

Send to:
postmottak@caa.no (pdf format only) or
Luftfartstilsynet
Postboks 243
8001 BODØ

APPROVED APPLICATION AND REPORT FORM FOR SKILL TEST,
 PROFICIENCY CHECK AND RENEWAL 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)	
<input type="checkbox"/> Skilltest ATPL	<input type="checkbox"/> PC revalidation
<input type="checkbox"/> Skilltest type rating	<input type="checkbox"/> PC Renewal
<input type="checkbox"/> PIC	<input type="checkbox"/> COPI
<input type="checkbox"/> PBN	<input type="checkbox"/> Multi pilot aeroplane (MPA)
<input type="checkbox"/> SPA - Single pilot operation	<input type="checkbox"/> SPA - Multi pilot operation
Licence endorsement (type):	
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	City and zipcode	
Phone	E-mail	
Date and signature of the applicant		

Total flight time	Total time as PIC	Instrument time	FTD / FFS
Total time MPO	Cross-country	Night flight	

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)

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

6. Test (To be completed by examiner)

Manoeuvres/Procedures: Flight preparation		PRACTICAL TRAINING		Instructors initials when training 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 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 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	Cross wind 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:	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
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 500ft 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 completed	Tested or checked in FSTD or A	Passed	Failed
		FSTD	A				
Section 3							
3.1	Manual flight with and without flight directors (no autopilot, no autothrust/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 manoeuvring 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"/>
	Normal and abnormal operations of 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)				M		

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, shut-down 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 for this exercise		FFS only	<input type="checkbox"/>	<input type="checkbox"/>
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					<input type="checkbox"/>	<input type="checkbox"/>
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 taking into account 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 (skilltest 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	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>

	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.						
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 →	→				
		Examiners initials when test section completed <input type="checkbox"/> Passed <input type="checkbox"/> Failed					

Missed Approach procedures		PRACTICAL TRAINING		Instructors initials when training completed	Tested or checked in FSTD or A	Passed	Failed
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	Rejected landing with all engines operating: – from various heights below DH/MDH; – after touchdown (balked 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 →	→			<input type="checkbox"/>	<input type="checkbox"/>
				Examiners initials when test section completed <input type="checkbox"/> Passed <input type="checkbox"/> Failed			

Landings		PRACTICAL TRAINING		Instructors initials when training 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 (skilltest only)	<input type="checkbox"/>	<input type="checkbox"/>
				Examiners initials when test section completed <input type="checkbox"/> Passed <input type="checkbox"/> Failed			

Additional authorization CAT II / III		PRACTICAL TRAINING		Instructors initials when training completed	Tested or checked in FSTD or A	Passed	Failed
Section 6		FSTD	A				
<i>General remarks: Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 ft (60 m), i.e. CAT II/III operations.</i>							
<i>Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III). The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used.</i>							
6.1*	Rejected take-off at minimum authorised runway visual range (RVR).	P* →	→X An aeroplane shall not be used for this exercise		M*	<input type="checkbox"/>	<input type="checkbox"/>
6.2*	CAT II/III approaches In simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed.	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
6.3*	Go-around after approaches as indicated in 6.2 on reaching DH. The training also shall include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure.	P →	→		M*	<input type="checkbox"/>	<input type="checkbox"/>
6.4*	Landing(s) with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed.	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
NOTE: CAT II/III operations shall be accomplished in accordance with applicable air operations requirements.							
Examiners initials when test section completed					<input type="checkbox"/> Passed	<input type="checkbox"/> Failed	

7. Details of the flight (To be completed by the examiner)		
Registration of aeroplane / FSTD qualification no	Block on	On ground
Departure aerodrome	Block off	Take-off
Destination aerodrome	Total block	Total
Aeroplane type (i.e. B737-800, A321-neo, ATR 42)	Applicant tested as <input type="checkbox"/> PF <input type="checkbox"/> PNF	PIC

8. Remarks (To be completed by the examiner)

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<input type="checkbox"/> De-briefing / taken part of comments above	Date	Signature of applicant
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9. Additional information (To be completed by the examiner)

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10. ZFTT

Six (6) take off and landings completed date	FSTD qualification no
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Signature of TRI	Name in capital letters	Licence no
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11. Aeroplane training (base training or take-offs and landings of the LIFUS (ZFTT))

Aeroplane training completed date	Aeroplane type	No of landings / airborne hrs
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Signature of TRI	Name in capital letters	Licence no
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12. Verification of compliance in accordance with ARA.GEN.315 and AMC1 ARA.GEN.315(a)

<input type="checkbox"/> I am not holding 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.
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<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 which was revoked or suspended in any other Member State.

