

Send to:

postmottak@caa.no (pdf format only)

or

Luftfartstilsynet
Postboks 243
8001 BODØ

Application for validation – Flight Crew License for commercial air transport and other commercial activities

For commercial activities IFR and/or VFR

Personal details of applicant			
Last name		First name(s)	
Address		City and zipcode	
Phone		E-mail	
Date of birth(dd/mm/yyyy)		Place of birth	Nationality
Previous validation by any other EASA member state Yes, country and number: No		Additional information (not mandatory)	
Type of original license ATPL CPL MPL		License category Aeroplane Helicopter	
License number	Valid until (dd/mm/yyyy)	Country of issue	Date of issue (dd/mm/yyyy)
Limitations or endorsements			
License converted from other state Yes No		If converted license, state nationality of original	
Radio telephony rating held English National		ICAO Language proficiency rating – English	
		Date of test (dd/mm/yyyy)	Level Valid until (dd/mm/yyyy)
Details of ICAO medical certificate class 1			
Date of issue (dd/mm/yyyy)	Country of issue		Valid until (dd/mm/yyyy)

I apply for validation of the following ratings stated in my ICAO license (only type/class/IR ratings permitted)			
Rating	Valid until (dd/mm/yyyy)	IR valid until (dd/mm/yyyy)	Function (Copi or Pic)

Requirements for commercial activities according to Regulation Aircrew Annex III – AEROPLANE			
License	Requirement	Privileges	Total experience (hours)
ATPL(A)	> 1500 hours as PIC on multi-pilot aeroplanes	Commercial air transport in multi-pilot aeroplanes as PIC	
ATPL(A) or CPL(A) / IR*	>1500 hours as PIC or CO-pilot on multi-pilot aeroplanes according to operational requirements	Commercial air transport in multi-pilot aeroplanes as co-pilot	
* CPL(A) / IR holders on multi-pilot aeroplanes shall have demonstrated ICAO ATPL(A) level knowledge before acceptance.			
CPL(A) / IR	>1000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in single-pilot aeroplanes as PIC	
CPL(A) / IR	>1000 hours as PIC or as co-pilot in single pilot aeroplanes according to operational requirements	Commercial air transport in single-pilot aeroplanes as co-pilot according to Part- OPS	
ATPL(A), CPL(A) / IR, CPL(A)	>700 hours in aeroplanes other than TMGs, including 200 hours in the activity role for wich acceptance is sought, and 50 hours in that role in the last 12 months	Exercise of privileges in aeroplanes in operations other than commercial air transport	
CPL(A)	>1500 hours as PIC in commercial air transport, including 500 hours in seaplane operations.	Commercial air transport in single-pilot aeroplanes as PIC	
Skill test according to Part-FCL performed		Date of test (dd/mm/yyyy)	Type or class rating
Yes	No		

Requirements for commercial activities according to Regulation Aircrew Annex III – HELICOPTER			
License	Requirement	Privileges	Total experience (hours)
ATPL(H) and a valid IR	> 1000 hours as PIC on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as PIC in VFR and IFR operations	
ATPL(H), without IR privileges	>1000 hours as PIC on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as PIC in VFR operations	
ATPL(H) and a valid IR	>1000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot in VFR and IFR operations	
ATPL(H), without IR	>1000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot in VFR operations	
CPL(H) / IR*	>1000 hours as pilot on multi-pilot helicopters	Commercial air transport in multi-pilot helicopters as co-pilot	
<i>*CPL(H) / IR holders on multi-pilot helicopters shall have demonstrated ICAO ATPL level knowledge before acceptance.</i>			
CPL(H) / IR	>1000 hours as PIC in commercial air transport after gaining an IR rating	Commercial air transport in single-pilot helicopters as PIC	
ATPL(H) with or without IR privileges, CPL(H) /IR, CPL(H)	>700 hours in helicopters other than those certificated under CS-27/29 or equivalent, including 200 hours in the activity role for which acceptance is sought, and 50 hours in that role in the last 12 months	Exercise of privileges in helicopters in operations other than commercial air transport	
Skill test according to Part-FCL performed		Date of test (dd/mm/yyyy)	Type or class rating
Yes	No		

Requirements to be fulfilled for commercial air transport and other commercial activities according to Regulation Aircrew Annex III	Performed date (dd/mm/yyyy)
Demonstrate to the examiner during skill test that he/she has acquired knowledge of Part-OPS and Part-FCL	
Demonstrate that he/she has acquired knowledge of English in accordance with Part-FCL.055	
Hold a valid Class 1 medical certificate, issued in accordance with EASA Part-Medical (Dates to be documented above)	

Documents to be enclosed the application for validation	Enclosed
Copy of English Language proficiency assessment form	
Statement from the examiner that the candidate has demonstrated knowledge of Part-Ops and Part-FCL. The statement shall be written in the remarks section of the skill test form or on a separate document	
Copy of skill test assessment form	
Copy of the flight logbook of flight time for the relevant category, showing that the requirements of flight time according to Part-FCL are fulfilled.	
Copy of passport	
Copy of ICAO license	
Copy of Flight Radiotelephone Operators Certificate (if not integrated in the pilot license)	
Copy of ICAO Medical certificate	
Copy of Part-FCL Medical certificate	

Pilots shall apply for validation:

- to the competent authority of the member state where they reside or are established;
- if not resident in the EU, to the competent authority of the member state where the operator for which they are intending to fly has its principle place of business;
- if neither of the above apply, to the competent authority of the member state where the aircraft on which they intend to fly is registered.

Skill test procedures

- Skill test examiner shall be appointed by CAA-Norway.
- The examiner shall apply to st@caa.no.

I hereby declare that
(a) I do not hold a flight crew license validation issued by another EASA member state at present.
(b) I have not applied for a flight crew license validation in another EASA member state since making this application.
(c) I have never held a flight crew license or medical certificate, issued by another country, which was revoked, restricted or suspended.
(d) I understand that I may be validated for a maximum period of one (1) year, and that this period may only be extended by CAA-Norway when, during the validation period, I have applied for or I am undergoing training for the issuance of a license in accordance with EASA Part-FCL.
(e) I give permission to the CAA-Norway to apply for a written verification of my pilot license and medical certificate from the issuing Authority/Aeromedical Examiner, and to make such enquiries as may be required to establish that any detail submitted by me in this application is correct and true.

Regulatory fees to be charged in accordance with BSL A 1-2, available on www.luftfartstilsynet.no	
By signing this document the applicant declares that all information provided in this form is correct and can be documented.	
Date, place:	Applicants signature:

**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**

In order to process your application we need information about you. Your personal data is required in order to issue Certification of Validation for specific tasks of limited duration to 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 and our data protection officer is Torgeir Øines. E - mail: tor@caa.no.

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