



Send to:
postmottak@caa.no or
Civil Aviation Authority
P.O.Box 243
NO-8001 BODØ
Norway

Approved application and report form for the CPL(H) Skill test,
according to EASA Part FCL Appendix 4

Commercial Pilot Licence Helicopter CPL(H)

1.

LICENCE ENDORSEMENT (Type):	
CPL Modular course*:	CPL Integrated course*: <input type="checkbox"/>
ATP Modular course:	ATP Integrated course: <input type="checkbox"/>
	CPL/IR Integrated course: <input type="checkbox"/>
	ATP/IR Integrated course: <input type="checkbox"/>
Total flight time:	Date of test:

*Please refer to guide item 10 and 11 on this form

TO BE
COMPLETED
BY
APPLICANT

2.

Personal identification number / licence number		State/country of issue	
Last name		First and middle name	
Address		Postal code and city	
Country		Phone number	
Place of birth		E-mail:	
Place	Date	Signature of applicant	E-mail

TO BE
COMPLETED
BY ATO

3.

I hereby confirm that the candidate has completed and passed all relevant training and is ready for the skill test for CPL(H), and that all relevant documentation is attached	
Name of ATO	
Signature Head of Training	Name in capital letters

RESULT OF THE TEST:

TO BE
COMPLETED
BY EXAMINER

4.

Section 1 <input type="checkbox"/> Passed <input type="checkbox"/> Failed	Section 2 <input type="checkbox"/> Passed <input type="checkbox"/> Failed	Section 3 <input type="checkbox"/> Passed <input type="checkbox"/> Failed	Section 4 <input type="checkbox"/> Passed <input type="checkbox"/> Failed	Section 5 <input type="checkbox"/> Passed <input type="checkbox"/> Failed	Section 6 <input type="checkbox"/> Passed <input type="checkbox"/> Failed
FINAL RESULT		<input type="checkbox"/> Passed	<input type="checkbox"/> Partial Pass	<input type="checkbox"/> Failed	

5.

Temporary Permission to act as Pilot issued, valid (8 weeks from issue date) until: _____

Temporary Permission to act as Pilot not Issued

Place and date: _____ Examiner authorisation number: _____

Signature of examiner: _____ Name in capitals: _____

6.

SECTION 1 PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES

		Passed	Failed
a	Helicopter knowledge (e.g. technical log, fuel, mass and balance, performance), flight planning, documentation, NOTAMS, weather	<input type="checkbox"/>	<input type="checkbox"/>
b	Pre-flight inspection/action, location of parts and purpose	<input type="checkbox"/>	<input type="checkbox"/>
c	Cockpit inspection, starting procedure	<input type="checkbox"/>	<input type="checkbox"/>
d	Communication and navigation equipment checks, selecting and setting frequencies	<input type="checkbox"/>	<input type="checkbox"/>
e	Pre-take-off procedure, R/T procedure, ATC liaison-compliance	<input type="checkbox"/>	<input type="checkbox"/>
f	Parking, shutdown and post-flight procedure	<input type="checkbox"/>	<input type="checkbox"/>

