

Send to:
postmottak@caa.no (pdf format only) or

Luftfartstilsynet
 Postboks 243
 8001 BODØ

APPROVED APPLICATION FORM FOR REVALIDATION OF CLASS RATING SEP(LAND), SEP(SEA) or TMG IN ACCORDANCE WITH EASA PART FCL SUBPART H, FCL.740.A (b).

12hrs –SEP (land), (sea) or TMG

| 1. Applicant | |
|---|--|
| Holder of: <input type="checkbox"/> PPL(A) <input type="checkbox"/> CPL(A) <input type="checkbox"/> ATPL(A) | Revalidation of: <input type="checkbox"/> SEP(land) <input type="checkbox"/> SEP(sea) <input type="checkbox"/> TMG |
| Date of birth: | Licence number: |
| Last name: | First name: |
| Street: | Postal code and city: |
| Mobile: | E-mail: |

| 2. Revalidation completed by examiner in accordance with FCL.740.A (b) | | | |
|--|--|-------------------------|--|
| <p>The applicant shall within 12 months prior to the expiry date of the class rating, complete:</p> <p>12 hours of flight time in the relevant class, including:</p> <ul style="list-style-type: none"> - 6 hours as PIC, - 12 take-offs and 12 landings, and <p>- refresher training of at least 1 hour of total flight time with a flight instructor FI(A) or a class rating instructor CRI(A) or have passed a class or type rating proficiency check, skill test or assessment of competence in any other class or type of aeroplane.</p> | | | |
| <p>All hours flown on aeroplanes that are specified in Annex II to the Basic Regulation (216/2008) should count in full towards fulfilling the hourly requirements of points FCL.740.A(b)(1)(ii) under the following conditions:</p> <p>(a) the aircraft matches the definition and criteria of the respective Part-FCL aircraft category, class, and type ratings; and</p> <p>(b) the aircraft that is used for training flights with an instructor is an Annex-II aircraft of type (a), (b), (c), or (d) that is subject to an authorisation specified in points ORA.ATO.135 or DTO.GEN.240. (see guidance)</p> <p>If Annex II aircraft is used for refresher training, the aircraft is authorised: <input type="checkbox"/> Yes <input type="checkbox"/> No</p> | | | |
| <p>When applicants hold both a single-engine piston aeroplane-land class rating and a TMG rating, they may complete the requirements in either class or a combination thereof, and achieve revalidation of both ratings. When applicants hold both a single-engine piston aeroplane-land class rating and a single-engine piston aeroplane-sea class rating, they may complete the requirements in either class or a combination thereof, and achieve the fulfilment of these requirements for both ratings. At least 1 hour of required PIC time and 6 of the required 12 take-offs and landings shall be completed in each class.</p> | | | |
| Choose alternative A or B as appropriate | | | |
| A | Date of the refresher training: | Name of the instructor: | Registration of aeroplane: |
| B | Date of proficiency check, skill test or assessment of competence: | Class or type rating: | Registration of aeroplane / FSTD qualification no: |

| | | | |
|---|------------------------------|--------------------------------------|------------------------|
| As examiner I hereby declare that I have personally reviewed the applicants logbook and that he/she fulfills the requirements for revalidation. | | | |
| SEP (LAND) is revalidated in the licence until (ddmmyyyy): | | | |
| SEP (SEA) is revalidated in the licence until (ddmmyyyy): | | | |
| TMG is revalidated in the licence until (ddmmyyyy): | | | |
| Signed examiner has checked the applicants valid <input type="checkbox"/> medical certificate class 1 or 2 and <input type="checkbox"/> English language proficiency. If the applicant's language proficiency rating expires before the next class rating revalidation, it is recommended to accomplish a new language proficiency endorsement and complete it with this application for revalidation. | | | |
| Date: | Examiner certificate number: | Name of examiner in capital letters: | Signature of Examiner: |

| | |
|---|------------------------|
| 3. 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: |

| | |
|--|---|
| 4. Revalidation completed by CAA-N (Luftfartstilsynet) in accordance with FCL.740.A (b) | |
| The application is subject to a charge in accordance with BSL A 1-2 Forskrift om gebyr til Luftfartstilsynet (Gebyrforskriften). | |
| The applicant shall within 12 months prior to the expiry date of the class rating, complete: | |
| 12 hours of flight time in the relevant class, including: - 6 hours as PIC, - 12 take-offs and 12 landings, and - refresher training of at least 1 hour of total flight time with a flight instructor FI(A) or a class rating instructor CRI(A) or have passed a class or type rating proficiency check, skill test or assessment of competence in any other class or type of aeroplane. | |
| All hours flown on aeroplanes that are specified in Annex II to the Basic Regulation (216/2008) should count in full towards fulfilling the hourly requirements of points FCL.740.A(b)(1)(ii) under the following conditions: | |
| (a) the aircraft matches the definition and criteria of the respective Part-FCL aircraft category, class, and type ratings; and | |
| (b) the aircraft that is used for training flights with an instructor is an Annex-II aircraft of type (a), (b), (c), or (d) that is subject to an authorisation specified in points ORA.ATO.135 or DTO.GEN.240. (see guidance) | |
| If Annex II aircraft is used for refresher training, the aircraft is authorised: <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| When applicants hold both a single-engine piston aeroplane-land class rating and a TMG rating, they may complete the requirements in either class or a combination thereof, and achieve revalidation of both ratings. When applicants hold both a single-engine piston aeroplane-land class rating and a single-engine piston aeroplane-sea class rating, they may complete the requirements in either class or a combination thereof, and achieve the fulfilment of these requirements for both ratings. At least 1 hour of required PIC time and 6 of the required 12 take-offs and landings shall be completed in each class. | |
| Choose alternative A or B as appropriate | |
| A | Date of the refresher training: _____ Instructors name: _____ |
| B | Date of proficiency check, skill test or assessment of competence: _____ Class or type rating: _____ |
| I hereby declare that I have a valid <input type="checkbox"/> medical certificate class 1 or 2 and <input type="checkbox"/> English language proficiency. If the applicant's language proficiency rating expires before the next class rating revalidation, it is recommended to accomplish a new language proficiency endorsement and complete it with this application for revalidation. | |
| Enclosed this application: <input type="checkbox"/> Copy of relevant logbook(s) included the last 12 months, counted from the expiry date of the class rating. | |
| Date: | Signature of applicant: |

| 5. 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: |

The application is subject to a charge in accordance with BSL A 1-2 Forskrift om gebyr til Luftfartstilsynet (Gebyrforskriften).

Guidance for completing form NF-1092 E

1. The applicant will fill in all relevant boxes and headlines.
2. To be filled in by the examiner if an examiner is completing the revalidation.
3. To be filled in by the examiner if a non-Norwegian examiner is completing the revalidation.
4. To be filled in by the applicant if you want CAA-N (Luftfartstilsynet) to complete the revalidation.
5. Always to be filled in by the applicant.

The process for authorising aircraft that fall under points (a), (b), (c) or (d), are specified in ORA.ATO.135 and DTO.GEN.240. Aircraft used for training is autghorised if all of the following conditions are met:

- (1) during an evaluation process the competent authority has confirmed a level of safety comparable to the one defined by all essential requirements laid down in Annex II to Regulation(EU) 2018/1139;
- (2) the competent authority has authorised the use of the aircraft for training in the ATO/DTO.

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/>