

## How to obtain an operational permit for category B and C airports in Norway

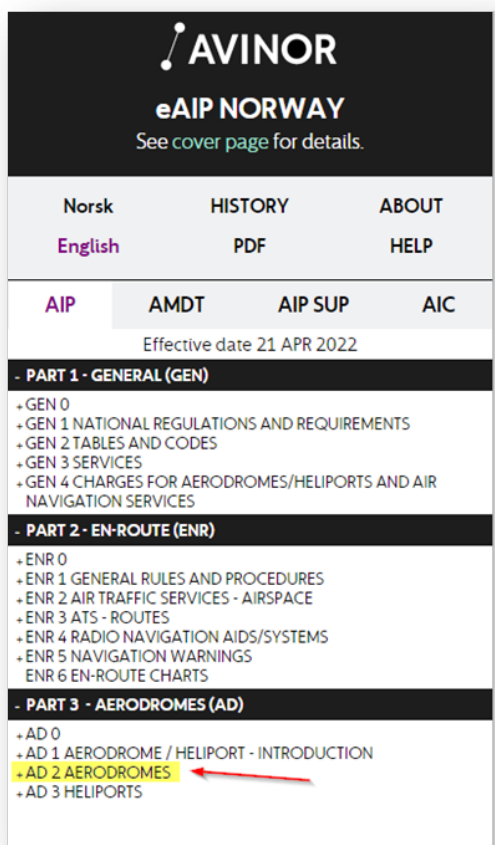
To obtain a so called “Letter of Compliance” to Norwegian airports that have a public classification as either B or C, you will have to send a declaration to CAA-Norway.

The following is an instructional guide created by CAA-Norway:

You will find the individual requirements to the various airports in AIP AD here: [AIP](#)

When you have opened the AIP page, you can switch from Norwegian to English in the menu at the top left. You will be presented with the picture below.

On this page select “AD 2 Aerodromes”, and the menu will expand to show a list of all Norwegian airports:



When you click on an airport in this list, the right pane will fill with text information for that airport. When you scroll down through the text, you will find a section that contains the requirements under the header “**SPECIAL REQUIREMENTS FOR AIRCRAFT OPERATORS...**”.

Here an example from ENEV with the specific requirements highlighted:

### 3 SPECIAL REQUIREMENTS FOR AIRCRAFT OPERATORS PERFORMING COMMERCIAL TRANSPORTATION INTO EVENES AIRPORT

3.1 The aircraft operator shall stipulate special crew qualification requirements (Cat B, REF EASA AMC1 ORO.FC.105).

3.2 The aircraft operator shall stipulate special limitations with regard to upper wind.

3.3 Departure procedures, take-off minima, take-off weight limitations shall be documented.

3.4 The aircraft operator shall document fulfilment of the requirements above to CAA Norway at least 14 days prior to commencing operations. CAA Norway will, after evaluating the documentation and finding it adequate, issue a letter of compliance. A copy of this letter has to be carried by the crew and presented to local airport authorities or representatives of CAA Norway on request.

When you go to our webpage <https://luftfartstilsynet.no/en/> you can click “Forms” in the top menu to get to the page where you can search for specific forms. The form you need to find is called NF-1032:

The screenshot shows a search interface on the website. At the top, the word "Forms" is displayed. Below it is a search bar with the text "nf-1032" entered. To the right of the search bar is a magnifying glass icon. Below the search bar, there is a dropdown menu for "Choose category" with "All categories" selected. Below the search bar, it says "Showing hits 1 to 8 of 63". Below that, the first search result is "Special requirements for B and C aerodromes". Below the search result, there is a brief description: "Special requirements for operators performing commercial air transportation into Norwegian category B and C aerodromes (NF-1032)" and the date "14. Feb 2020 - Pilots (Fixed-wing)". A red arrow points from the search bar to the search result.

The form reflects the requirements for all categorized Norwegian airports, so you should mark “Not Applicable” behind each row that is irrelevant when compared to the requirements listed for that particular airport in AIP AD.

For the rows that are relevant, put a checkmark in the box that corresponds to how you will document compliance. Normally you would attach additional documentation outside of the form itself, such as performance calculations (GMC’s), airport briefings, crew qualification requirements, etc. Name these attachments A, B, C..., and write that reference into form NF-1032 behind the relevant requirement. NF-1032 should be considered “a list of contents” or overview of attachments you send in.

When you have completed the form, mail the form with attachments to [postmottak@caa.no](mailto:postmottak@caa.no) and write “Special requirements for CAT operations to Norwegian B and C aerodromes (NF-1032E) – ENXX, ENXY, ENYY...” in the subject field. The “ENXX...” will be the airport identifier for the airport(s) you declare compliance with. It can be a single or multiple airports, but you need to fill in one separate NF-1032 for each airport. Logic being that various airports have individual requirements; hence you can’t list multiple airports on the same form as their requirements would vary. However, if you apply for more than one *aircraft type*, you can place multiple aircraft types on the *same form* as long as it is to the *same airport*. You would of course have to provide individual information pertaining to each aircraft type (*such as performance, wind limits, etc*).

There is a fee for each airport you apply for. Currently this is NOK 2.750,- but this is reviewed/updated annually.

General explanation of what the requirements in form NF-1032E mean:

1. Requirement (a)

**“Category B - The operator shall develop a crew briefing relevant for the airport”**

- a. This means the operator as a minimum has to create an airport briefing for their crew. This briefing can either be held in a classroom or be a self-briefing. However, the *content* of the briefing is the operator’s responsibility – so even if this is based on self-study, the individual pilots should all receive the same information through an operator-designed briefing. The crewmembers are not supposed to figure out what is special about the airport themselves. When you (the operator) have created such a briefing, we would like a copy of it to verify that all operational aspects are covered. You would therefore make a reference to an attachment that contains that briefing, or a reference to an excerpt of OM-C if you have placed the briefing in OM-C.