<input type="checkbox"/> I hereby declare that all the statements in connection with this application are complete and correct. I understand that any false or misleading statement could disqualify me from being granted a personell licence, certificate, rating, authorisation or attestation.
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Date	Signature of applicant
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13. 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
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After test**ATO approved by the Norwegian CAA**

Please attach the following documentation to the application:

Copy of course completion certificate

For non-Norwegian examiner licence holders only:

Copy of examiners certificate documents including copy of the licence

Copy of the licence of the TRI responsible for the aircraft training

Copy of temporary type-rating if issued

After test**ATO not approved by the Norwegian CAA**

Please attach the following documentation to the application:

Copy of course completion certificate

For non-Norwegian examiner licence holders only:

Copy of examiners certificate documents including copy of the licence

Copy of the licence of the TRI responsible for the aircraft training

Copy of temporary type rating if issued

Copy of ATO approval certificate

Copy of FSTD qualification 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**

Guidance for completing form NF-1028E**ATPL(A), Type rating multi pilot aeroplane and single pilot complex aeroplanes with high performance, Proficiency check multi pilot aeroplane and single pilot complex aeroplane with high performance.**

1. Please tick the appropriate boxes for relevant test/check. . If the PC is conducted for to revalidate a valid rating, please tick "Revalidate". If the rating has lapsed the applicant must have undergone an approved recurrent training. See part 3 page 2 in the protocol.

Please enter the complete information. "Licence endorsement" means the relevant type of aeroplane according to EASA Class and Type Rating List (Aeroplanes). "Flight time total" is the applicants total flight time on the relevant category of aircraft.

2. Personal information of the applicant.
3. This section is to be completed by the Head of Training of the ATO if the purpose is a skill test after type rating training. If the training is performed as an approved zero flight time training course, the head of training must indicate it in the appropriate box.
4. The result of the test.
5. This section is a checklist for prerequisites for the examiner to check before the test/check. Please mind that a Temporary Rating cannot be issued if the applicant does not hold a licence. The examiner should inform the applicant that flying is prohibited until all necessary documents are complete and valid. **Please note that the examiner must sign and thus affirm that he has checked all prerequisites before the test.**
6. The following symbols mean:

P = Trained as Pilot-in-command or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF) for the issue of a type rating as applicable.

X = Simulators shall be used for this exercise, if available, otherwise an aircraft shall be used if appropriate for the manoeuvre or procedure.

P# = the training shall be complemented by supervised aeroplane inspection

The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (----->).

The following abbreviations are used to indicate the training equipment used:

A = Aeroplane, FFS = Full Flight Simulator, FTD = Flight Training Device, OTD = Other Training Devices .

The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.

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.

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..

A flight simulator shall be used for practical training and testing if the simulator forms part of an approved type-rating course. The following considerations will apply to the approval of the course:

- (a) the qualifications of the instructors;
- (b) the qualification and the amount of training provided on the course in an FSTD; and
- (c) the qualifications and previous experience on similar types of the pilots under training.

For further information, refer to the guidance provided in Appendix 9.

- 7. Details of the flight. Please enter the FSTD qualification certificate number if the test is conducted in simulator.
- 8. Remarks
- 9. Additional information regarding the conditions during the test/check. E.g. Staff, weather etc.
- 10. Details of take-off and landing completed in a qualified FSTD as part of a zero flight time training course.
- 11. Details of the aircraft training (touch and go's).
- 12. Verification of compliance.
- 13. Declaration for non-Norwegian examiners.

Read our privacy policy here:

In order to process your application we need information about you for identification to secure 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 crewmember 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 in which 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 the processing of 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://luffartstilsynet.no/en/about-us/privacy-policy>