(b) point (a) for renewal of a type rating and AMC1 FCL.625(c), point (a) for renewal of an IR.</p>
	<p>ATPL skill test (non-Norwegian examiner)</p> <p><input type="checkbox"/> Approval to take the test issued by Norwegian CAA.</p>
	<p>Advanced UPRT – AUPRT is required for the first rating on:</p> <ul style="list-style-type: none"> • Single-Pilot Aeroplanes operated in MPO. • SPA complex aeroplanes or • Multi-Pilot Aeroplanes <p>If applicable, documentation of requirements in FCL. 720.A(b)(5) must be attached. Tick one of the boxes:</p> <p><input type="checkbox"/> Completed training course as specified in FCL.745 or</p> <p><input type="checkbox"/> Completed training specified in point FCL.915(e)(1)(ii)</p> <p><input type="checkbox"/> Training and checking in accordance with Part ORO as specified in FCL 720 A (b) (5) (i) has been met</p> <p><input type="checkbox"/> Documentation not applicable for MPA→MPA or SP HPA→SP HPA</p>

8. Details of the flight (to be completed by the examiner)

Aircraft registration:	FSTD QC number:	Block on:	On ground:
Departure aerodrome:	Block off:	Take-off:	
Destination aerodrome:	Total block:	Total:	
Aeroplane type (variant, i.e. B737-800, A321-neo, ATR 42):	Applicant tested as: <input type="checkbox"/> PF <input type="checkbox"/> PM		
Name of designated PIC for the test (block letters):			

9. Result of the test (to be completed by examiner)				
Section 1 O Passed O Failed	Section 2 O Passed O Failed	Section 3 O Passed O Failed	Section 4 O Passed O Failed	Section 5 O Passed O Failed
Final result: O Passed O Partial Pass O Failed				
O Rating not endorsed in the licence O Rating revalidated/renewed and entered in licence (fill in below)			O Temporary rating issued, valid until: O Temporary rating not issued	
Rating endorsement:	Date of check:	Date of IR check:	Rating valid until:	IR valid until:
<input type="checkbox"/> All prerequisites checked and confirmed		Date:	Examiner certificate number:	
Signature of examiner:		Name in capital letters:		

10. Test (to be completed by examiner)
M = Mandatory P = Trained as PIC or COP and as PF and PNF for issue X = FFS only * = Actual or simulated IMC P# = The training shall be complemented by supervised aeroplane inspection OTD = Other training devices may be used for this exercise

Flight preparation		PRACTICAL TRAINING		Instructors' initials when training is completed	Tested or checked in FSTD or A	Passed	Failed
Section 1		FSTD	A				
1.1	Performance calculation	OTD P				<input type="checkbox"/>	<input type="checkbox"/>
1.2	Aeroplane external visual inspection; location of each item and purpose of inspection	OTD P#	P			<input type="checkbox"/>	<input type="checkbox"/>
1.3	Cockpit inspection	P→	→			<input type="checkbox"/>	<input type="checkbox"/>
1.4	Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
1.5	Taxiing in compliance with ATC instructions or instructions of the instructor	P→	→			<input type="checkbox"/>	<input type="checkbox"/>
1.6	Before take-off checks	P→	→		M	<input type="checkbox"/>	<input type="checkbox"/>
Examiners initials when test section completed					<input type="checkbox"/> Passed	<input type="checkbox"/> Failed	

Take offs		PRACTICAL TRAINING		Instructors' initials when training is completed	Tested or checked in FSTD or A	Passed	Failed	
Section 2		FSTD	A					
2.1	Normal take-offs with different flap settings, including expedited take-off	P →	→			<input type="checkbox"/>	<input type="checkbox"/>	
2.2*	Instrument take-off: transition to instrument flight is required during rotation or immediately after becoming airborne	P →	→			<input type="checkbox"/>	<input type="checkbox"/>	
2.3	Crosswind take-off	P →	→			<input type="checkbox"/>	<input type="checkbox"/>	
2.4	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P →	→			<input type="checkbox"/>	<input type="checkbox"/>	
2.5	Take-offs with simulated engine failure							
2.5.1*	shortly after reaching V2 (In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V2)*	P →	→			<input type="checkbox"/>	<input type="checkbox"/>	
2.5.2*	- between V1 and V2	P →	X		M FFS only	<input type="checkbox"/>	<input type="checkbox"/>	
2.6	Rejected take-off at a reasonable speed before reaching V1	P →	→X		M	<input type="checkbox"/>	<input type="checkbox"/>	
Examiners initials when test section completed					<input type="checkbox"/>	Passed	<input type="checkbox"/>	Failed

