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or

Luftfartstilsynet
Postboks 243
8001 Bodø
NORWAY

APPROVED APPLICATION AND REPORT FORM FOR SKILL TEST AND PROFICIENCY CHECK ACCORDING TO EASA PART FCL, APPENDIX 9.

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"/> Revalidation	<input type="checkbox"/> PIC	<input type="checkbox"/> SPH - Single pilot operation
<input type="checkbox"/> Type Rating	<input type="checkbox"/> Renewal	<input type="checkbox"/> COPI	or <input type="checkbox"/> SPH - Multi-pilot operation
			<input type="checkbox"/> PIC
			<input type="checkbox"/> COPI
			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:	

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:	E-mail:	
Date:	Signature of 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. Flight experience type rating (only skill test) (to be completed by applicant)
Total time as PIC:

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 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 previous pages			

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:	
<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:	

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: <hr/> 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. <hr/> ATPL skill test (non-Norwegian examiner) <input type="checkbox"/> Approval to take the test issued by Norwegian CAA.

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):

9. Result of the test (to be completed by examiner)					
Section 1 <input type="radio"/> Passed <input type="radio"/> Failed	Section 2 <input type="radio"/> Passed <input type="radio"/> Failed	Section 3 <input type="radio"/> Passed <input type="radio"/> Failed	Section 4 <input type="radio"/> Passed <input type="radio"/> Failed	Section 5 <input type="radio"/> Passed <input type="radio"/> Failed	Section 6 <input type="radio"/> Passed <input type="radio"/> Failed
Final result:					
<input type="radio"/> Passed		<input type="radio"/> Partial Pass		<input type="radio"/> Failed	
<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:	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		Instructors' initials when training is 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)	<input type="checkbox"/>	<input type="checkbox"/>
1.2	Cockpit inspection	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>
1.4	Taxiing/air taxiing in compliance with ATC instructions or with instructions of an instructor	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>
1.5	Pre-take-off procedures and checks	P	→			<input type="checkbox"/>	<input type="checkbox"/>
				Examiners initials when test section completed:..... <input type="checkbox"/> Passed <input type="checkbox"/> Failed			
Manoeuvres and procedures		PRACTICAL TRAINING		Instructors' initials when training is completed	Tested or checked in FSTD or H	Passed	Failed
Section 2		FSTD	H				
2.1	Take-offs (various profiles)	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>
2.2	Sloping ground or crosswind take-offs & landing	P	→			<input type="checkbox"/>	<input type="checkbox"/>
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P	→			<input type="checkbox"/>	<input type="checkbox"/>
2.4	Take-off with simulated engine failure shortly before reaching TDP, or DPATO	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>
2.4.1	Take-off with simulated engine failure shortly after reaching TDP or DPATO	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>
2.5	Climbing and descending turns to specified headings	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>
2.5.1	Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>
2.6	Autorotative descent	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
2.7	Landings, various profiles	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>

2.7.1	Go-around or landing following simulated engine failure before LDP or DPBL	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>
2.7.2	Landing following simulated engine failure after LDP or DPBL	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>

Examiners initials when test section completed Passed Failed

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

Examiners initials when test section completed Passed Failed

Abnormal and emergency procedures		PRACTICAL TRAINING		Instructors' initials when training is completed	Tested or checked in FSTD or H	Passed	Failed
		FSTD	H				
Section 4							
4	A mandatory minimum of three items shall be selected from this section				M		
4.1	Fire drills (including evacuation if applicable)	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
4.2	Smoke control and removal	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
4.3	Engine failures, shutdown, and restart at a safe height	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
4.4	Fuel dumping (simulated)	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
4.5	Tail rotor control failure (if applicable)	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
4.5.1	Tall rotor loss (if applicable)	P →	A helicopter may not be			<input type="checkbox"/>	<input type="checkbox"/>

			used for this exercise				
4.6	Incapacitation of crew member – MPH only	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
4.7	Transmission malfunctions	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
4.8	Other emergency procedures as outlined in the appropriate flight manual	P →	→			<input type="checkbox"/>	<input type="checkbox"/>