Examiners initials when test-section completed Passed Failed

SECTION 2 HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS

		Passed	Failed
a	Take-off and landing (lift-off and touch down)	<input type="checkbox"/>	<input type="checkbox"/>
b	Taxi, hover taxi	<input type="checkbox"/>	<input type="checkbox"/>
c	Stationary hover with head/cross/tail wind	<input type="checkbox"/>	<input type="checkbox"/>
d	Stationary hover turns, 360° left and right (spot turns)	<input type="checkbox"/>	<input type="checkbox"/>
e	Forward, sideways and backwards hover manoeuvring	<input type="checkbox"/>	<input type="checkbox"/>
f	Simulated engine failure from the hover	<input type="checkbox"/>	<input type="checkbox"/>
g	Quick stops into and downwind	<input type="checkbox"/>	<input type="checkbox"/>
h	Sloping ground/unprepared sites landings and take-offs	<input type="checkbox"/>	<input type="checkbox"/>
i	Take-offs (various profiles)	<input type="checkbox"/>	<input type="checkbox"/>
j	Crosswind, downwind take-off (if practicable)	<input type="checkbox"/>	<input type="checkbox"/>
k	Take-off at maximum take-off mass (actual or simulated)	<input type="checkbox"/>	<input type="checkbox"/>
l	Approaches (various profiles)	<input type="checkbox"/>	<input type="checkbox"/>
m	Limited power take-off and landing	<input type="checkbox"/>	<input type="checkbox"/>
n	Autorotations (FE to select two items from - Basic, range, low speed, and 360° turns)	<input type="checkbox"/>	<input type="checkbox"/>
o	Autorotative landing	<input type="checkbox"/>	<input type="checkbox"/>
p	Practice forced landing with power recovery	<input type="checkbox"/>	<input type="checkbox"/>
q	Power checks, reconnaissance technique, approach and departure technique	<input type="checkbox"/>	<input type="checkbox"/>

Examiners initials when test-section completed Passed Failed

SECTION 3 NAVIGATION - EN-ROUTE PROCEDURES

		Passed	Failed
a	Navigation and orientation at various altitudes/heights, map reading	<input type="checkbox"/>	<input type="checkbox"/>
b	Altitude/height, speed, heading control, observation of airspace, altimeter setting	<input type="checkbox"/>	<input type="checkbox"/>
c	Monitoring of flight progress, flight-log, fuel usage, endurance, ETA, assessment of track error and re-establishment of correct track, instrument monitoring	<input type="checkbox"/>	<input type="checkbox"/>
d	Observation of weather conditions, diversion planning	<input type="checkbox"/>	<input type="checkbox"/>
e	Tracking, positioning (NDB and/or VOR), identification of facilities	<input type="checkbox"/>	<input type="checkbox"/>
f	ATC liaison and observance of regulations, etc.	<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test-section completed <input type="checkbox"/> Passed <input type="checkbox"/> Failed.	

SECTION 4 FLIGHT PROCEDURES AND MANOEUVRES BY SOLE REFERENCE TO INSTRUMENTS

		Passed	Failed
a	Level flight, control of heading, altitude/height and speed	<input type="checkbox"/>	<input type="checkbox"/>
b	Rate 1 level turns onto specified headings, 180° to 360° left and right	<input type="checkbox"/>	<input type="checkbox"/>
c	Climbing and descending, including turns at rate 1 onto specified headings	<input type="checkbox"/>	<input type="checkbox"/>
d	Recovery from unusual attitudes	<input type="checkbox"/>	<input type="checkbox"/>
e	Turns with 30° bank, turning up to 90° left and right	<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test-section completed <input type="checkbox"/> Passed <input type="checkbox"/> Failed.	

SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)

		Passed	Failed
Note 1: Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including a single-engine approach and landing, shall be included in the test.			
Note 2: The FE shall select 4 items from the following:			
a	Engine malfunctions, including governor failure, carburetor/engine icing, oil systems, as appropriate	<input type="checkbox"/>	<input type="checkbox"/>
b	Fuel system malfunction	<input type="checkbox"/>	<input type="checkbox"/>
c	Electrical system malfunction	<input type="checkbox"/>	<input type="checkbox"/>
d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable	<input type="checkbox"/>	<input type="checkbox"/>
e	Main rotor and/or anti-torque system malfunctions (flight simulator or discussion only)	<input type="checkbox"/>	<input type="checkbox"/>
f	Fire drills, including smoke control and removal, as applicable	<input type="checkbox"/>	<input type="checkbox"/>
g	Other abnormal and emergency procedures as outlined in appropriate flight manual, including for multi-engine helicopters: Simulated engine failure at take-off: - rejected take-off at or before TDP or safe forced landing at or before DPATO, shortly after TDP or DPATO Landing with simulated engine failure: - landing or go-around following engine failure before LDP or DPBL, - following engine failure after LDP or safe forced landing after DPBL.	<input type="checkbox"/>	<input type="checkbox"/>
		Examiners initials when test-section completed <input type="checkbox"/> Passed <input type="checkbox"/> Failed.	

