



Send to:  
[postmottak@caa.no](mailto:postmottak@caa.no) (PDF only) or  
CAA Norway  
P.O.Box 243  
N-8001 BODØ  
Norway

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

## Commercial Pilot Licence Aeroplane CPL(A)

1.

LICENCE ENDORSEMENT (Class or type):	
CPL Modular course*.	CPL Integrated course*. CPL/IR Integrated course. ATP Integrated course.*
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		Nationality	
Place	Date	Signature of applicant	E-mail

TO BE  
COMPLETED  
BY ATO

3.

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

TO BE  
COMPLETED  
BY THE  
EXAMINER

4.

**RESULT OF THE TEST:**

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
<b>FINAL RESULT</b>		<input type="checkbox"/> <b>Passed</b>	<input type="checkbox"/> <b>Partial Pass</b>	<input type="checkbox"/> <b>Failed</b>	

5.

<input type="checkbox"/> Temporary Permission to act as Pilot issued, valid (8 weeks from issue date) until: _____
<input type="checkbox"/> 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 OPERATIONS AND DEPARTURE**

		Passed	Failed
a	Pre-flight, including: Flight planning, Documentation, Mass and balance determination, Weather brief, NOTAMS	<input type="checkbox"/>	<input type="checkbox"/>
b	Aeroplane inspection and servicing	<input type="checkbox"/>	<input type="checkbox"/>
c	Taxiing and take-off	<input type="checkbox"/>	<input type="checkbox"/>
d	Performance considerations and trim	<input type="checkbox"/>	<input type="checkbox"/>
e	Aerodrome and traffic pattern operations	<input type="checkbox"/>	<input type="checkbox"/>
f	Departure procedure, altimeter setting, collision avoidance (lookout)	<input type="checkbox"/>	<input type="checkbox"/>
g	ATC liaison – compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>

Examiners initials when test-section completed .....  Passed  Failed

**SECTION 2 GENERAL AIRWORK**

		Passed	Failed
a	Control of the aeroplane by external visual reference, including straight and level, climb, descent, lookout	<input type="checkbox"/>	<input type="checkbox"/>
b	Flight at critically low airspeeds including recognition of and recovery from incipient and full stalls	<input type="checkbox"/>	<input type="checkbox"/>
c	Turns, including turns in landing configuration. Steep turns 45°	<input type="checkbox"/>	<input type="checkbox"/>
d	Flight at critically high airspeeds, including recognition of and recovery from spiral dives	<input type="checkbox"/>	<input type="checkbox"/>
e	Flight by reference solely to instruments, including: (i) Level flight, cruise configuration, control of heading, altitude and airspeed (ii) Climbing and descending turns with 10°– 30° bank (iii) Recoveries from unusual attitudes (iv) Limited panel instruments	<input type="checkbox"/>	<input type="checkbox"/>
f	ATC liaison – compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>

Examiners initials when test-section completed .....  Passed  Failed

**SECTION 3 EN-ROUTE PROCEDURES**

		Passed	Failed
a	Control of aeroplane by external visual reference, including cruise configuration. Range/Endurance considerations.	<input type="checkbox"/>	<input type="checkbox"/>
b	Orientation, map reading	<input type="checkbox"/>	<input type="checkbox"/>
c	Altitude, speed, heading control, lookout	<input type="checkbox"/>	<input type="checkbox"/>
d	Altimeter setting. ATC liaison – compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>
e	Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking	<input type="checkbox"/>	<input type="checkbox"/>
f	Observation of weather conditions, assessment of trends, diversion planning	<input type="checkbox"/>	<input type="checkbox"/>
g	Tracking, positioning (NDB or VOR), identification of facilities (instrument flight). Implementation of diversion plan to alternate aerodrome (visual flight)	<input type="checkbox"/>	<input type="checkbox"/>

