

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

APPROVED APPLICATION AND REPORT FORM FOR ATPL SKILL TEST, TYPE RATING SKILL TEST, PROFICIENCY CHECK AND RENEWAL: SINGLE-PILOT (SPH) AND MULTI-PILOT HELICOPTER (MPH), ACCORDING TO EASA PART FCL, APPENDIX 9.

ATPL, 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 or <input type="checkbox"/> SPH - Multi pilot operation <input type="checkbox"/> PIC <input type="checkbox"/> COPI and <input type="checkbox"/> Extension MP to SP
<input type="checkbox"/> VFR <input type="checkbox"/> IFR <input type="checkbox"/> PBN			
Licence endorsement (type):		Date of test:	

2. Personal details of applicant (To be completed by applicant)		
Licence number	Date of birth	State of issue
Last name	First name(s)	
Address	City and zipcode	
Phone	E-mail	
Date	Signature of applicant	

The application is subject to a charge in accordance with BSL A 1-2 "Forskrift om gebyr til Luffartstilsynet (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 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)
Signature Head of Training (type rating) or NPCT (extension to SPO)	Name in capital letters	

4. Checklist before test (To be completed by examiner)																	
Before skill test	<input type="checkbox"/> Dual flight training. Hours: <input type="checkbox"/> Technical training <input type="checkbox"/> PPL licence and valid medical certificate class 2 <input type="checkbox"/> CPL licence and valid medical certificate class 1 or 2 (as applicable) <input type="checkbox"/> ATPL licence and valid medical certificate class 1 <input type="checkbox"/> Pilot in command. Hours: <input type="checkbox"/> Valid language proficiency <input type="checkbox"/> Passport / Personal identification card																
	Before PC with valid type rating	<table border="0"> <tr> <td></td> <td style="text-align: right;">Yes</td> <td style="text-align: right;">No</td> </tr> <tr> <td>Valid medical certificate type as appropriate</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Valid type rating</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Valid Language Proficiency</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Hours on type within validity period:</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table>		Yes	No	Valid medical certificate type as appropriate	<input type="checkbox"/>	<input type="checkbox"/>	Valid type rating	<input type="checkbox"/>	<input type="checkbox"/>	Valid Language Proficiency	<input type="checkbox"/>	<input type="checkbox"/>	Hours on type within validity period:	<input type="checkbox"/>	<input type="checkbox"/>
	Yes	No															
Valid medical certificate type as appropriate	<input type="checkbox"/>	<input type="checkbox"/>															
Valid type rating	<input type="checkbox"/>	<input type="checkbox"/>															
Valid Language Proficiency	<input type="checkbox"/>	<input type="checkbox"/>															
Hours on type within validity period:	<input type="checkbox"/>	<input type="checkbox"/>															
Before PC renewal	<table border="0"> <tr> <td></td> <td style="text-align: right;">Yes</td> <td style="text-align: right;">No</td> </tr> <tr> <td>Valid medical certificate class as appropriate</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Valid Language Proficiency</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Training performed by ATO</td> <td></td> <td></td> </tr> <tr> <td><input type="checkbox"/> Documentation of completed training program is attached</td> <td></td> <td></td> </tr> </table>			Yes	No	Valid medical certificate class as appropriate	<input type="checkbox"/>	<input type="checkbox"/>	Valid Language Proficiency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Training performed by ATO			<input type="checkbox"/> Documentation of completed training program is attached		
	Yes	No															
Valid medical certificate class as appropriate	<input type="checkbox"/>	<input type="checkbox"/>															
Valid Language Proficiency	<input type="checkbox"/>	<input type="checkbox"/>															
<input type="checkbox"/> Training performed by ATO																	
<input type="checkbox"/> Documentation of completed training program is attached																	