2. Requirement (b)

**“Category C - The operator shall develop training syllabus for FSTD and/or briefing for an observer flight”**

- a. This means that the pilot *either* needs simulator training *or* a familiarisation flight with an experienced crew to the airport in question – in *addition* to the airport briefing.  
You should state what type of solution you have selected in an attachment to NF-1032, and if FSTD training is chosen – attach the training objectives.

3. Requirement (c)

**“The operator shall evaluate the need for setting special wind restriction regarding wind measured at the elevated terrain position listed in AIP AD”**

- i. This requirement is listed on a few of our categorised airports. This of course, does not reference wind limits at cruise altitude, IAF or something similarly meaningless. This requirement is only listed for airports that have mountains or troublesome terrain very close to the airport. These terrain features can create severe turbulence or windshear when the wind blows from certain sectors, and/or above a certain threshold. Airports that have such terrain close in, will have separate wind measuring equipment on top of the troublesome mountain/terrain.  
AIP AD will list specifics related to such wind phenomenon under the header “Caution”.

ii. Example:

ENEV is one of these airports, where there's a wind anemometer on top of the mountain "Kvantokollen" north-west of the airfield. This will be clearly stated in the AIP (see screen shots below).

ENEV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED		
NORSK/ENGLISH		
1	Responsible unit	Værvarslings for Nord-Norge / MWO Tromsø TEL (+47) 77 62 13 00
2	Hours of service	H24
3	Office responsible for TAF preparation, Periods of validity	MWO Tromsø, 9 HR
4	Type of landing forecast	NIL
5	Briefing	MWO Tromsø
6	Flight documentation, Language(s) used	Plain language, tabular form, Norwegian/English
7	Charts and other INFO AVBL	REF GEN 3.1 and GEN 3.5
8	Supplementary EQPT AVBL for INFO	WDI at height 1360 FT 1,5 NM W of AD for WS indication <b>REF GEN 3.5</b>
9	ATS units provided with INFO	Evenes TWR
10	Additional INFO	NIL

AIP GEN 3.5:

HARSTAD/NARVIK/ Evenes ENEV	H S	MON-FRI 0350-2350 SAT 0350-1750 SUN 0500-2400	METAR AUTO-METAR SPECI WS RVR	Skålkorsanemometer 70 M W for THR RWY 17. Skålkorsanemometer 140 M NE for THR RWY 35. Ceilometer 100 M W for THR RWY 17. Skyhøydeyskaster 100 M W for midten for RWY. Fjernavlesning av temperatur 100 M W for midten av RWY. Vindmåler 4,5 KM WNW, APRX 1200 FT QFE (Kvantokollen). Cupanemometer 70 M W of THR RWY 17. Cupanemometer 140 M NE of THR RWY 35. Ceilometer 100 M W of THR RWY 17. Ceiling projector 100 M W of middle of RWY. Distant reading thermometer 100 M W of middle of RWY. Windgauge 4,5 KM WNW, APRX 1200 FT QFE (Kvantokollen).
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**6 CAUTION**

6.1 Wind shear/turbulence may occur on approach to RWY 17.

Moderate, occasionally severe turbulence may occur on final RWY 17 with wind SW-W 20 KT or more.

Severe turbulence may occur on final RWY 17 when wind at 1400 FT (Kvantokollen 2.4 NM NW of AD) is 40 KT or more.

6.2 Turbulence warning available on [www.ippc.no](http://www.ippc.no) via menu:  
Briefings / Wind & Turbulence / EVENES (ENEV)

4. Requirement (d)

**"The operator shall evaluate the need for setting special x-wind and/or tail-wind limits based on AIP specified runway/strip/ RESA conditions"**

- a. This requirement may be relevant if the runway is narrow, has a bad surface (cracked/bumpy/slippy) or the surrounding clear areas are uneven, etc. The

operator should then *evaluate* if there's a need for restrictions in x-wind (below normal AFM limits) for that particular airport, taking into account aircraft type/size and pilot experience at the airport.

5. Requirement (e)

**“The operator shall evaluate the need for setting a restrictive lower limit for runway status (RWYCC) based on AIP specified runway/strip/ RESA conditions”**

- a. This is similar to the above, and can be caused by similar factors like non-standard width of the runway, a short runway, marginal clear areas, etc. The operator, taking into account crew experience and aircraft type, should *evaluate* the need for setting a lower minimum braking action (RWYCC).

6. Requirement (f)

**“The operator shall document custom engine failure procedures, takeoff and landing mass calculations including contaminated runway conditions according to GRF standards (ref. AMC1 CAT.OP.MPA.303(e))”**

- a. As operators needs to develop their own contingency procedures (engine failure on take-off procedures) due to variations in performance from aircraft to aircraft, we need to evaluate the procedures made. Mass limitations are valid if the runway is short, if the surrounding terrain creates climb-out problems either during normal or all-engine climb-out, or climb out after an engine failure. This becomes even more critical when runways are contaminated. Remember that the GRF standards are not only a new reporting format, but also requires updated performance data compliant with the new regulatory requirements and CS-definitions.

The main point is that you need *only* document compliance with the instructions listed in AIP AD for the actual airport you are visiting, not *all* the requirements listed on form NF-1032E. And then again, document adherence/compliance with the *actual* operational challenges that exists and are listed in AIP AD.

You should always include the airport briefing for categorised airports.