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ATPL and type rating skill test, proficiency check, single-pilot or multi-pilot helicopter

| 1 | Test and licence endorsement (to be completed by the examiner) | | | |
|---|---|---|---|--|
| <input type="checkbox"/> Skill test | <input type="checkbox"/> Proficiency Check (PC) | <input type="checkbox"/> Multi-Pilot Helicopter (MPH) | <input type="checkbox"/> Single-Pilot Certified Helicopter (SPH) | |
| <input type="checkbox"/> *Initial ATPL(H) <input type="checkbox"/> Type Rating | <input type="checkbox"/> Revalidation <input type="checkbox"/> Renewal | <input type="checkbox"/> PIC <input type="checkbox"/> COPI | <input type="checkbox"/> SPH – Single pilot operation <input type="checkbox"/> SPH Multi-pilot operation <div style="margin-left: 20px;"> <input type="checkbox"/> PIC <input type="checkbox"/> COPI </div> and <input type="checkbox"/> Extension MPO to SPO | |
| <input type="checkbox"/> VFR <input type="checkbox"/> IFR | | | | |
| *Initial ATPL – Applicant experience shall be documented in section 5, page 2 | | | | |
| Licence endorsement (type): Date of test (dd.mm.yyyy): | | | | |

| 2 | Personal details of applicant (to be completed by applicant) | | |
|--------------------|--|-------------------------|--|
| Licence number: | Date of birth (dd.mm.yyyy): | State of issue: | |
| Last name: | | First name(s): | |
| Address: | | Postal code and city: | |
| Phone: | | Email: | |
| Date (dd.mm.yyyy): | | Signature of applicant: | |

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| 3 | Payment (to be completed by applicant) |
| <p>The application is subject to a charge in accordance with BSL A 1-2 "Forskrift om gebyr til Luftfartstilsynet (Gebyrforskriften)".</p> <p> <input type="checkbox"/> Invoice payment by applicant <input type="checkbox"/> Invoice payment by company </p> <p>Company name: (Norwegian registered only)</p> | |

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| 4 | Flight experience type rating (only skill test) (to be completed by applicant) |
| Total time as PIC: | |

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| 5 | Flight experience for the initial issue of ATPL (H) skill test (all information shall be filled in and documented) (to be completed by applicant) | | | |
| a) Flight experience | Total ≥ 1000 HR | FSTD ≤ 100 HR | FNPT ≤ 25HR | MAX 100 HR in FFS/FSTD or FNPT of which MAX 25 HR in FNPT |
| | | | | |
| b) MPO | Total ≥ 350 HR | HR on helicopter types that are required to operate with a co-pilot as specified in the flight manual, the Air Operator Certificate or equivalent document. | | |
| | | | | |
| c) PIC/PICUS | Total | PIC | PICUS ** | MNM 250 HR PIC or MNM 100 PIC HR and 150 HR as PIC under supervision (PICUS) or 250 hours as PICUS in Multi-Pilot Helicopters. ** PICUS confirmation/certificate. Written confirmation or certificate from the employer of the approved PICUS program must be attached to the application (if applicable). |
| | | | | |
| d) Cross Country | Total ≥ 200 HR | PIC | PICUS ** | Of which at least 100 hours shall be as PIC or as PICUS |
| | | | | |
| e) Instrument time | Total ≥ 30 HR | ≤ 10 HR | MAX 10 HR may be instrument ground time | |
| | | | | |
| f) Night flight | Total ≥ 100 HR | Night flight as PIC or as Co-pilot | | |
| | | | | |
| g) Credit | <input type="checkbox"/> Flight time in aeroplanes shall be credited up to 50 % against the flight time in the requirements (if applicable) | | | |
| h) Copy of logbook | <input type="checkbox"/> The last two pages showing total time from the previous pages | | | |

