



Send to:
postmottak@caa.no (PDF only) or
CAA Norway
PO Box 243
N-8001 BODØ
Norway

Approved application and report form for the PPL(H) skill test,
according to EASA AMC2 FCL.235.

Private Pilot Licence Helicopter PPL(H)

1. LICENCE ENDORSEMENT (Type):

Total flight time:	Date of test:
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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.

I hereby confirm that the candidate has completed and passed all relevant training and is ready for the skill test for PPL(H), and that all relevant documentation is attached	
Name of ATO	
Signature of 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
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 date of test) until: _____

Temporary permission to act as pilot not Issued

Place and date: _____ Examiner authorization number: _____

Signature of examiner: _____ Name in capitals: _____

6.

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

Passed Failed

Use of checklist, airmanship, control of helicopter by external visual reference, anti-icing procedures, etc. apply in all sections.			
a	Helicopter knowledge, (for example technical log, fuel, mass and balance, performance), flight planning, NOTAM and weather briefing	<input type="checkbox"/>	<input type="checkbox"/>
b	Pre-flight inspection or action, location of parts and purpose	<input type="checkbox"/>	<input type="checkbox"/>
c	Cockpit inspection and 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 and ATC 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 and hover taxi	<input type="checkbox"/>	<input type="checkbox"/>
c	Stationary hover with head, cross or 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 or 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 and 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 or heights and map reading	<input type="checkbox"/>	<input type="checkbox"/>
b	Altitude or height, speed, heading control, observation of airspace and 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 and instrument monitoring	<input type="checkbox"/>	<input type="checkbox"/>
d	Observation of weather conditions and diversion planning	<input type="checkbox"/>	<input type="checkbox"/>
e	Use of navigation aids (where available)	<input type="checkbox"/>	<input type="checkbox"/>
f	ATC liaison with due observance of regulations, etc.	<input type="checkbox"/>	<input type="checkbox"/>

Examiners initials when test-section completed Passed Failed.

SECTION 4 FLIGHT PROCEDURES AND MANOEUVRES

		Passed	Failed
a	Level flight, control of heading, altitude or height and speed	<input type="checkbox"/>	<input type="checkbox"/>
b	Climbing and descending turns to specified headings	<input type="checkbox"/>	<input type="checkbox"/>
c	Level turns with upto 30° bank, 180° to 360° left and right	<input type="checkbox"/>	<input type="checkbox"/>
d	Level turns 180° left and right by sole reference to instruments	<input type="checkbox"/>	<input type="checkbox"/>

Examiners initials when test-section completed Passed Failed.

SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)

		Passed	Failed
Note (1): Where the test is conducted on an ME helicopter, a simulated engine failure drill, including an SE approach and landing should be included in the test.			
Note (2): The FE should select four items from the following:			
a	Engine malfunctions, including governor failure, carburettor or engine icing and oil system, 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 or anti-torque system malfunction (FFS 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 an appropriate flight manual and with reference to Appendix 9 C to Part-FCL, sections 3 and 4, including for ME helicopters: (a) Simulated engine failure at take-off: (1) rejected take-off at or before TDP or safe forced landing at or before DPATO; (2) shortly after TDP or DPATO. (b) Landing with simulated engine failure: (1) landing or go-around following engine failure before LDP or DPBL; (2) following engine failure after LDP or safe forced landing after DPBL.	<input type="checkbox"/>	<input type="checkbox"/>

Examiners initials when test-section completed Passed Failed.

7.

Registration	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	Signature of applicant
Verification of compliance according to ARA.GEN.315 and AMC1 ARA.GEN.315(a)	
<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, <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 PPL(H) skill test

- Pilot logbook is checked, all flight time is correct
- Final test at ATO completed and passed
- At least 35 of the 45 hours of flight instruction is completed on the same type of helicopter as the one used for the skill test

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

- a) Applicant's minimum age: (MIN 17 years) years: _____
- b) Medical class (acc. Part-MED) 1 or 2 valid until: _____
- c) Theoretical examination PPL(H) passed date: _____
- d) Crediting of flight time according to Part FCL.210.H (MAX 6 HRS) hours: _____
Specify category of aircraft: _____
- e) Dual instruction (MIN 25 HRS) hours: _____
- f) Instrument time (MIN 5 HRS) hours: _____
of which time in FSTD (MAX 5 HRS) hours: _____
- g) Solo instruction (MIN 10 HRS) hours: _____
of which solo cross country (MIN 5 HRS) hours: _____

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: _____

After skill test

Please enclose the following with your application:

- Copy of passport, birth certificate or national identity card
- Copy of PPL theoretical examination results (not applicable for examinations provided by Norwegian CAA)
- Copy of technical course completion certificate
- 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 rating used for the skill test.
Total flight time is the grand total of all flight time in helicopters during flight training course for the PPL(H). Do not include other categories or instrument ground time (flight simulator).
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 have been met. The TPTAAP is valid 8 weeks from date of issue. If the examiner has any doubts (ex. that certain conditions have not been met), TPTAAP shall not be issued. The CAA Norway will check the details and issue the license.
6. Each applicable section of the skill test form shall be completed during the skill test.
7. Registration of aircraft.
Type of aircraft (i.e. R22, R44 etc)
Time.
Route.
PIC during test.
8. Any remarks to the test may be entered in this section.
If the skill test is completed as part of a validation of third country license, the statement of demonstrated theoretical knowledge shall be written in the remarks section.
The candidate shall read and sign the remarks and 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 PPL(H) according to Part-FCL.210.H PPL(H). It shall be completed by the ATO and checked by the examiner.
After the skill test certain documents shall be enclosed with the application.

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 and our data protection officer is Torgeir Øines, e-mail: tor@caa.no.

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