Luftfartstilsynet
CIVIL AVIATION AUTHORITY NORWAY

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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)**
☐ *Skill test ATPL ☐ Skill test type rating	☐ PC revalidation ☐ PC renewal ☐ PC upgrade to PIC (removal of CP only)	☐ PIC ☐ Co-pilot ☐ Cruise relief co-pilot	☐ SPA – Single pilot operation ☐ SPA – Multi-pilot operation ☐ PIC ☐ COPI 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 (click to choose date) (dd.mm.yyyy):	

2	**Applicant information** (to be completed by the applicant)	
Licence number:	Date of birth (click to choose):	State of issue:
First name (s):	Last name:	
Address:	Postal code:	City:
Phone number:	Email:	
Date (click to choose) (dd.mm.yyyy):	Signature of applicant:	

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

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

Total time as PIC:	
Additional requirement for the 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 tons 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** (to be completed by the applicant; all information shall be filled in and documented)

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 the 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	☐ Flight time in helicopters shall be credited up to 50 % against the flight time in the requirements (if applicable)			
h) Copy of logbook	☐ The last two pages must show the total time from the previous pages			

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

Name of ATO:	Date (click to choose) (dd.mm.yyyy):
☐ Training completed and application approved	Flight time during course:
☐ Attended ZFTT course and prerequisites according to FCL.730.A have been met	Total time in FSTD during course: FTD: FTD:
Name of Head of Training:	Signature of Head of Training:

7	**Checklist before test** (to be completed by the examiner)

Mandatory before each test/check

- ☐ Technical training (skill test)
- ☐ For initial MPA: Hold or have held IR(A) ME
- ☐ For issue of SPA HPA: Hold or have held IR(A) SE or ME as appropriate
- ☐ Valid ATPL(A) theory, or
- ☐ Valid CPL(A) theory, including HPA (SPA (SPA only)
- ☐ MCC credit (initial MPA or MPO in SPA)
- ☐ Valid medical class 1 / 2
- ☐ Valid language proficiency
- ☐ Personal identification card

PC revalidation

- ☐ Valid type rating
- ☐ Route sectors >= 10 or
- ☐ Examiner accompanied the route sector

PC renewal
Refresher training completed by ATO

- ☐ Training completion certificate or the form NF-1099 must be attached

The document must include sufficient reasoning for the determination of required 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.

ATPL skill test (non-Norwegian examiner)

- ☐ Confirmation of Norwegian CAA's approval to conduct the skill test

Advanced UPRT – AUPRT is required for the first rating on:

- Single-pilot aeroplanes operated in MPO
- SPA complex aeroplanes or
- Multi-pilot aeroplanes

If applicable, documentation of requirements in FCL. 720.A(b)(5) must be attached.

Tick one of the boxes:

- ☐ Completed training course as specified in FCL.745 or
- ☐ Completed training specified in point FCL.915(e)(1)(ii)
- ☐ Training and checking in accordance with Part ORO as specified in FCL 720 A (b) (5) (i) have been met
- ☐ Documentation not applicable for MPA→MPA or SP HPA→SP HPA

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: ☐ PF ☐ PM	
Name of designated PIC for the test:			

9	**Result of the test** (to be completed by the examiner)

Section 1	**Section 2**	**Section 3**	**Section 4**	**Section 5**
◯ Passed ◯ Failed	◯ Passed ◯ Failed	◯ Passed ◯ Failed	◯ Passed ◯ Failed	◯ Passed ◯ Failed

Final result: ◯ **Passed** ◯ **Partial pass** ◯ **Failed**

◯ Rating not endorsed in the licence	◯ Temporary rating issued, valid until: .....
◯ Rating revalidated/renewed and entered in licence (fill in below)	◯ Temporary rating not issued

Rating endorsement	**Date of check**	**Date of IR check**	**Rating valid until**	**IR valid until**

☐ All prerequisites checked and confirmed	Date (dd.mm.yyyy):	Examiner certificate number:

Name of examiner:	Signature of examiner:

10	**Test** (to be completed by the examiner)

M = Mandatory P = Trained as PIC or COP and as PF and PM 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**		Instructor's initials when training is completed	Tested or checked in FSTD or A	Passed	Failed
Section 1		FSTD	A				
1.1	Performance calculation	OTD P				◯	◯
1.2	Aeroplane external visual inspection; location of each item and purpose of inspection	OTD P#	P			◯	◯
1.3	Cockpit inspection	P →	→			◯	◯
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	◯	◯
1.5	Taxiing in compliance with ATC instructions or the instructions of the instructor	P →	→			◯	◯
1.6	Before take-off checks	P →	→		M	◯	◯

Examiner's initials when test section completed ..... ◯ Passed ◯ Failed

Take-offs		**PRACTICAL TRAINING**		Instructor's 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-offs	P →	→			○	○
2.2	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne	P →	→			○	○
2.3	Crosswind take-off	P →	→			○	○
2.4	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P →	→			○	○
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 the 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 →	→			○	○
2.5.2*	between V1 and V2	P →	X		M FFS only	○	○
2.6	Rejected take-off at a reasonable speed before reaching V1	P →	→ X		M	○	○
		Examiner's initials when test section completed			○ Passed	○ Failed	

Flight manoeuvres and procedures		**PRACTICAL TRAINING**		Instructor's 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 →	→			○	○
3.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope	P →	→			○	○
3.1.2	Steep turns using 45° bank, 180° to 360° left and right	P →	→			○	○
3.1.3	Turns with and without spoilers	P →	→			○	○
3.1.4	Procedural instrument flying and manoeuvring, including instrument departure and arrival, and visual approach	P →	→			○	○

