

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="radio"/> Skilltest initial ATPL <input type="radio"/> Skilltest type rating	<input type="radio"/> PC revalidation <input type="radio"/> PC renewal <input type="radio"/> PC upgrade to PIC (Removal COPI only)	<input type="radio"/> PIC <input type="radio"/> COPI	<input type="checkbox"/> PBN <input type="checkbox"/> Multi pilot aeroplane (MPA)	<input type="radio"/> SPA - Single pilot operation <input type="radio"/> 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	Signature of 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)	

3. Training completed and application approved (To be completed by Head of Training)	
Name of ATO	Date
<input type="checkbox"/> Training completed and application approved <input type="checkbox"/> ZFTT course performed	Flight time during course
	Total time in FSTD during course FTD: FFS:
Signature Head of Training	Name in capital letters

4. Checklist before test (To be completed by examiner)	
<input type="checkbox"/> Technical training (initial issue only) <input type="checkbox"/> Hold or have held IR(A) ME (initial issue MPA only) <input type="checkbox"/> Valid ATPL(A) theory, or <input type="checkbox"/> Valid CPL(A) theory including HPA <input type="checkbox"/> MCC credit (initial MPA or MPO in SPA) <input type="checkbox"/> Valid medical class 1 / 2 <input type="checkbox"/> Valid language proficiency <input type="checkbox"/> Personal identification card	PC Revalidation <input type="checkbox"/> Valid type rating <input type="checkbox"/> Route sectors >= 10 or <input type="checkbox"/> Examiner accompanied route sector
	PC Renewal (documentation of completed training program must be attached) <input type="checkbox"/> Approved training performed by
	ATPL skill test <input type="checkbox"/> Approval to take the test issued by Norwegian CAA.
	Advanced UPRT Documentation of requirements in FCL.720.A(b)(5) must be attached (if applicable) <input type="checkbox"/> Completed training course as specified in FCL.745 or <input type="checkbox"/> Completed training in accordance with Part-ORO as specified in FCL.720.A(b)(5)(i), or <input type="checkbox"/> Completed training specified in point FCL.915(e)(1)(ii)

5. Result of the test (To be completed by examiner)				
Section 1 <input type="radio"/> Passed <input type="radio"/> Failed	Section 2 <input type="radio"/> Passed <input type="radio"/> Failed	Section 3 <input type="radio"/> Passed <input type="radio"/> Failed	Section 4 <input type="radio"/> Passed <input type="radio"/> Failed	Section 5 <input type="radio"/> Passed <input type="radio"/> Failed
Final result <input type="radio"/> Passed <input type="radio"/> Partial Pass <input type="radio"/> Failed				
<input type="radio"/> Rating not endorsed in the licence <input type="radio"/> Rating revalidated / renewed and entered in licence:		<input type="radio"/> Temporary rating issued, valid until: <input type="radio"/> Temporary rating not issued		
Rating	IR	Date of test / check	Valid until	
<input type="checkbox"/> All prerequisites checked and confirmed		Date	Examiner certificate no	
Signature of examiner		Name in capital letters		

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)

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="radio"/>	<input type="radio"/>
1.2	Aeroplane external visual inspection; location of each item and purpose of inspection	OTD P#	P			<input type="radio"/>	<input type="radio"/>
1.3	Cockpit inspection	P →	→			<input type="radio"/>	<input type="radio"/>
1.4	Use of checklist prior to starting engines, starting procedures, radio and navigation equipment chek, selection and setting of navigation and communication frequencies	P →	→		M	<input type="radio"/>	<input type="radio"/>
1.5	Taxiing in compliance with ATC instructions or instructions of instructor	P →	→			<input type="radio"/>	<input type="radio"/>
1.6	Before take-off checks	P →	→		M	<input type="radio"/>	<input type="radio"/>
Examiners initials when test section completed				<input type="radio"/> Passed <input type="radio"/> 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="radio"/>	<input type="radio"/>
2.2*	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne	P →	→			<input type="radio"/>	<input type="radio"/>
2.3	Cross wind take-off	P →	→			<input type="radio"/>	<input type="radio"/>
2.4	Take-off at maximum take-off mass (actual or simulated maximum take- off mass)	P →	→			<input type="radio"/>	<input type="radio"/>
2.5	Take-offs with simulated engine failure:	P →	→			<input type="radio"/>	<input type="radio"/>
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="radio"/>	<input type="radio"/>
2.5.2*	- between V1 and V2	P →	X		M FFS only	<input type="radio"/>	<input type="radio"/>
2.6	Rejected take-off at a reasonable speed before reaching V1.	P →	→X		M	<input type="radio"/>	<input type="radio"/>
Examiners initials when test section completed				<input type="radio"/> Passed <input type="radio"/> Failed			