Flight manoeuvres and procedures		PRACTICAL TRAINING		Instructors' initials when training is completed	Tested or checked in FSTD or A	Passed	Failed
Section 3		FSTD	A				
3.1	Manual flight with and without flight directors (no autopilot, no auto thrust/autothrottle, and at different control laws, where applicable)	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.1.2	Steep turns using 45° bank, 180° to 360° left and right	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.1.3	Turns with and without spoilers	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.1.4	Procedural instrument flying and maneuvering, including instrument departure and arrival, and visual approach	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.2	Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P →	→X An aircraft may not be used for this exercise		FFS only	<input type="checkbox"/>	<input type="checkbox"/>

3.3	Normal operation of systems and controls engineer's panel (if applicable)	OTD P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4	Normal and abnormal operations of the following systems: (A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive)				M		
3.4.0	Engine (if necessary propeller)	OTD P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.1	Pressurisation and airconditioning	OTD P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.2	Pitot/static system	OTD P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.3	Fuel system	OTD P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.4	Electrical system	OTD P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.5	Hydraulic system	OTD P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.6	Flight control and trim system	OTD P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.7	Anti-icing/de-icing system, glare shield heating	OTD P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.8	Autopilot/flight director	OTD P →	→		M (single pilot only)	<input type="checkbox"/>	<input type="checkbox"/>
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation devices	OTD P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.10	Ground proximity warning system weather radar, radio altimeter, transponder	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.11	Radios, navigation equipment, instruments, flight management system (FMS)	OTD P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.12	Landing gear and brake	OTD P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.13	Slat and flap system	OTD P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.4.14	Auxiliary power unit (APU)	OTD P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.6	Abnormal and emergency procedures (A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive)						
3.6.1	Fire drills e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires, including evacuation	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.6.2	Smoke control and removal	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.6.3	Engine failures, shutdown and restart at a safe height	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.6.4	Fuel dumping (simulated)	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.6.5	Windshear at take-off/landing	P	X		FFS only	<input type="checkbox"/>	<input type="checkbox"/>
3.6.6	Simulated cabin pressure failure/emergency descent	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.6.7	Incapacitation of flight crew member	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.6.8	Other emergency procedures as outlined in the appropriate aeroplane flight manual (AFM)	P →	→ →			<input type="checkbox"/>	<input type="checkbox"/>
3.6.9	TCAS event	OTD P →	An aeroplane shall not be used		FFS only	<input type="checkbox"/>	<input type="checkbox"/>

			for this exercise				
3.7	Upset recovery training						
3.7.1	Recovery from stall events in: – take-off configuration; – clean configuration at low altitude; – clean configuration near maximum operating altitude; and – landing configuration	P FFS qualified for the training task only	X An aeroplane shall not be used for this exercise			<input type="checkbox"/>	<input type="checkbox"/>
3.7.2	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 aeroplane shall not be used for this exercise		FFS only	<input type="checkbox"/>	<input type="checkbox"/>
3.8	Instrument flight procedures						
3.8.1*	Adherence to departure and arrival routes and ATC instructions	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
3.8.2*	Holding procedures*	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.8.3*	3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure						
Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen considering such limitations (for example, choose an ILS for 3.8.3.1 in the case of such AFM limitation).							
3.8.3.1*	- manually, without flight director*	P →	→		M (skill test only)	<input type="checkbox"/>	<input type="checkbox"/>
3.8.3.2*	- manually, with flight director*	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.8.3.3*	- with autopilot*	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.8.3.4*	Manually, with one engine simulated inoperative during final approach, either until touchdown or through the complete missed approach procedure (as applicable), starting: (i) before passing 1 000 ft above aerodrome level; and (ii) after passing 1 000 ft above aerodrome level. In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the 2D approach in accordance with 3.8.4. The go-around shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A); however, not later than reaching an MDH/A of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with exercise 3.8.3.4.	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
3.8.4*	2D operations down to the MDH/A	P* →	→		M	<input type="checkbox"/>	<input type="checkbox"/>

3.8.5*	<p>Circling approach under following conditions:</p> <p>(a) * approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions;</p> <p>followed by:</p> <p>(b) circling approach to another runway at least 90° off centreline from final approach used in item a), at the authorised minimum circling approach altitude;</p> <p>Remark: if a) and b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed</p>	P* →	→			<input type="checkbox"/>	<input type="checkbox"/>
3.8.6	Visual approaches	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
<p>Examiners initials when test section completed <input type="checkbox"/> Passed <input type="checkbox"/> Failed</p>							

Missed Approach procedures		PRACTICAL TRAINING		Instructors initials when training completed	Tested or checked in FSTD or A	Passed	Failed
		FSTD	A				
Section 4		FSTD	A				
4.1	Go-around with all engines operating* during a 3D operation on reaching decision height	P* →	→			<input type="checkbox"/>	<input type="checkbox"/>
4.2	Go-around with all engines operating* from various stages during an instrument approach	P* →	→			<input type="checkbox"/>	<input type="checkbox"/>
4.3	Other missed approach procedures	P* →	→			<input type="checkbox"/>	<input type="checkbox"/>
4.4*	Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P* →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
4.5	<p>Rejected landing with all engines operating:</p> <ul style="list-style-type: none"> – from various heights below DH/MDH; – after touchdown (balked landing) <p>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>	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
<p>Examiners initials when test section completed <input type="checkbox"/> Passed <input type="checkbox"/> Failed</p>							

