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or
Luftfartstilsynet
Postboks 243
8001 Bodø
NORGE

APPROVED APPLICATION AND REPORT FORM FOR THE CPL(A) SKILL
TEST, ACCORDING TO EASA PART FCL APPENDIX 4

Application for Commercial Pilot Licence Aeroplane – CPL(A)

1	Type of test and license (To be completed by the examiner)			
Course attended:	☐ ATP Integrated	☐ CPL/IR Integrated	☐ CPL Integrated	☐ CPL Modular
Third country:	☐ CPL crediting third country (see point 13 for required documentation)		State of issue:	
Licence endorsement (class or type):		Date of test (dd.mm.yyyy):		Total flight time:

2	Applicant information (To be completed by applicant)		
Licence number:		Date of birth (dd.mm.yyyy):	State of issue:
Last name:		First name(s):	
Address:		Postal code:	City:
Telephone number:		E-mail:	

3	Payment (To be completed by the applicant)
The application is subject to a charge in accordance with BSL A 1-2 "Forskrift om gebyr til Luftfartstilsynet (Gebyrforskriften)".	
☐ Invoice payment by applicant ☐ Invoice payment by company	
Company name (Norwegian registered only):	

4	Confirmation from ATO (To be completed by the ATO)	
Name of ATO:		ATO-number:
☐ 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.		
Signature of Head of training:		Name in capital letters.

5 The following items shall be completed by the ATO and checked by the examiner		
☐ Pilot logbook is checked, all flight time is correct		
☐ Final test at ATO completed and passed		
ATP Integrated course		Course period from (dd.mm.yyyy): From: To:
a)	Applicant's age (min 18 years)	Years:
b)	Medical certificate class 1 acc. Part-MED.A.030	Valid until:
c)	Theoretical examination passed: ☐ ATP Integrated ☐ CPL/IR Integrated ☐ CPL Integrated ☐ CPL Modular	Passed date:
d)	Language proficiency English min level 4 (if applicable)	Completed date:
e)	Night qualification	Completed date:
f)	Advance UPRT course completed	Completed date:

Practical training during course						
General	Student time (hours)		Min (≥) and max (≤) times during course according to			
			ATP Integrated	CPL/IR Integrated	CPL Integrated	CPL Modular
Total training time during course			≥195h ¹	≥180h	≥150h	≥25h/15h ²
Total flight time			≥140h	≥140h	≥145h	≥200h ³
Total time in FSTD			≤55h ¹	≤40h	≤5h	≤5h
Dual flight time/dual ground time	Flight:	Ground:	≥95h ¹ max 55h ground	≥80h max 40h ground	≥80h max 5h ground	≥25h/15h ²
PIC/SPIC	PIC:	SPIC:	≥70h max 55h SPIC	≥70h	≥70h	≥100h
Cross Country PIC/SPIC			≥50h	≥50h	≥20h	≥20h
VFR Cross Country PIC (min 540 km / 300 nm great circle distance)	Date:		Route : 1 DEP DEST: NM: 2 DEP DEST: NM: 3 DEP DEST: NM:			
Instrument time			≥115h ¹	≥100h	≥10h	≥10h
Night			≥5h	≥5h	≥5h	≥5h

Aircraft with ≥4 seats, variable pitch propeller and retractable gear		≥5h	≥5h	≥5h	≥5h
Flight time in multi-engine aeroplane (min 6 h) Only in case a multi engine aircraft is used for the skill test.		N/A	N/A	N/A	≥6h
¹ Reduced with planned MCC time, max 40 h FNPTII/FFS. No certificate will be issued before Course Completion Certificate of MCC completion is received. ² 15h if applicant holds a valid IR(A), or a Course Completion Certificate of the Basic Instrument Flight Module. ³ 5h of the 200 h may be instrument ground time in a FNPT I, FNPT II or FFS.					

6 Details of the flight (To be completed by the examiner)			
Aircraft registration:	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:

7 Result of the test (To be completed by the examiner)					
Section 1 ☐ Passed ☐ Failed	Section 2 ☐ Passed ☐ Failed	Section 3 ☐ Passed ☐ Failed	Section 4 ☐ Passed ☐ Failed	Section 5 ☐ Passed ☐ Failed	Section 6 ☐ Passed ☐ Failed
Final result:		☐ Passed ☐ Partial Pass ☐ Failed			
☐ Temporary permission to act as pilot issued, valid (8 weeks from date of test) until: _____ ☐ Temporary rating not issued					
☐ All prerequisites checked and confirmed		Date:		Examiner certificate no:	
Signature of examiner:			Name (examiner) in capital letters:		

8 Test (To be completed by examiner)
Items in Section 2(c) and (e) (iv), Section 3 (g), and the whole of Sections 5 and 6 may be performed in an FNPT II or an FFS. The examiner may decide not to perform items in Section 6 (d).