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| 6 Training for new type rating, variant or extension to SPO completed and application approved (to be completed by Head of Training or nominated person crew training if applicable) | | | |
| Name of ATO / DTO (or PART-ORO organisation, if applicable): | | Date (dd.mm.yyyy) : | |
| <input type="checkbox"/> Technical type course performed (documentation enclosed) | <input type="checkbox"/> Approved type rating course completed (documentation enclosed) | <input type="checkbox"/> Approved extension training completed (documentation enclosed) | Hours FSTD: |
| | | | Hours Aircraft: |
| Signature Head of Training (type rating) or NPCT (extension to SPO): | | Name in capital letters: | |

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| 7 Checklist before test (to be completed by examiner) | |
| Mandatory before each test/check <input type="checkbox"/> Technical training (type rating skill test) <input type="checkbox"/> Valid and appropriate theory <input type="checkbox"/> MCC credit (initial MPH or MPO in SPH) <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 Hours on type within the validity period: PC Renewal Refresher training completed <input type="checkbox"/> 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) <input type="checkbox"/> Approval to take the test issued by the Norwegian CAA. |

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|--|----------------|-----------------|---|-----------------------------|-----------------|
| 8 Details of the flight (to be completed by the examiner) | | | | | |
| Aircraft registration: | Rotor stopped: | On ground: | FSTD QC number: | End of FSTD slot: | On ground: |
| Departure aerodrome: | Rotor turning: | Take-off: | Departure aerodrome: | Start of FSTD slot: | Take-off: |
| Destination aerodrome: | Total block: | Total airborne: | Destination aerodrome: | Total block: | Total airborne: |
| Helicopter type and variant (i.e. SK92, EC225, AW139, AS350): | | | Applicant tested as: <input type="checkbox"/> PF <input type="checkbox"/> PM | Total block (A/C and FSTD): | |

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|---|--|--|--|--|--|
| 9 Result of the test (to be completed by examiner) | | | | | |
| Section 1 O Passed O Failed | Section 2 O Passed O Failed | Section 3 O Passed O Failed | Section 4 O Passed O Failed | Section 5 O Passed O Failed | Section 6 O Passed O Failed |
| Final result: O Passed O Partial Pass O Failed | | | | | |

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| <input type="checkbox"/> Rating not endorsed in the licence <input type="checkbox"/> Rating revalidated/renewed and entered in the licence Type rating valid until: Instrument rating valid until: | <input type="checkbox"/> Temporary rating issued, valid until: <input type="checkbox"/> Temporary rating not issued | |
| <input type="checkbox"/> All prerequisites checked and confirmed | Date (dd.mm.yyyy): | Examiner certificate no: |
| Signature of examiner: | Name in capital letters: | |

| 10 | Test (to be completed by examiner) | | | | | | |
|--|--|--------------------|---|---|--|--------|--------|
| M = Mandatory P = Trained as PIC or COPI for issue X = FFS only * = Actual or simulated IMC | | | | | | | |
| Pre-flight preparations and checks | | PRACTICAL TRAINING | | Instructor's initials when training completed | Tested or checked in FSTD or H | Passed | Failed |
| Section 1 | | FSTD | H | | | | |
| 1.1 | Helicopter exterior visual inspection; location of each item and purpose of inspection | | P | | M (If performed in the helicopter) | o | o |
| 1.2 | Cockpit inspection | P | → | | M | o | o |
| 1.3 | Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies | P | → | | M | o | o |
| 1.4 | Taxiing/air taxiing in compliance with ATC instructions or with instructions of an instructor | P | → | | M | o | o |
| 1.5 | Pre-take-off procedures and checks | P | → | | | o | o |
| | | | | Examiner's initials when test section completed o Passed o Failed | | | |

| Manoeuvres and procedures | | PRACTICAL TRAINING | | Instructor's initials when training completed | Tested or checked in FSTD or H | Passed | Failed |
|---------------------------|--|--------------------|---|---|--------------------------------|--------|--------|
| Section 2 | | FSTD | H | | | | |
| 2.1 | Take-offs (various profiles) | P | → | | M | o | o |
| 2.2 | Sloping ground or crosswind take-offs & landing | P | → | | | o | o |
| 2.3 | Take-off at maximum take-off mass. (actual or simulated maximum take-off mass) | P | → | | | o | o |
| 2.4 | Take-off with simulated engine failure shortly before reaching TDP, or DPATO | P | → | | M | o | o |
| 2.4.1 | Take-off with simulated engine failure shortly after reaching TDP or DPATO | P | → | | M | o | o |
| 2.5 | Climbing and descending turns to specified headings | P | → | | M | o | o |

