



APPROVED APPLICATION AND REPORT FORM FOR SKILL TEST, PROFICIENCY CHECK FOR TMG AND SINGLE-PILOT AEROPLANE EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES ACCORDING TO EASA PART FCL, APPENDIX 9.

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

Class / Type Rating Single-Pilot Aeroplanes except for high performance complex aeroplanes

1. Test and licence endorsement (To be completed by the examiner)						
<input type="checkbox"/> Skill test	<input type="checkbox"/> PC Revalidation	<input type="checkbox"/> PC Renewal	<input type="checkbox"/> PIC	<input type="checkbox"/> Co-pilot	<input type="checkbox"/> SE	<input type="checkbox"/> ME
<input type="checkbox"/> SPO	<input type="checkbox"/> MPO	<input type="checkbox"/> SPO and MPO	<input type="checkbox"/> VFR	<input type="checkbox"/> IFR	<input type="checkbox"/> RNP APCH	
<input type="checkbox"/> IFR revalidation not combined with the revalidation of class or type rating.						
Licence endorsement (type/class): Total flight time: 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 the 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. Training completed and application approved – skill test only (To be completed by Head of training)		
Name of ATO / DTO	ATO / DTO number	<input type="checkbox"/> Training completed and application approved
		<input type="checkbox"/> Technical type course conducted, documentation enclosed.
Signature of Head of training		Name in capital letters

5. Checklist before test (To be completed by examiner)

Before skill test single-pilot multi-engine	<input type="checkbox"/> Dual flight training. Hours: (Acknowledge flight time on dotted lines)		
	<input type="checkbox"/> Technical training		
	<input type="checkbox"/> Valid CPL / ATPL licence and medical class 1		
	<input type="checkbox"/> Valid PPL licence and medical class 2		
	<input type="checkbox"/> Pilot in command. Hours:		
<input type="checkbox"/> Valid Language Proficiency			
Before skill test single pilot single engine	<input type="checkbox"/> Valid CPL / ATPL licence and medical class 1 <input type="checkbox"/> Valid PPL licence and medical class 2		
Before PC with valid class / type rating	Valid CPL / ATPL licence and medical class 1	Yes	No
	Valid PPL licence and medical class 2	<input type="checkbox"/>	<input type="checkbox"/>
	Valid class / type rating	<input type="checkbox"/>	<input type="checkbox"/>
	Route Sectors >= 10 (multi engine)	<input type="checkbox"/>	<input type="checkbox"/>
	Examiner accompanied route sector	<input type="checkbox"/>	<input type="checkbox"/>
Before PC renewal	Valid CPL / ATPL licence and medical class 1	Yes	No
	Valid PPL licence and medical class 2	<input type="checkbox"/>	<input type="checkbox"/>
	Route Sectors >= 10 (multi engine)	<input type="checkbox"/>	<input type="checkbox"/>
	Examiner accompanied route sector	<input type="checkbox"/>	<input type="checkbox"/>
	Refresher training completed at ATO/DTO (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>
	Refresher training completed by instructor (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>

6. Details of the flight (To be completed by the examiner)

Aircraft registration	FSTD QC number	Class- or type of aeroplane
Departure aerodrome	Block on	On ground
Destination aerodrome	Block off	Take-off
Name of PIC during test	Total block	Total

7. Result of the test (To be completed by examiner)

Section 1 <input type="checkbox"/> Passed <input type="checkbox"/> Failed	Section 2 <input type="checkbox"/> Passed <input type="checkbox"/> Failed	Section 3 <input type="checkbox"/> Passed <input type="checkbox"/> Failed	Section 4 <input type="checkbox"/> Passed <input type="checkbox"/> Failed	Section 5 <input type="checkbox"/> Passed <input type="checkbox"/> Failed	Section 6 <input type="checkbox"/> Passed <input type="checkbox"/> Failed	Section 7 <input type="checkbox"/> Passed <input type="checkbox"/> Failed
Final result <input type="checkbox"/> Passed <input type="checkbox"/> Partial Pass <input type="checkbox"/> Failed						
<input type="checkbox"/> Rating revalidated / renewed and entered in licence Class / type rating valid until: Instrument rating valid until:			<input type="checkbox"/> Temporary class / type rating issued Temporary class / type rating valid until: <input type="checkbox"/> Temporary class / type rating not issued			
Date	Examiner certificate no	Name of examiner in capital letters		Signature of examiner		

