

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

APPROVED APPLICATION AND REPORT FORM
 ACCORDING TO EASA PART FCL SUBPART J.

Instructor Assessment of Competence Helicopter FI and IRI

| 1. Test and licence endorsement (To be completed by the Examiner) | | | |
|---|--|--|---|
| Type of AoC <input type="radio"/> Initial issue <input type="radio"/> Revalidation * <input type="radio"/> Renewal * <input type="radio"/> Extention of privileges | Flight Instructor (FI) <input type="radio"/> Single Engine (SE) <input type="radio"/> Multi Engine (ME) <input type="radio"/> Instrument (IR) <input type="radio"/> Instructor (FI FI) <input type="radio"/> LAPL Only | Instrument rating Instructor (IRI) <input type="radio"/> Single Engine (SE) <input type="radio"/> Multi Engine (ME) | Restricted privileges for instrument instruction at an ATO <input type="radio"/> on FSTD and supervising SPIC (FI IR) <input type="radio"/> on FSTD Only (IRI) |
| * Please note: For Revalidation or Renewal, form NF-1168 must be attached. | | | |
| Type of licence (PPL, CPL, ATPL): | | Date of assessment: | |

| 2. Personal details of applicant | | |
|-------------------------------------|------------------|----------------|
| Licence number | Date of birth | State of issue |
| Last name | First name(s) | |
| Address | Zipcode and City | |
| Phone | E-mail | |
| Date and signature of the 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) |
|--|

| 3. Training completed and application approved (To be completed by Head of Training) | | |
|---|-------------------------------------|---------------------|
| Name of ATO | ATO-number | |
| <input type="checkbox"/> Training completed and application approved, documentation attached. | Course time in Helicopter | Course time in FSTD |
| | Date when instructor course started | Date of completion |
| Signature Head of Training | Name in capital letters | |

| 4. Checklist before AoC (To be completed by Examiner) | |
|--|---|
| Valid medical certificate <input type="radio"/> Class 1 <input type="radio"/> Class 2 | <input type="checkbox"/> Valid Language proficiency rating <input type="checkbox"/> Night qualification <input type="checkbox"/> Personal identification card |
| Valid rating <input type="radio"/> SE(H) <input type="radio"/> ME(H) | If PPL: <input type="checkbox"/> valid CPL/ATPL-theory (except for instructor who seeks FI privileges for LAPL(H) only) |
| Revalidation/Renewal | |
| <input type="checkbox"/> FI or IRI refresher seminar attended (Certificate attached) | |
| <input type="checkbox"/> All prerequisites checked and confirmed for relevant instructor certificate | 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 | Signature of Examiner |

6. Instructor Assessment of Competence (To be completed by Examiner)
 FSTDs should not be used to pass an assessment of competence on aircraft

| SECTION 1 | THEORETICAL KNOWLEDGE ORAL | Passed | Failed |
|-----------|-----------------------------------|---|------------------------------|
| A | Air law | <input type="radio"/> | <input type="radio"/> |
| B | Aircraft General Knowledge | <input type="radio"/> | <input type="radio"/> |
| C | Flight Performance and Planning | <input type="radio"/> | <input type="radio"/> |
| D | Human Performance and Limitations | <input type="radio"/> | <input type="radio"/> |
| E | Meteorology | <input type="radio"/> | <input type="radio"/> |
| F | Navigation | <input type="radio"/> | <input type="radio"/> |
| G | Operational Procedures | <input type="radio"/> | <input type="radio"/> |
| H | Principles of Flight | <input type="radio"/> | <input type="radio"/> |
| I | Training Administration | <input type="radio"/> | <input type="radio"/> |
| | | <input type="radio"/> Examiners initials when test section completed: | <input type="radio"/> Failed |

| SECTION 2 | PRE-FLIGHT BRIEFING | Passed | Failed |
|-----------|-------------------------|---|------------------------------|
| A | Visual Presentation | <input type="radio"/> | <input type="radio"/> |
| B | Technical Accuracy | <input type="radio"/> | <input type="radio"/> |
| C | Clarity of Explanation | <input type="radio"/> | <input type="radio"/> |
| D | Clarity of Speech | <input type="radio"/> | <input type="radio"/> |
| E | Instructional Technique | <input type="radio"/> | <input type="radio"/> |
| F | Use of Models and Aids | <input type="radio"/> | <input type="radio"/> |
| G | Student Participation | <input type="radio"/> | <input type="radio"/> |
| | | <input type="radio"/> Examiners initials when test section completed: | <input type="radio"/> Failed |

