

Send form by Digipost:

All forms and accompanying attachments must be sent by [Digipost](#) (PDF format only)

In the recipient field, search for *Luftfartstilsynet* and confirm the option "Luftfartstilsynet"

If Digipost is not an option:

Send form by email to: postmottak@caa.no

**Revalidation of SEP (land), SEP (sea) and/or TMG
in accordance with recency requirements**

1 Applicant information (to be completed by applicant)		
License number:	Date of birth (dd.mm.yyyy):	State of issue:
Last name:	First name(s):	
Address:	Postal code:	City:
Telephone number:	E-mail:	

2 Revalidation in accordance with FCL FCL.740.A (b) (to be completed by applicant)	
Holder of: <input type="checkbox"/> PPL(A) <input type="checkbox"/> CPL(A) <input type="checkbox"/> ATPL(A)	Class rating to be revalidated: <input type="checkbox"/> SEP (land) <input type="checkbox"/> SEP (sea) <input type="checkbox"/> TMG
The applicant shall within 12 months prior to the expiry date of the class rating, complete:	
<input type="checkbox"/> 12 hours of flight time in the relevant class, including: 6 hours as PIC, 12 take-offs and 12 landings, and <input type="checkbox"/> 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	
<input type="checkbox"/> have passed a class or type rating proficiency check, skill test EBT practical assessment or assessment of competence in any other class or type of aeroplane.	
All hours flown on aeroplanes that are specified in Annex I to the Basic Regulation (2018/1139) 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-I 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 last page.	
If Annex I aircraft is used for refresher training, the aircraft is authorised:	<input type="radio"/> Yes <input type="radio"/> No

When applicants hold both an SEP aeroplane-land class rating and a TMG class rating, they may complete the requirements in either class or a combination of those classes, and achieve revalidation of both ratings.

When applicants hold both an SEP aeroplane-land class rating and an SEP aeroplane-sea class rating, they may complete the requirements of either class or a combination of those classes and achieve the fulfilment of those requirements for both ratings. At least 1 hour of the required PIC time, 6 of the required 12 take-offs, and 12 landings shall be completed in each class.

Choose alternative A or B as appropriate

A	Date (dd.mm.yyyy, click to choose) of the refresher training:	Registration of aeroplane:
	Name of the instructor:	
B	Date (dd.mm.yyyy) of proficiency check, skill test, EBT practical assessment or assessment of competence:	
	Class or type rating:	Registration of aeroplane / FSTD qualification no:

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 Revalidation completed by an examiner in accordance with FCL.740.A (b)

SEP (land) is revalidated in the licence until (dd.mm.yyyy):	SEP (sea) is revalidated in the licence until (dd.mm.yyyy):
TMG is revalidated in the licence until (dd.mm.yyyy):	
The signed examiner has checked the applicants valid: <input type="checkbox"/> medical certificate class 1 or 2 and <input type="checkbox"/> English language proficiency	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.
As examiner I hereby declare that I have personally reviewed the applicant's logbook and that he/she fulfils the requirements for revalidation.	
<input type="checkbox"/> If ratings is/are endorsed on the licence, a copy of the applicant's licence must be attached.	
Date (dd.mm.yyyy):	Examiner certificate number:
Name of examiner in capital letters	Signature of examiner:

5	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:

6	Revalidation and endorsement completed by CAA-N (Luftfartstilsynet). (To be completed by the applicant)
<input type="checkbox"/> Copy of relevant logbook(s) included the last 12 months, counted from the expiry date of the class rating.	
Date (dd.mm.yyyy):	Signature of applicant:

7	Verification of compliance in accordance with ARA.GEN.315 and AMC1 ARA.GEN.315(a) (to be completed by applicant)
<input type="checkbox"/> I am not holding any personnel licence, certificate, rating, authorisation, or attestation with the same scope and in the same category as those 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 as those issued in another Member State, which were 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 obtaining a personnel licence, certificate, rating, authorisation, or attestation.	
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.	

Guidance for completing form NF-1092	
1	The applicant shall fill in all relevant boxes and headlines.
2	The applicant shall fill in the required information.
3	To be filled in by the examiner if an examiner is completing the revalidation.
4	To be filled in by the examiner if a non-Norwegian examiner is completing the revalidation. Please submit the required documents as outlined in the EDD.
5	To be filled in by the applicant if you want CAA-N (Luftfartstilsynet) to complete the revalidation.
6	Always to be filled in by the applicant.

The process for authorising aircraft that fall under points (a), (b), (c) or (d) is specified in ORA.ATO.135 and DTO.GEN.240.

An aircraft used for training is authorised 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 I to Regulation (EU) 2018/1139
- (2) The competent authority has authorised the use of the aircraft for training in the ATO/DTO

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 required 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.

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>.