8. 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

Departure		PRACTICAL TRAINING			Class or Type Rating Skill test/Prof. check		
SECTION 1		FSTD	A	Instructors initials when training completed	Tested or checked in FSTD or A	Passed	Failed
1.1	Pre-flight including: Documentation, mass and balance, weather briefing, NOTAM	OTD				<input type="checkbox"/>	<input type="checkbox"/>
1.2	Pre-start checks					<input type="checkbox"/>	<input type="checkbox"/>
1.2.1	External	OTD P#	P		M	<input type="checkbox"/>	<input type="checkbox"/>
1.2.2	Internal	OTD P#	P		M	<input type="checkbox"/>	<input type="checkbox"/>
1.3	Engine starting: Normal malfunctions	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
1.4	Taxiing	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
1.5	Pre-departure checks: Engine run-up (if applicable)	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
1.6	Take-off procedures: – normal with flight manual flap settings, – crosswind (if conditions available)	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
1.7	Climbing: – Vx/Vy – turns onto headings; and – level off	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
1.8	ATC liaison - compliance R/T Procedure	P →			M	<input type="checkbox"/>	<input type="checkbox"/>
Examiners initials when test section completed					<input type="checkbox"/> Passed <input type="checkbox"/> Failed		

Airwork (visual meteorological conditions (VMC))		PRACTICAL TRAINING			Class or Type Rating Skill test/Prof. check		
SECTION 2		FSTD	A	Instructors initials when training completed	Tested or checked in FSTD or A	Passed	Failed
2.1	Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to Vmca when applicable)	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
2.2	Steep turns (360° left and right at 45° bank)	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
2.3	Stalls and recovery: (i) clean stall (ii) approach to stall in descending turn with bank with approach configuration and power (iii) approach to stall in landing configuration and power (iv) approach to stall, climbing turn with take-off flap and climb power (Single engine aeroplane only)	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
2.4	Handling using autopilot and flight director, (may be conducted in section 3) if applicable	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
2.5	ATC liaison - compliance, R/T procedure	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
Examiners initials when test-section completed.....					<input type="checkbox"/> Passed <input type="checkbox"/> Failed		

En Route Procedures		PRACTICAL TRAINING			Class or Type Rating Skill test/Prof. check		
SECTION 3A VFR		FSTD	A	Instructors initials when training completed	Tested or checked in FSTD or A	Passed	Failed
3A.1	En route procedures VFR (see B.5 (c) and (d)) Flight plan, dead reckoning and map reading	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3A.2	Maintenance of altitude, heading and speed	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3A.3	Orientation, timing and revision of ETAs	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3A.4	Use of radio navigation aids (if applicable)	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3A.6	ATC liaison - compliance, R/T procedure	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
				Examiners initials when test-section completed <input type="checkbox"/> Passed <input type="checkbox"/> Failed			

Instrument flight		PRACTICAL TRAINING			Class or Type Rating Skill test/Prof. check		
SECTION 3B		FSTD	A	Instructors initials when training completed	Tested or checked in FSTD or A	Passed	Failed
3B.1*	Departure IFR	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
3B.2*	En-route IFR	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
3B.3*	Holding procedures	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
3B.4*	3D operations to decision height/altitude (DH/A) of 200 ft (60 m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
3B.5*	2D operations to minimum descent height/altitude (MDH/A)	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
3B.6*	Flight exercises including simulated failure of the compass and attitude indicator: – rate 1 turns; and – recoveries from unusual attitudes.	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
3B.7*	Failure of localiser or glideslope	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
3B.8*	ATC liaison - compliance, R/T procedure	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
				Examiners initials when test-section completed <input type="checkbox"/> Passed <input type="checkbox"/> Failed			

Arrivals and landings		PRACTICAL TRAINING			Class or Type Rating Skill test/Prof. check		
SECTION 4		FSTD	A	Instructors initials when training completed	Tested or checked in FSTD or A	Passed	Failed
4.1	Aerodrome arrival procedure	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
4.2	Normal landing	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
4.3	Flapless landing	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
4.4	Crosswind landing (if suitable conditions)	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
4.5	Approach and landing with idle power from up to 2 000 ft above the runway (single-engine aeroplanes only)	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
4.6	Go-around from minimum height	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
4.7	Night go-around and landing (if applicable)	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
4.8	ATC liaison - compliance, R/T procedure	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
				Examiners initials when test-section completed <input type="checkbox"/> Passed <input type="checkbox"/> Failed			