5. Result of the test (To be completed by examiner)					
Section 1	Section 2	Section 3	Section 4	Section 5	Section 6
<input type="radio"/> Passed <input type="radio"/> Failed	<input type="radio"/> Passed <input type="radio"/> Failed	<input type="radio"/> Passed <input type="radio"/> Failed	<input type="radio"/> Passed <input type="radio"/> Failed	<input type="radio"/> Passed <input type="radio"/> Failed	<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="radio"/> Rating not endorsed in the licence <input type="radio"/> Rating revalidated / renewed and entered in the licence Type rating valid until: Instrument rating valid until:			<input type="radio"/> Temporary rating issued, valid until: <input type="radio"/> Temporary rating not issued		
<input type="checkbox"/> All prerequisites checked and confirmed			Date	Examiner certificate no	
Signature of examiner			Name in capital letters		

6. 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 completed	Tested or checked in FSTD or H	Passed	Failed	
		FSTD	H					
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="radio"/>	<input type="radio"/>	
1.2	Cockpit inspection.	P	→		M	<input type="radio"/>	<input type="radio"/>	
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies.	P	→		M	<input type="radio"/>	<input type="radio"/>	
1.4	Taxiing/air taxiing in compliance with ATC instructions or with instructions of an instructor.	P	→		M	<input type="radio"/>	<input type="radio"/>	
1.5	Pre-take-off procedures and checks.	P	→			<input type="radio"/>	<input type="radio"/>	
Examiners initials when test section completed					<input type="radio"/>	Passed	<input type="radio"/>	Failed

Manoeuvres and procedures		PRACTICAL TRAINING		Instructors initials when training completed	Tested or checked in FSTD or H	Passed	Failed	
		FSTD	H					
Section 2		FSTD	H					
2.1	Take-offs (various profiles).	P	→		M	<input type="radio"/>	<input type="radio"/>	
2.2	Sloping ground or crosswind take-offs & landing.	P	→			<input type="radio"/>	<input type="radio"/>	
2.3	Take-off at maximum take-off mass. (actual or simulated maximum take-off mass).	P	→			<input type="radio"/>	<input type="radio"/>	
2.4	Take-off with simulated engine failure shortly before reaching TDP, or DPATO.	P	→		M	<input type="radio"/>	<input type="radio"/>	
2.4.1	Take-off with simulated engine failure shortly after reaching TDP or DPATO.	P	→		M	<input type="radio"/>	<input type="radio"/>	
2.5	Climbing and descending turns to specified headings.	P	→		M	<input type="radio"/>	<input type="radio"/>	
2.5.1	Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments.	P	→		M	<input type="radio"/>	<input type="radio"/>	
2.6	Autorotative descent.	P	→		M	<input type="radio"/>	<input type="radio"/>	
2.6.1	For single-engine helicopters (SEH) autorotative landing or for multiengine helicopters (MEH) power recovery.	P	→		M	<input type="radio"/>	<input type="radio"/>	
2.7	Landings, various profiles.	P	→		M	<input type="radio"/>	<input type="radio"/>	
2.7.1	Go-around or landing following simulated engine failure before LDP or DPBL.	P	→		M	<input type="radio"/>	<input type="radio"/>	
2.7.2	Landing following simulated engine failure after LDP or DPBL.	P	→		M	<input type="radio"/>	<input type="radio"/>	
Examiners initials when test section completed					<input type="radio"/>	Passed	<input type="radio"/>	Failed