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|-------|---|---|---|--|----------|---|---|
| 2.5.1 | Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments | P | → | | M | o | o |
| 2.6 | Autorotative descent | P | → | | M | o | o |
| 2.6.1 | For single-engine helicopters (SEH) - autorotative landing or - power recovery, provided that applicants, in the preceding year, completed training that included an autorotative landing and that training was entered and signed in the applicant's logbook by the instructor For multi-engine helicopters (MEH), power recovery | P | → | | M | o | o |
| 2.7 | Landings, various profiles | P | → | | M | o | o |
| 2.7.1 | Go-around or landing following simulated engine failure before LDP or DPBL | P | → | | M | o | o |
| 2.7.2 | Landing following simulated engine failure after LDP or DPBL | P | → | | M | o | o |
| | | Examiner's initials when test section completed o Passed o Failed | | | | | |

| Normal and abnormal operations of the following systems and procedures | | PRACTICAL TRAINING | | Instructor's initials when training completed | Tested or checked in FSTD or H | Passed | Failed |
|--|---|---|---|---|--------------------------------|--------|--------|
| Section 3 | | FSTD | H | | | | |
| 3 | A mandatory minimum of 3 items shall be selected from this section | | | | M | | |
| 3.1 | Engine | P | → | | | o | o |
| 3.2 | Air conditioning (heating, ventilation) | P | → | | | o | o |
| 3.3 | Pitot / static system | P | → | | | o | o |
| 3.4 | Fuel system | P | → | | | o | o |
| 3.5 | Electrical system | P | → | | | o | o |
| 3.6 | Hydraulic system | P | → | | | o | o |
| 3.7 | Flight control and trim system | P | → | | | o | o |
| 3.8 | Anti-icing and de-icing system | P | → | | | o | o |
| 3.9 | Autopilot / flight director | P | → | | | o | o |
| 3.10 | Stability augmentation devices | P | → | | | o | o |
| 3.11 | Weather radar, radio altimeter, transponder | P | → | | | o | o |
| 3.12 | Area navigation system | P | → | | | o | o |
| 3.13 | Landing gear system | P | → | | | o | o |
| 3.14 | Auxiliary power unit (APU) | P | → | | | o | o |
| 3.15 | Radio, navigation equipment, instruments and flight management system (FMS) | P | → | | | o | o |
| | | Examiner's initials when test section completed o Passed o Failed | | | | | |

| Abnormal and emergency procedures | | PRACTICAL TRAINING | | Instructor's initials when training completed | Tested or checked in FSTD or H | Passed | Failed |
|-----------------------------------|---|---|---|---|--------------------------------|--------|--------|
| Section 4 | | FSTD | H | | | | |
| 4 | A mandatory minimum of three items shall be selected from this section | | | | M | o | o |
| 4.1 | Fire drills (including evacuation if applicable) | P → | → | | | o | o |
| 4.2 | Smoke control and removal | P → | → | | | o | o |
| 4.3 | Engine failures, shutdown, and restart at a safe height | P → | → | | | o | o |
| 4.4 | Fuel dumping (simulated) | P → | → | | | o | o |
| 4.5 | Tail rotor control failure (if applicable) | P → | → | | | o | o |
| 4.5.1 | Tail rotor loss (if applicable) | P → | A helicopter may not be used for this exercise | | | o | o |
| 4.6 | Incapacitation of crew member – MPH only | P → | → | | | o | o |
| 4.7 | Transmission malfunctions | P → | → | | | o | o |
| 4.8 | Other emergency procedures as outlined in the appropriate flight manual | P → | → | | | o | o |
| | | Examiner's initials when test section completed o Passed o Failed | | | | | |