| SECTION 3 | FLIGHT | Passed | Failed |
|-----------|-------------------------------------|---|------------------------------|
| A | Arrangement of Demo | <input type="radio"/> | <input type="radio"/> |
| B | Synchronisation of Speech with Demo | <input type="radio"/> | <input type="radio"/> |
| C | Correction of Faults | <input type="radio"/> | <input type="radio"/> |
| D | Aircraft Handling | <input type="radio"/> | <input type="radio"/> |
| E | Instructional Technique | <input type="radio"/> | <input type="radio"/> |
| F | General Airmanship / Safety | <input type="radio"/> | <input type="radio"/> |
| G | Positioning, use of Airspace | <input type="radio"/> | <input type="radio"/> |
| | | <input type="radio"/> Examiners initials when test section completed: | <input type="radio"/> Failed |

| SECTION 4 | OTHER EXERCISES (Specified by Examiner / Senior Examiner / NCAA-Inspector) | Passed | Failed |
|-----------|--|---|------------------------------|
| A | | <input type="radio"/> | <input type="radio"/> |
| B | | <input type="radio"/> | <input type="radio"/> |
| C | | <input type="radio"/> | <input type="radio"/> |
| D | | <input type="radio"/> | <input type="radio"/> |
| E | | <input type="radio"/> | <input type="radio"/> |
| F | | <input type="radio"/> | <input type="radio"/> |
| | | <input type="radio"/> Passed | <input type="radio"/> Failed |
| | | Examiners initials when test section completed: | |

| SECTION 5 | MULTI-ENGINE EXERCISES | Passed | Failed |
|--|--|---|------------------------------|
| These exercise shall be demonstrated at the assessment of competence for the single pilot-pilot multi-engine instructor rating. | | | |
| A | Actions following an Engine-failure shortly after take-off | <input type="radio"/> | <input type="radio"/> |
| B | A single-engine approach and go-around | <input type="radio"/> | <input type="radio"/> |
| C | A single-engine approach and landing | <input type="radio"/> | <input type="radio"/> |
| | | <input type="radio"/> Passed | <input type="radio"/> Failed |
| | | Examiners initials when test section completed: | |

| SECTION 6 | INSTRUMENT EXERCISES (Specified by Examiner / Senior Examiner / NCAA-Inspector) | Passed | Failed |
|-----------|---|---|------------------------------|
| A | | <input type="radio"/> | <input type="radio"/> |
| B | | <input type="radio"/> | <input type="radio"/> |
| C | | <input type="radio"/> | <input type="radio"/> |
| D | | <input type="radio"/> | <input type="radio"/> |
| E | | <input type="radio"/> | <input type="radio"/> |
| F | | <input type="radio"/> | <input type="radio"/> |
| G | | <input type="radio"/> | <input type="radio"/> |
| | | <input type="radio"/> Passed | <input type="radio"/> Failed |
| | | Examiners initials when test section completed: | |

| SECTION 7 | POSTFLIGHT DE-BRIEFING | Passed | Failed |
|-----------|-------------------------|---|------------------------------|
| A | Visual Presentation | <input type="radio"/> | <input type="radio"/> |
| B | Technical Accuracy | <input type="radio"/> | <input type="radio"/> |
| C | Clarity of Explanation | <input type="radio"/> | <input type="radio"/> |
| D | Clarity of Speech | <input type="radio"/> | <input type="radio"/> |
| E | Instructional Technique | <input type="radio"/> | <input type="radio"/> |
| F | Use of Models and Aids | <input type="radio"/> | <input type="radio"/> |
| G | Student Participation | <input type="radio"/> | <input type="radio"/> |
| | | <input type="radio"/> Passed | <input type="radio"/> Failed |
| | | Examiners initials when test section completed: | |

| 7. Result of the test (To be completed by examiner) | | | | | | |
|---|------------------------------|-------------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|
| Section 1 | Section 2 | Section 3 | Section 4 | Section 5 | Section 6 | Section 7 |
| <input type="radio"/> Passed | <input type="radio"/> Passed | <input type="radio"/> Passed | <input type="radio"/> Passed | <input type="radio"/> Passed | <input type="radio"/> Passed | <input type="radio"/> Passed |
| <input type="radio"/> Failed | <input type="radio"/> Failed | <input type="radio"/> Failed | <input type="radio"/> Failed | <input type="radio"/> Failed | <input type="radio"/> Failed | <input type="radio"/> Failed |
| Final result <input type="radio"/> Passed <input type="radio"/> Partial Pass <input type="radio"/> Failed | | | | | | |
| Date | Examiner certificate no | Name of examiner in capital letters | | Signature of examiner | | |

