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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)			
☐ Skill test	☐ Proficiency Check (PC)	☐ Multi-Pilot Helicopter (MPH)	☐ Single-Pilot Certified Helicopter (SPH)	
☐ *Initial ATPL(H) ☐ Type Rating	☐ Revalidation ☐ Renewal	☐ PIC ☐ COPI	☐ SPH – Single pilot operation ☐ SPH Multi-pilot operation ☐ PIC ☐ COPI and ☐ Extension MPO to SPO	
☐ VFR ☐ 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:	

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)". ☐ Invoice payment by applicant ☐ 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 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	☐ Flight time in aeroplanes shall be credited up to 50 % against the flight time in the requirements (if applicable)			
h) Copy of logbook	☐ The last two pages showing total time from the 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 (dd.mm.yyyy) :	
☐ Technical type course performed (documentation enclosed)	☐ Approved type rating course completed (documentation enclosed)	☐ 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 ☐ Technical training (type rating skill test) ☐ Valid and appropriate theory ☐ MCC credit (initial MPH or MPO in SPH) ☐ Valid medical class 1 / 2 ☐ Valid language proficiency ☐ Personal identification card	PC Revalidation ☐ Valid type rating Hours on type within the validity period: PC Renewal Refresher training completed ☐ 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) ☐ Approval to take the test issued by the 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: ☐ PF ☐ PM	Total block (A/C and FSTD):	

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					

☐ Rating not endorsed in the licence ☐ Rating revalidated/renewed and entered in the licence Type rating valid until: Instrument rating valid until:	☐ Temporary rating issued, valid until: ☐ Temporary rating not issued	
☐ 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

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		
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

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					

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)	
☐ De-briefing / taken part of comments above		Date (dd.mm.yyyy): Signature of applicant:

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:
		Flight time / no. of landings:
		Name in capital letters:

14	Revalidation of further type(s) (to be completed by the examiner)				
EASA FCL. 740.H (b) and (c)		☐ SEP	☐ 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

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).

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 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 that 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 (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	Checklist after test (to be completed by 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) ☐ 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/Part-ORO organisation ☐ Copy of ATO approval certificate or Part-ORO approval for training	

!!!	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 <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. 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.