Examiners initials when test-section completed .....  Passed  Failed

**SECTION 4 APPROACH AND LANDING PROCEDURES****Passed Failed**

a	Arrival procedures, altimeter setting, checks, lookout	<input type="checkbox"/>	<input type="checkbox"/>
b	ATC liaison - compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>
c	Go-around action from low height	<input type="checkbox"/>	<input type="checkbox"/>
d	Normal landing, crosswind landing (if suitable conditions)	<input type="checkbox"/>	<input type="checkbox"/>
e	Short field landing	<input type="checkbox"/>	<input type="checkbox"/>
f	Approach and landing with idle power (single-engine only)	<input type="checkbox"/>	<input type="checkbox"/>
g	Landing without use of flaps	<input type="checkbox"/>	<input type="checkbox"/>
h	Post-flight actions	<input type="checkbox"/>	<input type="checkbox"/>

Examiners initials when  
test-section completed .....  Passed  Failed.

**SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES****Passed Failed***This section may be combined with sections 1 through 4*

a	Simulated engine failure after take-off (at a safe altitude), fire drill	<input type="checkbox"/>	<input type="checkbox"/>
b	Equipment malfunctions Including alternative landing gear extension, electrical and brake failure	<input type="checkbox"/>	<input type="checkbox"/>
c	Forced landing (simulated)	<input type="checkbox"/>	<input type="checkbox"/>
d	ATC liaison - compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>
e	Oral questions	<input type="checkbox"/>	<input type="checkbox"/>

Examiners initials when  
test-section completed .....  Passed  Failed.

**SECTION 6 SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS OR TYPE ITEMS****Passed Failed***This section may be combined with sections 1 through 5.*

a	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS)	<input type="checkbox"/>	<input type="checkbox"/>
b	Asymmetric approach and go-around	<input type="checkbox"/>	<input type="checkbox"/>
c	Asymmetric approach and full stop landing	<input type="checkbox"/>	<input type="checkbox"/>
d	Engine shutdown and restart	<input type="checkbox"/>	<input type="checkbox"/>
e	ATC liaison – compliance, R/T procedures, Airmanship	<input type="checkbox"/>	<input type="checkbox"/>
f	As determined by the FE – any relevant items of the class or type rating skill test to include, if applicable: (i) Aeroplane systems including handling of autopilot (ii) Operation of pressurisation system (iii) Use of de-icing and anti-icing system	<input type="checkbox"/>	<input type="checkbox"/>
g	Oral questions	<input type="checkbox"/>	<input type="checkbox"/>

Examiners initials when  
test-section completed .....  Passed  Failed.

7.

A/C reg	FFS reg.	Class or type of aeroplane	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	Signature of applicant
<p><b>Verification of compliance according to ARA.GEN.315 and AMC1 ARA.GEN.315(a) and (c)</b></p> <p>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;</p> <p>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;</p> <p>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.</p> <p>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.</p>	
Date:	Place:
Signature of applicant:.....	

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, <span style="float: right;"><i>[name examiner]</i></span> , have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in version <span style="float: right;"><i>[insert document version, i.e. 01-2014]</i></span> of the Examiner Differences Document.	
Date	Signature

10.

**The following items shall be completed by the ATO and checked by the examiner prior to conducting the CPL(A) 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(A) issued date: \_\_\_\_\_
- b) have completed 150 hours flight time hours: \_\_\_\_\_
- c) Complies with the prerequisites for multi-engine aeroplane according to subpart H  YES or  NO