7.

A/C reg.	FFS reg.	Type of helicopter	Block on	On ground
Departure aerodrome		Destination aerodrome	Block off	Take-off
Name of PIC during test			Total block	Total

8.

Remarks		
De-briefing/Taken part of comments above	Date	Signature of applicant

Verification of compliance according to 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 the above details given and on additional pages are true and correct. I am aware of that any incorrect information could disqualify me as an applicant from being granted a personnel licence, certificate, rating, authorisation or attestation.

Date:	Place:	Signature of applicant:
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9.

*The test and check forms used by a Non-Norwegian examiner who have been certified by another competent authority shall have the following declaration attached.
FCL.1030(b)(3)(iv) from 03 April 2014*

Declaration of National procedure and requirements for Non-Norwegian Examiners

I hereby declare that I, <i>[name examiner]</i> , have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in version <i>[insert document version, i.e. 01-2014]</i> of the Examiner Differences Document.	
Date	Signature

The following items shall be completed by the ATO and checked by the examiner prior to conducting the CPL(H) skill test after CPL integrated course

- Pilot logbook is checked, all flight time is correct
 Final test at ATO completed and passed

Summary of conditions and flying experience before CPL(H) skill test

a) Applicant's minimum age: (MIN 18 years) years: _____

b) Medical class 1 (acc. Part-MED) valid until: _____

c) Theoretical examination passed CPL(H) or ATPL(H) date: _____

d) Crediting of flight time according to Part FCL Appendix 3 J 3

if night rating is not held (MAX 40 HRS) hours: _____

if night rating is held (MAX 50 HRS) hours: _____

e) Total flying training including sim (MIN 135 HRS) hours: _____

of which instrument ground time (MAX 5 HRS) hours: _____

f) Dual instruction (MIN 85 HRS) hours: _____

visual instruction (MAX 75 HRS) hours: _____

may include

30 hours in FFS level C/D, or

25 hours in FTD 2, 3, or

20 hours in FNPT II/III, or

20 hours in aeroplane or TMG

g) PIC (MIN 50 HRS) hours: _____

of which

SPIC (MAX 35 HRS) hours: _____

solo flight time (MIN 14 HRS day and 1 HR night) hours: _____

h) Cross country dual (MIN 10 HRS) hours: _____

i) Cross country PIC (MIN 10 HRS) hours: _____

of which one VFR cross country flight of at least 100 NM total distance

Leg 1 DEP: _____ DEST: _____ NM: _____

Leg 2 DEP: _____ DEST: _____ NM: _____

Leg 3 DEP: _____ DEST: _____ NM: _____

total (MIN 185 KM/100 NM great circle distance) NM: _____

j) night flight (MIN 5 HRS) hours: _____

k) instrument instruction (MAX 10 HRS) hours: _____

may include 5 hours in FNPT I or aeroplane hours: _____

at least 5 hours in helicopter hours: _____

The following items shall be completed by the ATO and checked by the examiner prior to conducting the CPL(H) skill test after CPL modular course

- Pilot logbook is checked, all flight time is correct
 Final test at ATO completed and passed

Prerequisites to commence training

- a) holds a PPL(H) issued date: _____
- b) have completed 155 hours flight time in helicopters hours: _____
including 50 hours as PIC hours: _____
of which 10 hours shall be cross country hours: _____
- c) Complies with the prerequisites for multi-engine helicopter according to subpart H YES or NO