Examiners initials when test section completed Passed Failed

Instrument flight procedures (to be performed in IMC or simulated IMC)		PRACTICAL TRAINING		Instructors' initials when training is completed	Tested or checked in FSTD or H	Passed	Failed
		FSTD	H				
Section 5							
5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne	P*	→*			<input type="checkbox"/>	<input type="checkbox"/>
5.1.1	Simulated engine failure during departure	P*	→*		M*	<input type="checkbox"/>	<input type="checkbox"/>
5.2	Adherence to departure and arrival routes and ATC instructions	P*	→*		M*	<input type="checkbox"/>	<input type="checkbox"/>
5.3	Holding procedures	P*	→*			<input type="checkbox"/>	<input type="checkbox"/>
5.4	3D operations to DH/A of 200 feet (60 m) or to higher minima if required by the approach procedure	P*	→*			<input type="checkbox"/>	<input type="checkbox"/>
5.4.1	Manually, without a 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 considering 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)	<input type="checkbox"/>	<input type="checkbox"/>
5.4.2	Manually, with flight director	P*	→*		M* (unless Exercise 5.4.1 is completed)	<input type="checkbox"/>	<input type="checkbox"/>
5.4.3	With coupled autopilot	P*	→*			<input type="checkbox"/>	<input type="checkbox"/>
5.4.4	Manually, with one engine simulated inoperative, engine failure must be simulated during the final approach before passing 1,000 feet above aerodrome level until touchdown or until completion of the missed approach procedure	P*	→*		M*	<input type="checkbox"/>	<input type="checkbox"/>
5.5	2D operations down to the minimum descent altitude MDA/H	P*	→*		M*	<input type="checkbox"/>	<input type="checkbox"/>
5.6	Go-around with all engines operating on reaching DA/DH or MDA/MDH	P*	→*			<input type="checkbox"/>	<input type="checkbox"/>
5.6.1	Other missed approach procedures	P*	→*			<input type="checkbox"/>	<input type="checkbox"/>

5.6.2	Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH	P*	→*		M*	<input type="checkbox"/>	<input type="checkbox"/>
5.7	IMC autorotation with power recovery	P*	→*		M*	<input type="checkbox"/>	<input type="checkbox"/>
5.8	Recovery from unusual attitudes	P*	→*		M*	<input type="checkbox"/>	<input type="checkbox"/>
					Examiners initials when test section completed	<input type="checkbox"/> Passed	<input type="checkbox"/> Failed
Use of optional equipment		PRACTICAL TRAINING		Instructors' initials when training is completed	Tested or checked in FSTD or H	Passed	Failed
Section 6		FTD	H				
6	Use of optional equipment	P →	→			<input type="checkbox"/>	<input type="checkbox"/>
					Examiners initials when test section completed	<input type="checkbox"/> Passed	<input type="checkbox"/> 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 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.

12. 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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13. Aircraft training, if completed after skill test (to be completed by the instructor)			
Flight training completed date:	Hours FSTD:	Aircraft type / variant:	Flight time / No of landings:
	Hours Aircraft:		
Signature of TRI:	Name in capital letters:	Licence no:	

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:
					<input type="checkbox"/> Yes <input type="checkbox"/> No
					<input type="checkbox"/> Yes <input type="checkbox"/> No
					<input type="checkbox"/> Yes <input type="checkbox"/> No
					<input type="checkbox"/> Yes <input type="checkbox"/> No

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		Instructors' initials when training is completed	Tested or checked in FSTD or H	Passed	Failed
Section 2		FSTD	H				
2.1	Take-offs (various profiles)	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>
2.6	Autorotative descent	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>
				Examiners initials when test section completed <input type="checkbox"/> Passed <input type="checkbox"/> Failed			
SINGLE PILOT AND MULTI-ENGINE		PRACTICAL TRAINING		Instructors' initials when training is completed	Tested or checked in FSTD or H	Passed	Failed
Section 2		FSTD	H				
2.1	Take-offs (various profiles)	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>

2.4	Take-off with simulated engine failure shortly before reaching TDP, or DPATO	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>
2.4.1	Take-off with simulated engine failure shortly after reaching TDP or DPATO	P	→		M	<input type="checkbox"/>	<input type="checkbox"/>
					Examiners initials when test section completed	<input type="checkbox"/> Passed	<input type="checkbox"/> 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 (12) with the type of approach flown as single-pilot (if applicable).

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:	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:	Signature of examiner:

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>Skill test type rating:</p> <p><input type="checkbox"/> Copy of course completion certificate</p> <p><input type="checkbox"/> Copy of the licence of the TRI responsible for aircraft training, if completed after the skill test</p> <p>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 licence</p> <p><input type="checkbox"/> Copy of examiner certificate</p> <p><input type="checkbox"/> Copy of examiner's medical</p> <p>For non-Norwegian approved ATO/Part-ORO organisations:</p> <p><input type="checkbox"/> Copy of ATO approval certificate or Part-ORO approval for training</p>

!!! 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 crewmembers 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 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 processing your application. To contact our data protection officer, email 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://luffartstilsynet.no/en/about-us/privacy-policy>.