

Send to:  
[postmottak@caa.no](mailto:postmottak@caa.no) (pdf format only) or  
 Luftfartstilsynet  
 Postboks 243  
 8001 BODØ

APPROVED APPLICATION AND REPORT FORM FOR  
 THE LAPL SKILL TEST ON HELICOPTER ACCORDING  
 TO EASA AMC2 FCL.125.

## Skill Test Light Aircraft Pilot Licence LAPL (H) Helicopter

<b>1. Test and licence endorsement</b> (To be completed by the examiner)		
Licence endorsement (Type and privileges):	Total flight time:	Date of test:

<b>2. Personal details of applicant</b> (To be completed by applicant)		
Licence number	Date of birth	State of issue
Last name		First name(s)
Address		City and zipcode
Phone	E-mail	
Date and signature of 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. With reference to AIC-N 05/10.)

<b>3. Confirmation from ATO/DTO</b> (To be completed by the ATO/DTO)	
Name of ATO	<input type="checkbox"/> I hereby confirm that the candidate has completed and passed all relevant training and is ready for the skill test, and that all relevant documentation is attached.
Signature of Head of training	Name in capital letters

<b>4. Result of the test</b> (To be completed by examiner)					
<b>Section 1</b>	<b>Section 2</b>	<b>Section 3</b>	<b>Section 4</b>	<b>Section 5</b>	<b>Section 6</b>
<input type="checkbox"/> Passed <input type="checkbox"/> Failed	<input type="checkbox"/> Passed <input type="checkbox"/> Failed	<input type="checkbox"/> Passed <input type="checkbox"/> Failed	<input type="checkbox"/> Passed <input type="checkbox"/> Failed	<input type="checkbox"/> Passed <input type="checkbox"/> Failed	<input type="checkbox"/> Passed <input type="checkbox"/> Failed
<b>Final result</b> <input type="checkbox"/> Passed <input type="checkbox"/> Partial Pass <input type="checkbox"/> Failed					
<input type="checkbox"/> Temporary permission to act as pilot issued, valid (8 weeks from date of test) until: _____ <input type="checkbox"/> Temporary permission to act as pilot not issued					
Date	Examiner certificate no	Name of examiner in capital letters	Signature of examiner		

**5. Items to be completed by the ATO/DTO and checked by the examiner prior to conducting the LAPL(H) skilltest**

Pilot logbook is checked, all flight time is correct

Final test at ATO/DTO completed and passed

Start date:

Completion date:

**Summary of conditions and flying experience before LPL(H) / skill test**

a) Applicant's minimum age: (MIN 17 years)	Years:
b) Medical class (acc. Part-MED) <input type="checkbox"/> 1 or <input type="checkbox"/> 2 or <input type="checkbox"/> 3	Valid until:
c) Theoretical examination LAPL(H) <input type="checkbox"/>	Date:
d) Flight instruction (MIN 40 HRS)	Hours:
e) Dual instruction (MIN 20 HRS)	Hours:
f) Solo flight: (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:
At least 1 cross-country flight of MIN 150 KM (80NM great circle distance) during which 1 full stop landing at an aerodrome different from the aerodrome of departure shall be made	NM:
g) Crediting of flight time according to Part FCL.110.H (specify below)	Hours:
Type Aircraft:	
PIC time Hours:	
Amount of credit given Hours:	

**6. Skill test**

**SECTION 1 SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURES**

Use of checklist, airmanship, control of helicopter by external visual reference, anti/de-icing procedures, etc. apply in all sections.

		Passed	Failed
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, 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 and ATC liaison	<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 and 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 the following: 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 AND 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, 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	Collision avoidance (look-out procedures)	<input type="checkbox"/>	<input type="checkbox"/>
f	ATC liaison with due observance of regulations	<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 up to 30 ° bank, 180 ° to 360 ° left and right	<input type="checkbox"/>	<input type="checkbox"/>

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

**SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)**

Note: The FE selects 4 items form the following:

		Passed	Failed
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 appropriate flight manual	<input type="checkbox"/>	<input type="checkbox"/>

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

**7. Details of the flight (To be completed by the examiner)**

Registration	Type	Block on	On ground
Departure aerodrome	Destination aerodrome	Block off	Take-off
Name of PIC during test		Total block	Total

**8. Remarks (To be completed by the examiner)**

<input type="checkbox"/> De-briefing / taken part of comments above	Date	Signature of applicant
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**9. Verification of compliance in accordance with 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 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 personell licence, certificate, rating, authorisation or attestation.

Date	Signature of applicant
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**10. 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

**After skill test**

Please enclose the following with your application:

- Copy of passport, birth certificate or national identity card
- Copy of LAPL / PPL theoretical examination results (not applicable for examinations provided by Norwegian CAA)
- Copy of medical certificate issued in accordance with Part-MED
- 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)
- Copy of logbook (two last pages)

**ATO/DTO approved by the Norwegian CAA**

Please attach the following documentation to the application:

- Copy of course completion certificate

**ATO/DTO not approved by the Norwegian CAA**

Please attach the following documentation to the application:

- Copy of course completion certificate
- Copy of ATO/DTO approval certificate

**For non-Norwegian examiner licence holders only**

Please attach the following documentation to the application:

- Copy of examiner's certificate, medical certificate and licence as stated in the EDD for Norway
- Copy of temporary permission to act as PIC if issued

**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**

**Read our privacy policy here:**

In order to process your application we need information about you. Your personal data is required in order to issue Light Aircraft Pilot Licence LAPL(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 data protection officer at [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.

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