| 8. Details of the flight (To be completed by the Examiner) | | | |
|--|-------------------------|----------------|-----------|
| Registration | Helicopter type/variant | Rotor standing | On ground |
| Departure aerodrome | Destination aerodrome | Rotor running | Take-off |
| Name of PIC during test | | Total block | Total |

| 9. Remarks (To be completed by the Examiner) | | |
|---|------|------------------------|
| | | |
| <input type="checkbox"/> De-briefing / Taken part of comments above | Date | Signature of applicant |

| 10. Verification of compliance in accordance with ARA.GEN.315 and AMC1 ARA.GEN.315(a) | |
|---|---|
| <input type="checkbox"/> | 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. |
| <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 which 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 |

| 11. The following items shall be completed by the ATO and checked by the Examiner prior to conducting the initial FI(H) AoC | |
|--|---|
| <input type="checkbox"/> Pilot logbook is checked, all flight time is correct | <input type="checkbox"/> Final test at ATO completed and passed |
| <input type="checkbox"/> Enclosed copy of logbook | <input type="checkbox"/> Enclosed course completion certificate |
| Summary of requirements for the issue of a FI(H) | |
| a) Teaching and learning course completed (FCL.930.FI (b) (1)) | Passed Date: |
| b) Received (MIN 10 HRS) instrument flight instruction on category of which (MAX 5 HRS) in an FSTD or flight simulator | Hours: Hours: |
| c) Completed (MIN 20 HRS) of VFR cross-country as PIC on helicopters | Hours: |
| d) Completed 250 HRS total flight time as pilot on helicopter of which (MIN 100 HRS) shall be PIC, if applicant holds atleast a CPL(H) | Hours: |
| e) Completed (MIN 30 HRS) of flight instruction of which (MAX 5 HRS) may be conducted in an FFS, FNPT I/II or an FTD 2/3 | Hours: Hours: |
| f) Passed a specific pre-entry flight test within 6 months prior start of course | Date: |
| g) Completed an approved FI(H) course at an ATO | Date: |
| If holding a PPL(H), additionally | |
| h) Completed at least 200 HR as PIC on helicopters | Hours: |
| i) CPL(H) theoretical knowledge examination passed (or FI will be restricted to LAPL) | Date: |

| 12. Summary of requirements for the FI(H) extension to instruct IR | |
|--|--|
| <input type="checkbox"/> Enclosed copy of logbook | <input type="checkbox"/> Enclosed course completion certificate |
| 1) Completed at least 200 HR instrument flight time of which up to 50 HR may be instrument ground time in an FFS, FTD 2/3 or an FNPT II | Hours: Hours: |
| 2) For instruction on multi engine, the requirement of FCL.910.TRI (c)(1) and, FCL.915.TRI(d)(2) must be fulfilled. Prerequisite: a) Completed at least 500 HR flight time on helicopters (MIN 100 HR) as PIC in SP ME helicopters, or MIN 100 HRS as pilot in ME (if holder of an FI(H) certificate) | Hours: Hours: |
| 3) Completed an approved IRI(H) course at an ATO including at least 5 HR flight instruction on helicopter, FNPT II, FFS of which at least 1 hour on helicopter | Hours on FSTD: Hours on helicopter: |
| Restricted privileges to instruct at an ATO on FSTD and supervising SPIC a) in the case of multi-engine helicopters, comply with points FCL.910.TRI (c)(1) and, FCL.915.TRI(d), Prerequisite: - Completed at least 500 HR flight time on aeroplane - Completed 30 HR as PIC on the applicable type or class b) if during an approved training course at an ATO, the FI is supervising SPIC training flights that take place under IFR, completed at least 50 HR of flight time under IFR after the issuance of the BIR or the IR, of which a maximum of 10 hours may be instrument ground time in an FFS or an FNPT II c) completed an approved IRI(H) course at an ATO including at least 5 HR flight instruction on helicopter, FFS, FTD2/3 or FNPT III/III of which at least 1 hour on aeroplane | Hours: Hours: Hours: Hours on FSTD: Hours on helicopter: |

| 13. Summary of requirements for the issue of a IRI(H) | |
|--|--|
| <input type="checkbox"/> Enclosed copy of logbook <input type="checkbox"/> Enclosed course completion certificate | |
| 1) Completed at least 500 HR instrument flight time of which at least 250 HRS on helicopter | Hours: |
| 2) Completed an approved IRI(H) course at an ATO including at least 10 HR flight instruction on helicopter, FFS, FTD2/3 or FNPT II/III, of which at least 1 hour on helicopter | Hours on FSTD: Hours on helicopter: |

**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/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.

Read our privacy policy here: <https://luffartstilsynet.no/en/about-us/privacy-policy/>