Landings		PRACTICAL TRAINING		Instructors' initials when training is completed	Tested or checked in FSTD or A	Passed	Failed
Section 5		FSTD	A				
5.1	Normal landings* with visual reference established when reaching DA/H following an instrument approach operation	P				<input type="checkbox"/>	<input type="checkbox"/>
5.2	Landing with simulated jammed horizontal stabiliser in any out-of-trim position.	P →	An aeroplane shall not be used for this exercise		FFS only	<input type="checkbox"/>	<input type="checkbox"/>
5.3	Cross wind landings (a/c, if practicable)	P →				<input type="checkbox"/>	<input type="checkbox"/>
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats.	P →				<input type="checkbox"/>	<input type="checkbox"/>
5.5	Landing with critical engine simulated inoperative.	P →			M	<input type="checkbox"/>	<input type="checkbox"/>
5.6	Landing with two engines inoperative: – aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM; and – aeroplanes with four engines, two engines at one side.	P	X		M FFS only (skill test only)	<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test section completed				<input type="checkbox"/> Passed	<input type="checkbox"/> Failed

11. RNP APCH (to be completed by the examiner)

RNP APCH performed. *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.

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.

12. Remarks (to be completed by the examiner)

De-briefing / taken part of comments above

Date:

Signature of applicant:

13. Landing training		
Completed date:	Aeroplane type (variant):	Number of landings:
Signature of TRI:	Name in capital letters:	Licence number:

14. ZFTT in FSTD		
Six (6) take off and landings completed date:	FSTD QC number:	
Signature of TRI:	Name in capital letters:	Licence number:

15. LIFUS in aircraft (ZFTT)
Details of completion of ZFTT course, use the form "LIFUS documentation after ZFTT type rating course" (NF-1177)

16. Verification of compliance in accordance with ARA.GEN.315 and AMC1 ARA.GEN.315(a)	
<input type="checkbox"/>	I 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.
<input type="checkbox"/>	I have not applied for any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category in another Member State.
<input type="checkbox"/>	I have never held any personnel licence, certificate, rating, authorisation, or attestation with the same scope and in the same category issued in another Member State that was revoked or suspended in any other Member State.
<input type="checkbox"/>	I hereby declare that all the statements concerning this application are complete and correct. I understand that any false or misleading statement could disqualify me from being granted a personnel licence, certificate, rating, authorisation or attestation.
Date:	Signature of applicant:

17. Declaration of national procedure and requirements for non-Norwegian examiners according to FCL.1030(b)(3)(iv)	
I hereby declare that I have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in version of the Examiner Differences Document.	
Date:	Signature of examiner:

18. After test (to be completed by the examiner)

Attach the following documentation to the application:

- Copy of endorsed licence (if entry on licence by examiner)
- Copy of temporary type rating (if issued)
- Copy of FSTD qualification certificate

Additional for skill test type rating:

- Copy of course completion certificate
- Copy of the licence of the TRI responsible for LT or LIFUS

Additional for renewal type rating:

- Training completion certificate or form NF-1099 must be attached according to AMC1 FCL.740 (b) (d)

For non-Norwegian examiner licence holders:

- Copy of examiner licence
- Copy of examiner certificate
- Copy of examiner's medical

For non-Norwegian approved ATO:

- Copy of ATO approval certificate

**All attached copies shall be readable and in colour.
Please note that failure to submit all required documentation
may result in the return of your application.**

Read our privacy policy here:

In order to process your application, we need information about you for identification to ensure that the rating/licence is issued/revalidated/ or renewed to the correct person. Your personal data will be handled in accordance with regulation (EU) 2016/679 – General Data Protection Regulation (GDPR). Article 6 (1)(e), Civil Aviation Act § 5-3 regulation on certifying crewmembers and EU-regulation no. 1178/2011 FCL.015 and MED. A.035 specifies the criteria on which your application will be processed.

Your personal data will be stored only as long as required for the purpose they were collected. You have the right to access your personal data and, if necessary, have them corrected. If you believe that your personal data is not handled in accordance with the GDPR, you may appeal to the Norwegian Data Protection Authority. The Civil Aviation Authority – Norway (CAA-N) is responsible for processing your application. Contact our data protection officer at personvernombud@caa.no.

All written inquiries to CAA-N are subject to the Archive Act and the Freedom of Information Act. The public's right to access information does not apply to personal data which is subject to confidentiality.

Read our privacy policy here: <https://luftfartstilsynet.no/en/about-us/privacy-policy/>