Flight manoeuvres and procedures		PRACTICAL TRAINING		Instructors initials when training 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 autothrust/autothrottle, and at different control laws, where applicable)	P →	→			O	O
3.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope	P →	→			O	O
3.1.2	Steep turns using 45° bank, 180° to 360° left and right	P →	→			O	O
3.1.3	Turns with and without spoilers	P →	→			O	O
3.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P →	→			O	O
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	O	O
3.3	Normal operation of systems and controls engineer's panel (if applicable)	OTD P →	→			O	O
	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 →	→			O	O
3.4.1	Pressurisation and airconditioning	OTD P →	→			O	O
3.4.2	Pitot/static system	OTD P →	→			O	O
3.4.3	Fuel system	OTD P →	→			O	O
3.4.4	Electrical system	OTD P →	→			O	O
3.4.5	Hydraulic system	OTD P →	→			O	O
3.4.6	Flight control and trim system	OTD P →	→			O	O
3.4.7	Anti-icing/de-icing system, glare shield heating	OTD P →	→			O	O
3.4.8	Autopilot/Flight director	OTD P →	→		M (single pilot only)	O	O
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation devices	OTD P →	→			O	O
3.4.10	Ground proximity warning system weather radar, radio altimeter, transponder	P →	→			O	O
3.4.11	Radios, navigation equipment, instruments, flight management system (FMS)	OTD P →	→			O	O
3.4.12	Landing gear and brake	OTD P →	→			O	O
3.4.13	Slat and flap system	OTD P →	→			O	O
3.4.14	Auxiliary power unit (APU)	OTD P →	→			O	O
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 →	→			O	O

3.6.2	Smoke control and removal	P →	→			O	O
3.6.3	Engine failures, shut-down and restart at a safe height	P →	→			O	O
3.6.4	Fuel dumping (simulated)	P →	→			O	O
3.6.5	Windshear at take-off/landing	P	X		FFS only	O	O
3.6.6	Simulated cabin pressure failure/emergency descent	P →	→			O	O
3.6.7	Incapacitation of flight crew member	P →	→			O	O
3.6.8	Other emergency procedures as outlined in the appropriate aeroplane flight manual (AFM)	P →	→ →			O	O
3.6.9	TCAS event	OTD P →	An aeroplane shall not be used for this exercise		FFS only	O	O
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			O	O
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	O	O
3.8	Instrument flight procedures						
3.8.1*	Adherence to departure and arrival routes and ATC instructions	P →	→		M	O	O
3.8.2*	Holding procedures*	P →	→			O	O
3.8.3*	3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure					O	O
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)	O	O
3.8.3.2*	- manually, with flight director*	P →	→			O	O
3.8.3.3*	- with autopilot*	P →	→			O	O
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	P →	→		M	O	O

	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	O	O
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* →	→			O	O
3.8.6	Visual approaches	P →	→			O	O
		Examiners initials when test section completed <input type="radio"/> Passed <input type="radio"/> 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* →	→			O	O
4.2	Go-around with all engines operating* from various stages during an instrument approach	P* →	→			O	O
4.3	Other missed approach procedures	P* →	→			O	O
4.4*	Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P* →	→		M	O	O
4.5	<p>Rejected landing with all engines operating:</p> <p>– from various heights below DH/MDH;</p> <p>– after touchdown (balked landing)</p> <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 →	→			O	O
		Examiners initials when test section completed <input type="radio"/> Passed <input type="radio"/> 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="radio"/>	<input type="radio"/>
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="radio"/>	<input type="radio"/>
5.3	Cross wind landings (a/c, if practicable)	P →				<input type="radio"/>	<input type="radio"/>
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats.	P →				<input type="radio"/>	<input type="radio"/>
5.5	Landing with critical engine simulated inoperative.	P →			M	<input type="radio"/>	<input type="radio"/>
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="radio"/>	<input type="radio"/>
		Examiners initials when test section completed				<input type="radio"/> Passed	<input type="radio"/> 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)		
<input type="checkbox"/> De-briefing / taken part of comments above	Date	Signature of applicant

9. Additional information (To be completed by the examiner)

10. ZFTT		
Six (6) take off and landings completed date		FSTD qualification no
Signature of TRI	Name in capital letters	Licence no

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
Signature of TRI	Name in capital letters	Licence no

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.	
<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.	
Date	Signature of applicant

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

<p>After test</p> <p><u>ATO approved by the Norwegian CAA</u></p> <p>Please attach the following documentation to the application:</p> <p><input type="checkbox"/> Copy of course completion certificate</p> <p>For non-Norwegian examiner licence holders only:</p> <p><input type="checkbox"/> Copy of examiners certificate documents including copy of the licence</p> <p><input type="checkbox"/> Copy of the licence of the TRI responsible for the aircraft training</p> <p><input type="checkbox"/> Copy of temporary type-rating if issued</p>	<p>After test</p> <p><u>ATO not approved by the Norwegian CAA</u></p> <p>Please attach the following documentation to the application:</p> <p><input type="checkbox"/> Copy of course completion certificate</p> <p>For non-Norwegian examiner licence holders only:</p> <p><input type="checkbox"/> Copy of examiners certificate documents including copy of the licence</p> <p><input type="checkbox"/> Copy of the licence of the TRI responsible for the aircraft training</p> <p><input type="checkbox"/> Copy of temporary type rating if issued</p> <p><input type="checkbox"/> Copy of ATO approval certificate</p> <p><input type="checkbox"/> Copy of FSTD qualification certificate</p>
---	---

**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 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://luftfartstilsynet.no/en/about-us/privacy-policy/>