| Instrument flight procedures (to be performed in IMC or simulated IMC) | | PRACTICAL TRAINING | | Instructor's initials when training completed | Tested or checked in FSTD or H | Passed | Failed |
|---|--|--------------------|----|---|---|--------|--------|
| Section 5 | | FSTD | H | | | | |
| 5.1 | Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne | P* | →* | | | o | o |
| 5.1.1 | Simulated engine failure during departure | P* | →* | | M* | o | o |
| 5.2 | Adherence to departure and arrival routes and ATC instructions | P* | →* | | M* | o | o |
| 5.3 | Holding procedures | P* | →* | | | o | o |
| 5.4 | 3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure | P* | →* | | | o | o |
| 5.4.1 | Manually, without flight director 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 5.4.1 in case of such AFM limitation) | P* | →* | | M* (unless exercise 5.4.2 is completed) | o | o |

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| 5.4.2 | Manually, with flight director | P* | →* | | M* (unless exercise 5.4.1 is completed) | o | o |
| 5.4.3 | With coupled autopilot | P* | →* | | | o | o |
| 5.4.4 | Manually, with one engine simulated inoperative, engine failure has to be simulated during final approach before passing 1 000 feet above aerodrome level until touchdown or until completion of the missed approach procedure | P* | →* | | M* | o | o |
| 5.5 | 2D operations down to the minimum descent altitude MDA/H | P* | →* | | M* | o | o |
| 5.6 | Go-around with all engines operating on reaching DA/DH or MDA/MDH | P* | →* | | | o | o |
| 5.6.1 | Other missed approach procedures | P* | →* | | | o | o |
| 5.6.2 | Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH | P* | →* | | M* | o | o |
| 5.7 | IMC autorotation with power recovery | P* | →* | | M* | o | o |
| 5.8 | Recovery from unusual attitudes | P* | →* | | M* | o | o |
| | | Examiner's initials when test section completed o Passed o Failed | | | | | |

| Use of optional equipment | | PRACTICAL TRAINING | | Instructor's initials when training completed | Tested or checked in FSTD or H | Passed | Failed |
|---------------------------|----------------------------|---|---|---|--------------------------------|--------|--------|
| Section 6 | | FTD | H | | | | |
| 6 | Use of optional equipment. | P→ | → | | | o | o |
| | | Examiner's initials when test section completed o Passed o Failed | | | | | |

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| 11 | RNP APCH (to be completed by the examiner) |
| <input type="checkbox"/> RNP APCH performed. *To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall 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 pilot's PBN privileges shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check, including an RNP APCH exercise. | |

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| 12 | Remarks (to be completed by the examiner) | |
| | | |
| <input type="checkbox"/> De-briefing / taken part of comments above | | Date (dd.mm.yyyy): Signature of applicant: |

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| 13 | Landing training, if completed after skill test (to be completed by the instructor) | |
| Flight training completed date (dd.mm.yyyy): | | Aircraft type/variant: |
| Signature of TRI: | | Licence no: |

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| 14 | Revalidation of further type(s) (to be completed by the examiner) | | | | |
| EASA FCL. 740.H (b) and (c) | | <input type="checkbox"/> SEP | <input type="checkbox"/> SET < 3 175 kg | Type used for last test/check: | |
| Further type(s) to be revalidated | > 15 hours on type (SET only) – hours | > 300 hours as PIC on helicopters (SET only) – hours | > 2 hours PIC since last revalidation – hours | Type rating valid until (date): | Type rating entered in licence: |
| | | | | | o Yes o No |
| | | | | | o Yes o No |
| | | | | | o Yes o No |
| | | | | | o Yes o No |