PRE-FLIGHT OPERATIONS AND DEPARTURE		Passed	Failed
Section 1			
1.a	Pre-flight including: Flight planning, documentation, mass and balance determination, weather brief, NOTAMS	☐	☐
1.b	Aeroplane inspection and servicing	☐	☐

1.c	Taxiing and take-off	☐	☐
1.d	Performance considerations and trim	☐	☐
1.e	Aerodrome and traffic pattern operations	☐	☐
1.f	Departure procedure, altimeter setting, collision avoidance (lookout)	☐	☐
1.g	ATC liaison - compliance and R/T procedures	☐	☐
		Examiners initials when test section completed ☐ Passed ☐ Failed	

GENERAL AIRWORK		Passed	Failed
Section 2			
2.a	Control of the aeroplane by external visual reference, including straight and level, climb, descent, lookout	☐	☐
2.b	Flight at critically low airspeeds, including recognition of and recovery from incipient and full stalls	☐	☐
2.c	Turns, including turns in landing configuration. Steep turns 45°	☐	☐
2.d	Flight at critically high airspeeds, including recognition of and recovery from spiral dives	☐	☐
2.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	☐	☐
2.f	ATC liaison – compliance and R/T procedures	☐	☐
		Examiners initials when test section completed ☐ Passed ☐ Failed	

EN-ROUTE PROCEDURES		Passed	Failed
Section 3			
3.a	Control of aeroplane by external visual reference, including cruise configuration Range/Endurance considerations	☐	☐
3.b	Orientation, map reading	☐	☐
3.c	Altitude, speed, heading control, lookout	☐	☐
3.d	Altimeter setting. ATC liaison – compliance, R/T procedures	☐	☐
3.e	Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracing	☐	☐

3.f	Observation of weather conditions, assessment of trends, diversion planning	☐	☐
3.g	Tracking, positioning (NDB, VOR, or track between waypoints), identification of facilities (instrument flight)	☐	☐
3.h	Implementation of diversion plan to alternate aerodrome (visual flight)	☐	☐

Examiners initials when test section completed ☐ Passed ☐ Failed

APPROACH AND LANDING PROCEDURES		Passed	Failed
Section 4			
4.a	Arrival procedures, altimeter setting, checks, lookout	☐	☐
4.b	ATC liaison – compliance, R/T procedures	☐	☐
4.c	Go-around action from low height	☐	☐
4.d	Normal landing, crosswind landing (if suitable conditions)	☐	☐
4.e	Short field landing	☐	☐
4.f	Approach and landing with idle power (single-engine only)	☐	☐
4.g	Landing without use of flaps	☐	☐
4.h	Post-flight actions	☐	☐

Examiners initials when test section completed ☐ Passed ☐ Failed

ABNORMAL AND EMERGENCY PROCEDURES		Passed	Failed
Section 5 This section may be combined with sections 1 through 4			
5.a	Simulated engine failure after take-off (at a safe altitude), fire drill	☐	☐
5.b	Equipment malfunctions, including alternative landing gear extension, electrical and brake failure	☐	☐
5.c	Forced landing (simulated)	☐	☐
5.d	ATC liaison – compliance, R/T procedures	☐	☐
5.e	Oral questions	☐	☐

Examiners initials when test section completed ☐ Passed ☐ Failed

SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS OR TYPE ITEMS		Passed	Failed
Section 6 This section may be combined with sections 1 through 5			
6.a	Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS)	☐	☐
6.b	Asymmetric approach and go-around	☐	☐
6.c	Asymmetric approach and full stop landing	☐	☐
6.d	Engine shut-down and restart (if selected by the examiner)	☐	☐
6.e	ATC compliance – compliance, R/T procedures, airmanship	☐	☐
6.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	☐	☐
6.g	Oral questions	☐	☐

Examiners initials when test section completed ☐ Passed ☐ Failed

9	Remarks (To be completed by the examiner)
De-briefing / taken part of comments above:	Date: Signature of applicant:

10	Verification of compliance in accordance with ARA.GEN.315 and AMC1 ARA.GEN.315(a)
☐	I do not hold any personnel licence, certificate, rating, authorisation, or attestation with the same scope and in the same category as those 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 personnel licence, certificate, rating, authorisation or attestation.
Date:	Signature of applicant:

11	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:

12	After test (To be completed by the examiner)
Attach the following documentation to the application: ☐ Copy of passport or national identity card ☐ Copy of medical certificate ☐ Copy of CPL/ATPL theoretical examination results (not applicable for examinations provided by the Norwegian CAA) ☐ Copy of certificate of completion of MCC (if applicable) ☐ Copy of certificate of completion of UPRT (if applicable) ☐ Copy of language proficiency assessment (LPA) form, NF-1071 ☐ Copy of temporary language proficiency, NF-1076 (if issued) ☐ Copy of temporary permission to act as pilot, NF-1094 (if issued)	
For non-Norwegian examiner licence holders: ☐ Copy of examiner's licence ☐ Copy of examiner's certificate ☐ Copy of examiner's medical	
For non-Norwegian approved ATO: ☐ Copy of ATO approval certificate	

13	After test: Third-country credit (To be completed by the examiner)
Attach the following documentation to the application: ☐ Copy of passport or national identity card ☐ Copy of valid ICAO licence and ICAO medical certificate ☐ Norwegian EASA medical certificate ☐ Relevant flight logbook pages with endorsements and at least the last two pages (documenting currency and total flight time) ☐ Copy of CPL/ATPL theoretical examination results (N/A for examinations provided by Norwegian CAA) ☐ Copy of certificate of completion of UPRT (if applicable) ☐ ICAO English language proficiency (EASA approved or LPA test Form NF-1071)	
For non-Norwegian examiner licence holders: ☐ Copy of examiner's licence ☐ Copy of examiner's certificate ☐ Copy of examiner's medical	
For non-Norwegian approved ATO: ☐ Copy of ATO approval 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.	

Handling of personal data
To process your application, we need information about you. Your personal data is required to ensure the information received is <i>from the correct person</i>. 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 for which they were collected. You have the right to access your personal data, and, if necessary, have it corrected. If you believe your personal data is not handled according to the GDPR, you may appeal to the Norwegian Data Protection Authority. The Civil Aviation Authority – Norway (CAA-N) is responsible for processing your application. To contact our data protection officer, email personvernombud@caa.no. All written inquiries to CAA-N are subject to the Archive and 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://luftfartstilsynet.no/en/about-us/privacy-policy/