Flying training

- a) Total dual flying training (MIN 30 HRS) hours: _____
of which
-visual instruction (MIN 20 HRS) hours: _____
may include time in helicopter FSTD (MAX 5 HRS) hours: _____
-if applicant does not hold an IR(H),
instrument instruction (MIN 10 HRS) hours: _____
which may include instrument ground time
in helicopter FSTD or aeroplane (MAX 5 HRS) hours: _____
-if applicant holds an IR(H),
full credit towards instrument instruction is given
-if applicant holds an IR(A), hours: _____
instrument instruction in helicopter (MIN 5 HRS) hours: _____
instrument ground time (MAX 5 HRS) hours: _____
- b) if applicant does not hold a helicopter night rating,
additional night flight instruction (MIN 5 HRS) hours: _____

Summary of conditions and flying experience before CPL(H) skill test

- a) applicant's minimum age: (MIN 18 years) years: _____
- b) medical class 1 (acc. Part-MED) valid until: _____
- c) theoretical examination passed CPL(H) or ATPL(H) date: _____
- d) total time (MIN 185 HRS) hours: _____
including PIC (MIN 50 HRS) hours: _____
of which
cross country PIC (MIN 10 HRS) hours: _____
including one VFR cross country flight of at least 100 NM total distance
Leg 1 DEP: _____ DEST: _____ NM: _____
Leg 2 DEP: _____ DEST: _____ NM: _____
Leg 3 DEP: _____ DEST: _____ NM: _____
total (MIN 185 KM/100 NM great circle distance) NM: _____
- e) Crediting of flight time according to Part FCL Appendix 3 K 11 hours: _____
(please specify basis for credit _____)

After skill test

Please enclose the following with your application:

- Copy of passport, birth certificate or national identity card
- Copy of theoretical examination results (not applicable for examinations provided by Norwegian CAA)
- Copy of medical certificate
- Copy of Language proficiency form NF-1071(if applicable)
- Copy of Temporary permission to act as pilot NF-1094 (if applicable)
- Copy of Temporary Language Proficiency Rating (if applicable)

**Please note that failure to submit all required documentation
may result in the return of your application**

Guidance to complete the skill test form

1. License endorsement: enter type of helicopter used for the skill test.
Check relevant box to indicate which course has been completed.
Total flight time is the grand total of all flight time in helicopters. Do not include other categories or instrument ground time (flight simulator). This will be reflected in item 10 or 11 which will be completed by the ATO.
Date of test.
 2. Enter personal information.
If the applicant is holder of a license, State of issue reflects which country has issued this.
Enter postal code AND city.
Place, date AND signature.
Place of birth (city and country) and nationality.
 3. Head of training confirms that the candidate fulfills all authority requirements.
 4. Result of each section and final result of the test. If a section is not applicable, leave open.
 5. Temporary permission to act as pilot (TPTAAP) may be issued if the examiner concludes that all conditions for license issue has been met. The TPTAAP is valid 8 weeks from date of issue. If TPTAAP is not issued, the candidate must await licence issue from CAA Norway.
 6. Each section of the skill test form shall be completed during the skill test.
 7. Registration of aircraft and/or FFS (full flight simulator).
Type of helicopter (i.e. R44, AS355).
Time.
Route.
PIC during test.
 8. Any remarks to the test may be entered in this section.
The candidate shall read and sign the verification.
 9. If the skill test is completed by a non-Norwegian examiner, this section shall be completed by the examiner.
 10. This part of the form reflects the authority requirements for the CPL modular course according to Part-FCL Appendix 3.
 11. This part of the form reflects the authority requirements for the CPL integrated course according to Part-FCL Appendix 3.
- *10 and 11: These sections reflects the most common training courses for the issue of a CPL(H) in Norway. If a candidate has completed another course of training that is not reflected on this form the ATO shall attach a Course Completion Certificate that states which course has been completed and lists all required items of Part-FCL Appendix 3. Please refer to Part-FCL Appendix 3 for the requirements.
- If applicant completes a combined skill test (e.g. CPL/IR), both CPL(H) and IR(H) skill test forms shall be completed.

In order to process your application we need information about you. Your personal data is required in order to issue Commercial Pilot Licence Helicopter (CPL(H)) 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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