3.2	Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P →	→ X An aeroplane shall not be used for this exercise		FFS only	○	○
3.3	Normal operation of systems and controls engineer's panel (if applicable)	OTD P →	→			○	○
3.4	**Normal and abnormal operations of the following systems:** (A mandatory minimum of 3 abnormal items shall be selected from 3.4.1 to 3.4.15 inclusive)				M		
3.4.0	Engine (if necessary propeller)	OTD P →	→			○	○
3.4.1	Pressurisation and air conditioning	OTD P →	→			○	○
3.4.2	Pitot/static system	OTD P →	→			○	○
3.4.3	Fuel system	OTD P →	→			○	○
3.4.4	Electrical system	OTD P →	→			○	○
3.4.5	Hydraulic system	OTD P →	→			○	○
3.4.6	Flight control and trim-system	OTD P →	→			○	○
3.4.7	Anti-icing/de-icing system, glare shield heating	OTD P →	→			○	○
3.4.8	Autopilot/flight director	OTD P →	→		M (single pilot only)	○	○
3.4.9	Stall warming devices or stall avoidance devices, and stability augmentation devices	OTD P →	→			○	○
3.4.10	Ground proximity warning system, weather radar, radio altimeter, transponder	P →	→			○	○
3.4.11	Radios, navigation equipment, instruments, flight management system, FMS	OTD P →	→			○	○
3.4.12	Landing gear and brake	OTD P →	→			○	○
3.4.13	Slat and flap system	OTD →	→			○	○
3.4.14	Auxiliary power unit	OTD P →	→			○	○
3.5	Intentionally left blank						
3.6	Abnormal and emergency procedures (A mandatory minimum of three items shall be selected from 3.5.1 to 3.5.9 inclusive)						
3.6.1	Fire drills, e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires, including evacuation	P →	→			○	○
3.6.2	Smoke control and removal	P →	→			○	○

3.6.3	Engine failures, shutdown and restart at a safe height	P →	→			○	○
3.6.4	Fuel dumping (simulated)	P →	→			○	○
3.6.5	Windshear at take-off/landing	P	X		FFS only	○	○
3.6.6	Simulated cabin pressure failure/emergency descent	P →	→			○	○
3.6.7	Incapacitation of flight crew member	P →	→			○	○
3.6.8	Other emergency procedures as outlined in the appropriate aeroplane flight manual (AFM)	P →	→			○	○
3.6.9	TCAS event	OTD P →	An aeroplane shall not be used for this exercise		FFS only	○	○
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			○	○
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	○	○
3.8	Instrument flight procedures						
3.8.1*	Adherence to departure and arrival routes and ATC instructions	P →	→		M	○	○
3.8.2*	Holding procedures	P →	→			○	○
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 3.7.3.1 in the case of such AFM limitation).							
3.8.3.1*	Manually, without flight director	P →	→		M (skill test only)	○	○
3.8.3.2*	Manually, with flight director	P →	→			○	○
3.8.3.3*	With autopilot	P →	→			○	○

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 with the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate engine failure in accordance with exercise 3.8.3.4.	P →	→		M	○	○
3.8.4	2D operations down to the MDH/A	P* →	→		M	○	○
3.8.5	Circling approach under the following conditions: (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; followed by: (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; Remark: if a) and b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.	P* →	→			○	○
3.8.6	Visual approaches	P →	→			○	○
		Examiner's initials when test section completed			○ Passed	○ Failed	

Missed approach procedures		**PRACTICAL TRAINING**		Instructor's 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* →	→			○	○
4.2	Go-around with all engines operating* from various stages during an instrument approach	P* →	→			○	○
4.3	Other missed approach procedures	P* →	→			○	○
4.4	Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P* →	→		M	○	○
4.5	Rejected landing with all engines operating: - from various heights below DH/MDH; - after touchdown (baulked 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 →	→			○	○
		Examiner's initials when test section completed			○ Passed		○ Failed

Landings		**PRACTICAL TRAINING**		Instructor's 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				○	○
5.2	Landing with a simulated jammed horizontal stabiliser in any out-of-trim position	P →	An aeroplane shall not be used for this exercise		FFS only	○	○
5.3	Cross wind landings (a/c, if practicable)	P →				○	○
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats	P →				○	○
5.5	Landing with critical engine simulated inoperative	P →			M	○	○
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)	○	○
		Examiner's initials when test section completed			○ Passed		○ 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 must 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 (dd.mm.yyyy):	Signature of applicant:

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

14	**ZFTT in FSTD**	
Six (6) take-offs 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 the ZFTT course, use 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)**

☐ I do not hold any personnel licence, certificate, rating, authorisation, or attestation with the same scope and in the same category as those issued in another Member State.

☐ 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.

☐ I have never held any personnel licence, certificate, rating, authorisation, or attestation with the same scope and in the same category as those issued in another Member State, which were revoked or suspended in any other Member State.

☐ 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 (dd.mm.yyyy):	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 (dd.mm.yyyy):	Signature of examiner:

18	**Post-test attachments** (to be completed by the examiner)

Attach the following documentation to the application as appropriate:

☐ 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

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's licence

☐ Copy of examiner's certificate

☐ Copy of examiner's medical

For non-Norwegian approved ATO:

☐ Copy of ATO approval certificate

Date (dd.mm.yyyy):	Signature of applicant:

!!!	**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.

Handling of personal data

To process your application, we need information about you. Your personal data is required to ensure the information received is from 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 necessary for the purpose for which it was collected. You have the right to access your personal data, and, if necessary, have it 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. Your application is processed by the Civil Aviation Authority Norway (CAA Norway). You can contact our Data Protection Officer at personvernombud@caa.no.

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

Read more about our privacy policy at https://luftfartstilsynet.no/en/about-us/privacy-policy/.