Summary of conditions and flying experience before CPL(A) 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(A) or  ATPL(A) date: \_\_\_\_\_
- d) Total flying training
  - if applicant does **NOT** hold an IR (MIN 25 HRS) hours: \_\_\_\_\_
  - including instrument instruction (MIN 10 HRS) hours: \_\_\_\_\_
  - of which instrument ground time
  - in BITD, FNPT I/II, FTD or FFS (MAX 5 HRS) hours: \_\_\_\_\_
  - if applicant holds an IR (MIN 15 HRS) hours: \_\_\_\_\_
  - credit given for prior IR experience (MAX 10 HRS) hours: \_\_\_\_\_
  - (please specify basis for credit \_\_\_\_\_)
- e) PIC (MIN 100 HRS) hours: \_\_\_\_\_
- f) Crediting of PIC time in other categories hours: \_\_\_\_\_
- (please specify basis for credit \_\_\_\_\_)
- g) Cross country PIC (MIN 20 HRS) hours: \_\_\_\_\_
- of which one VFR cross country flight of at least 300 NM total distance
  - Leg 1 DEP: \_\_\_\_\_ DEST: \_\_\_\_\_ NM: \_\_\_\_\_
  - Leg 2 DEP: \_\_\_\_\_ DEST: \_\_\_\_\_ NM: \_\_\_\_\_
  - Leg 3 DEP: \_\_\_\_\_ DEST: \_\_\_\_\_ NM: \_\_\_\_\_
- total (MIN 540 KM/300 NM great circle distance) NM: \_\_\_\_\_
- h) flight time in multi-engine aeroplane (MIN 6 HRS) hours: \_\_\_\_\_
- i) Minimum required flight time before skill test 200 hours hours: \_\_\_\_\_

11.

**The following items shall be completed by the ATO and checked by the examiner prior to conducting the CPL(A) skill test after ATP 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(A) 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(A) or  ATPL(A) date: \_\_\_\_\_

d) Crediting of flight time according to Part FCL Appendix 3 A 3  
if night rating is not held (MAX 40 HRS) hours: \_\_\_\_\_

if night rating is held (MAX 45 HRS) hours: \_\_\_\_\_

e) Total flying training including FSTD (MIN 195 HRS) hours: \_\_\_\_\_

f) Dual instruction (MIN 95 HRS) hours: \_\_\_\_\_

of which time in FSTD (MAX 55 HRS) hours: \_\_\_\_\_

g) PIC (MIN 70 HRS) hours: \_\_\_\_\_

of which IFR SPIC (MAX 20 HRS counted towards 70 hrs PIC) hours: \_\_\_\_\_

h) Cross country PIC (MIN 50 HRS) hours: \_\_\_\_\_

of which one VFR cross country flight of at least 300 NM total distance

Leg 1 DEP: \_\_\_\_\_ DEST: \_\_\_\_\_ NM: \_\_\_\_\_

Leg 2 DEP: \_\_\_\_\_ DEST: \_\_\_\_\_ NM: \_\_\_\_\_

Leg 3 DEP: \_\_\_\_\_ DEST: \_\_\_\_\_ NM: \_\_\_\_\_

total (MIN 540 KM/300 NM great circle distance) NM: \_\_\_\_\_

i) night flight (MIN 5 HRS) hours: \_\_\_\_\_

j) instrument flight time (MIN 115 HRS) hours: \_\_\_\_\_

of which

IFR SPIC (MIN 20 HRS) hours: \_\_\_\_\_

MCC (MIN 15 HRS) hours: \_\_\_\_\_

dual instruction (MIN 50 HRS) hours: \_\_\_\_\_

of which

instrument ground time in FNPT I (MAX 25 HRS), or hours: \_\_\_\_\_

instrument ground time in FNPT II, FTD 2 or FFS (MAX 40 HRS) hours: \_\_\_\_\_

of which MAX 10 HRS may be conducted in FNPT I hours: \_\_\_\_\_

k) flight time in A/C with variable pitch propeller  
and retractable landing gear (MIN 5 HRS) hours: \_\_\_\_\_

**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 class or type rating 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 aeroplanes. 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.  
Type (i.e. B200) or class of aircraft (i.e. MEP(land), not PA-34)  
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 ATP 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(A) 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(A) and IR(A) 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 Private Pilot Licence Helicopter (PPL(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. Contact our general protection officer at e-mail: [personvernombud@caa.no](mailto: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 police here.