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| 15 | Additional privileges in SPO sought (to be completed by examiner) | | | |
| If privileges for both single-pilot and multi-pilot privileges are sought, complete the skill test or proficiency check in multi-pilot operation and, additionally, the following manoeuvres and procedures in single-pilot operation. | | | | |
| M = Mandatory P = Trained as PIC or COPI for issue X = FFS only * = Actual or simulated IMC | | | | |

| SINGLE PILOT AND SINGLE-ENGINE | | PRACTICAL TRAINING | | Instructor's initials when training completed | Tested or checked in FSTD or H | Passed | Failed |
|--------------------------------|---|---|---|---|--------------------------------|--------|--------|
| Section 2 | | FSTD | H | | | | |
| 2.1 | Take-offs (various profiles). | P | → | | M | o | o |
| 2.6 | Autorotative descent. | P | → | | M | o | o |
| 2.6.1 | For single-engine helicopters (SEH) - autorotative landing or - power recovery, provided that applicants, in the preceding year, completed training that included an autorotative landing and that training was entered and signed in the applicant's logbook by the instructor | P | → | | M | o | o |
| | | Examiner's initials when test section completed o Passed o Failed | | | | | |

| SINGLE PILOT AND MULTI-ENGINE | | PRACTICAL TRAINING | | Instructor's initials when training completed | Tested or checked in FSTD or H | Passed | Failed |
|-------------------------------|---|---|---|---|--------------------------------|--------|--------|
| Section 2 | | FSTD | H | | | | |
| 2.1 | Take-offs (various profiles). | P | → | | M | o | o |
| 2.4 | Take-off with simulated engine failure shortly before reaching TDP, or DPATO. | P | → | | M | o | o |
| 2.4.1 | Take-off with simulated engine failure shortly after reaching TDP or DPATO. | P | → | | M | o | o |
| | | Examiner's initials when test section completed o Passed o Failed | | | | | |

For IR privileges, in addition to point (1) or (2), as applicable, one approach of Section 5, unless the criteria of Appendix 8 to this Annex are met. Enter a note in the remark section (8) with the type of approach flown as single-pilot (if applicable).

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| 16 | Verification of compliance in accordance with ARA.GEN.315 and AMC1 ARA.GEN.315(a) |
| <input type="checkbox"/> | I do not hold 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 that 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 (dd.mm.yyyy): _____ Signature of applicant: _____ | |

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| 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: _____ | |

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| 18 | Checklist after test (to be completed by examiner) |
| <p>Attach the following documentation to the application:</p> <p><input type="checkbox"/> Copy of endorsed licence (if entry on licence by examiner)</p> <p><input type="checkbox"/> Copy of temporary type rating (if issued)</p> <p><input type="checkbox"/> Copy of FSTD qualification certificate</p> <p>Additional for skill test type rating</p> <p><input type="checkbox"/> Copy of course completion certificate</p> <p>Additional for renewal type rating</p> <p><input type="checkbox"/> Training completion certificate or form NF-1099 must be attached according to AMC1 FCL.740 (b) (d)</p> <p>For non-Norwegian examiner licence holders</p> <p><input type="checkbox"/> Copy of examiner's licence</p> <p><input type="checkbox"/> Copy of examiner's certificate</p> <p><input type="checkbox"/> Copy of examiner's medical</p> <p>For non-Norwegian approved ATO/Part-ORO organisation</p> <p><input type="checkbox"/> Copy of ATO approval certificate or Part-ORO approval for training</p> | |

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| !!! | All attached copies shall be readable and in colour. |
| <p>Please note that failure to submit all required documentation may result in the return of your application.</p> | |

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| Handling of personal data |
| <p>To process your application, we need information about you. Your personal data is required to ensure the information received is <i>from the correct person</i>. 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.</p> <p>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.</p> <p>The Civil Aviation Authority – Norway (CAA-N) is responsible for the processing of your application. Contact our Data Protection Officer at personvernombud@caa.no.</p> <p>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.</p> <p>Read our privacy policy here: https://luftfartstilsynet.no/en/about-us/privacy-policy.</p> |