Normal and abnormal operations of the following systems and procedures		PRACTICAL TRAINING		Instructors 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	P	→		M	<input type="radio"/>	<input type="radio"/>
3.1	Engine.	P	→			<input type="radio"/>	<input type="radio"/>
3.2	Air conditioning (heating, ventilation).	P	→			<input type="radio"/>	<input type="radio"/>
3.3	Pitot / static system.	P	→			<input type="radio"/>	<input type="radio"/>
3.4	Fuel system.	P	→			<input type="radio"/>	<input type="radio"/>
3.5	Electrical system.	P	→			<input type="radio"/>	<input type="radio"/>
3.6	Hydraulic system.	P	→			<input type="radio"/>	<input type="radio"/>
3.7	Flight control and trim system.	P	→			<input type="radio"/>	<input type="radio"/>
3.8	Anti-icing and de-icing system.	P	→			<input type="radio"/>	<input type="radio"/>
3.9	Autopilot / Flight director.	P	→			<input type="radio"/>	<input type="radio"/>
3.10	Stability augmentation devices.	P	→			<input type="radio"/>	<input type="radio"/>
3.11	Weather radar, radio altimeter, transponder.	P	→			<input type="radio"/>	<input type="radio"/>
3.12	Area navigation system.	P	→			<input type="radio"/>	<input type="radio"/>
3.13	Landing gear system.	P	→			<input type="radio"/>	<input type="radio"/>
3.14	Auxiliary power unit (APU).	P	→			<input type="radio"/>	<input type="radio"/>
3.15	Radio, navigation equipment, instruments and flight management system (FMS).	P	→			<input type="radio"/>	<input type="radio"/>
				Examiners initials when test section completed	<input type="radio"/> Passed	<input type="radio"/> Failed	

Abnormal and emergency procedures		PRACTICAL TRAINING		Instructors 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 →	→			<input type="radio"/>	<input type="radio"/>
4.2	Smoke control and removal.	P →	→			<input type="radio"/>	<input type="radio"/>
4.3	Engine failures, shutdown and restart at a safe height.	P →	→			<input type="radio"/>	<input type="radio"/>
4.4	Fuel dumping (simulated).	P →	→			<input type="radio"/>	<input type="radio"/>
4.5	Tail rotor control failure (if applicable).	P →	→			<input type="radio"/>	<input type="radio"/>
4.5.1	Tall rotor loss (if applicable).	P →	A helicopter may not be used for this exercise			<input type="radio"/>	<input type="radio"/>
4.6	Incapacitation of crew member – MPH only.	P →	→			<input type="radio"/>	<input type="radio"/>
4.7	Transmission malfunctions.	P →	→			<input type="radio"/>	<input type="radio"/>
4.8	Other emergency procedures as outlined in the appropriate flight manual.	P →	→			<input type="radio"/>	<input type="radio"/>
				Examiners initials when test section completed	<input type="radio"/> Passed	<input type="radio"/> Failed	

Instrument flight procedures (to be performed in IMC or simulated IMC)		PRACTICAL TRAINING		Instructors 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*	→*			<input type="radio"/>	<input type="radio"/>
5.1.1	Simulated engine failure during departure.	P*	→*		M*	<input type="radio"/>	<input type="radio"/>
5.2	Adherence to departure and arrival routes and ATC instructions.	P*	→*		M*	<input type="radio"/>	<input type="radio"/>
5.3	Holding procedures.	P*	→*			<input type="radio"/>	<input type="radio"/>
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="radio"/>	<input type="radio"/>
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 taken into account such limitations (example choose an ILS for 5.4.1 in case of such AFM limitation).	P*	→*		M*	<input type="radio"/>	<input type="radio"/>
5.4.2	Manually, with Flight Director.	P*	→*		M*	<input type="radio"/>	<input type="radio"/>
5.4.3	With coupled autopilot.	P*	→*			<input type="radio"/>	<input type="radio"/>
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*	<input type="radio"/>	<input type="radio"/>
5.5	2D operations down to the minimum descent altitude MDA/H.	P*	→*		M*	<input type="radio"/>	<input type="radio"/>
5.6	Go-around with all engines operating on reaching DA/DH or MDA/MDH.	P*	→*			<input type="radio"/>	<input type="radio"/>
5.6.1	Other missed approach procedures.	P*	→*			<input type="radio"/>	<input type="radio"/>
5.6.2	Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH.	P*	→*		M*	<input type="radio"/>	<input type="radio"/>
5.7	IMC autorotation with power recovery.	P*	→*		M*	<input type="radio"/>	<input type="radio"/>
5.8	Recovery from unusual attitudes.	P*	→*		M*	<input type="radio"/>	<input type="radio"/>
Examiners initials when test section completed					<input type="radio"/> Passed	<input type="radio"/> Failed	