Abnormal and emergency procedures (This section may be combined with Section 1 through 4)		PRACTICAL TRAINING			Class or Type Rating Skill test/Prof. check		
SECTION 5		FSTD	A	Instructors initials when training completed	Tested or checked in FSTD or A	Passed	Failed
5.1	Rejected take-off at a reasonable speed	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
5.2	Simulated engine failure after take-off (single engine aeroplanes only)		P		M	<input type="checkbox"/>	<input type="checkbox"/>
5.3	Simulated forced landing without power (Single engine aeroplanes only)		P		M	<input type="checkbox"/>	<input type="checkbox"/>
5.4	Simulated emergencies: (i) Fire or smoke in flight (ii) Systems' malfunction as appropriate	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
5.5	ME aeroplanes and TMG training only: engine shutdown and restart (at a safe altitude if performed in the aircraft)	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
5.6	ATC liaison - compliance, R/T procedure					<input type="checkbox"/>	<input type="checkbox"/>
				Examiners initials when test-section completed <input type="checkbox"/> Passed <input type="checkbox"/> Failed			

Simulated asymmetric flight (This section may be combined with Section 1 through 5)		PRACTICAL TRAINING			Class or Type Rating Skill test/Prof. check		
SECTION 6		FSTD	A	Instructors initials when training completed	Tested or checked in FSTD or A	Passed	Failed
6.1 *	Simulated engine failure during take-off (at a safe altitude unless carried out in FFS or FNPT II)	P →	→ X		M	<input type="checkbox"/>	<input type="checkbox"/>
6.2 *	Asymmetric approach and go-around	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
6.3 *	Asymmetric approach and full stop landing	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
6.4	ATC liaison - compliance, R/T procedure	P →	→		M	<input type="checkbox"/>	<input type="checkbox"/>
				Examiners initials when test-section completed <input type="checkbox"/> Passed <input type="checkbox"/> Failed			

UPRT		PRACTICAL TRAINING			Class or Type Rating Skill test/Prof. check		
SECTION 7		FSTD	A	Instructors initials when training completed	Tested or checked in FSTD or A	Passed	Failed
7.1	Flight manoeuvres and procedures						
7.1.1	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"/>
7.1.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
7.1.1.2	Steep turns using 45° bank, 180° to 360° left and right	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
7.1.1.3	Turns with and without spoilers	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
7.1.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
7.2	Upset recovery training						
7.2.1	Recovery from stall events in: – take-off configuration; – clean configuration at low altitude; – clean configuration near maximum operating altitude; and – landing configuration	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
7.2.2	The following upset exercises: – recovery from nose-high at various bank angles; and – recovery from nose-low at various bank angles.	P		An aeroplane shall not be used for this exercise.	FFS only	<input type="checkbox"/>	<input type="checkbox"/>
7.3	Go-around with all engines operating* from various stages during an instrument approach	P →	→			<input type="checkbox"/>	<input type="checkbox"/>

7.4	Rejected landing with all engines operating: – from various heights below DH/MDH 15 m (50 ft) above the runway threshold – 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"/>
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Examiners initials when test-section completed Passed Failed

9. Remarks (To be completed by the examiner)

<input type="checkbox"/> De-briefing / taken part of comments above	Date	Signature of applicant
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10. Documentation on PBN / RNP APCH (To be completed by examiner)

Departure airport	Arrival airport	IFR (PBN) departure *	IFR (PBN) approach *	RNP Approach Minimum 1 *

11. Verification of compliance in accordance with ARA.GEN.315 and AMC1 ARA.GEN.315(a)

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.

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 issued in another Member State which was 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	Signature of applicant
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12. 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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13. 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)

Skill test type rating

- Copy of course completion certificate

Renewal Class/ 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 examiners licence
- Copy of examiners certificate
- Copy of examiners medical

For non-Norwegian approved ATO/DTO

- Copy ATO/DTO approval certificate (if applicable)

**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.

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