Use of optional equipment		PRACTICAL TRAINING		Instructors initials when training completed	Tested or checked in FSTD or H	Passed	Failed
Section 6		FTD	H				
6	Use of optional equipment.	P →	→			<input type="radio"/>	<input type="radio"/>
Examiners initials when test section completed					<input type="radio"/> Passed	<input type="radio"/> Failed	

7. Details of the flight (To be completed by the examiner)		
Registration of helicopter / FSTD qualification no	Rotor stopped / End of FSTD slot	On ground
Departure aerodrome	Rotor turning / Start of FSTD slot	Take-off
Destination aerodrome	Total block	Total
Helicopter type and variant (i.e. SK92, EC225, AW139, AS350)	Applicant tested as <input type="checkbox"/> PF <input type="checkbox"/> PNF	PIC

8. Remarks (To be completed by the examiner)		
<input type="checkbox"/> De-briefing / taken part of comments above	Date	Signature of applicant

9. Additional information (To be completed by the examiner)

10. Aircraft training (To be completed by the instructor)			
Helicopter training completed date	Hours FSTD: Hours Aircraft:	Aircraft type / variant	Flight time / No of landings
Signature of TRI	Name in capital letters	Licence no	

11. Revalidation of further type(s) (To be completed by the examiner)					
EASA FCL. 740.H (a) / AMC1 FCL.740.H (a)(3).		<input type="checkbox"/> SEP	<input type="checkbox"/> SET < 3175 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

12. 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 completed	Tested or checked in FSTD or H	Passed	Failed	
Section 2		FSTD	H					
2.1	Take-offs (various profiles).	P	→		M	<input type="radio"/>	<input type="radio"/>	
2.6	Autorotative descent.	P	→		M	<input type="radio"/>	<input type="radio"/>	
2.6.1	For single-engine helicopters (SEH) autorotative landing or for multiengine helicopters (MEH) power recovery.	P	→		M	<input type="radio"/>	<input type="radio"/>	
Examiners initials when test section completed					<input type="radio"/>	Passed	<input type="radio"/>	Failed

SINGLE PILOT AND MULTI-ENGINE		PRACTICAL TRAINING		Instructors 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	<input type="radio"/>	<input type="radio"/>	
2.4	Take-off with simulated engine failure shortly before reaching TDP, or DPATO.	P	→		M	<input type="radio"/>	<input type="radio"/>	
2.4.1	Take-off with simulated engine failure shortly after reaching TDP or DPATO.	P	→		M	<input type="radio"/>	<input type="radio"/>	
Examiners initials when test section completed					<input type="radio"/>	Passed	<input type="radio"/>	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).

13. Verification of compliance in accordance with ARA.GEN.315 and AMC1 ARA.GEN.315(a)

- 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.
- 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 which 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	Signature of applicant
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14. 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
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15. Checklist after test (To be completed by examiner)

ATO approved by the Norwegian CAA

Please attach the following documentation to the application:

Copy of course completion certificate

For non-Norwegian examiner licence holders only:

- Copy of examiners certificate documents including copy of the licence
- Copy of the licence of the TRI responsible for the aircraft training
- Copy of temporary type-rating if issued

ATO not approved by the Norwegian CAA

Please attach the following documentation to the application:

Copy of course completion certificate

For non-Norwegian examiner licence holders only:

- Copy of examiners certificate documents including copy of the licence
- Copy of the licence of the TRI responsible for the aircraft training
- Copy of temporary type rating if issued
- Copy of ATO approval certificate
- Copy of FSTD qualification certificate

**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/ or 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/>