



Send to:  
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PO Box 243  
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Norway

Approved application and report form for the IR(A)  
Skill test and Proficiency check according to  
EASA Part FCL, Appendix 7.

## Instrument Rating Aeroplane IR(A)

|    |                                          |                                 |                    |
|----|------------------------------------------|---------------------------------|--------------------|
| 1. | Skill test <input type="checkbox"/>      | LICENCE ENDORSEMENT (SE or ME): |                    |
|    | PC renewal* <input type="checkbox"/>     | Date of test:                   | Total flight time: |
|    | PC Revalidation <input type="checkbox"/> |                                 |                    |

\* Check guidance item 3 on this form prior to PC renewal

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 IR(A) or PC renewal, and that all relevant documentation is attached</b> |                         |
|    | Name of ATO                                                                                                                                                                                        |                         |
|    | Signature of Head of Training                                                                                                                                                                      | Name in capital letters |

### RESULT OF THE TEST:

|    |                                                                                 |                                                                                 |                                                                                 |                                                                                 |                                                                                 |                                                                                 |
|----|---------------------------------------------------------------------------------|---------------------------------------------------------------------------------|---------------------------------------------------------------------------------|---------------------------------------------------------------------------------|---------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| 4. | Section 1<br><input type="checkbox"/> Passed<br><input type="checkbox"/> Failed | Section 2<br><input type="checkbox"/> Passed<br><input type="checkbox"/> Failed | Section 3<br><input type="checkbox"/> Passed<br><input type="checkbox"/> Failed | Section 4<br><input type="checkbox"/> Passed<br><input type="checkbox"/> Failed | Section 5<br><input type="checkbox"/> Passed<br><input type="checkbox"/> Failed | Section 6<br><input type="checkbox"/> Passed<br><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>                                          |                                                                                 |

TO BE  
COMPLETED  
BY EXAMINER

|    |                                                                                                                      |                                      |
|----|----------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| 5. | <input type="checkbox"/> Instrument Rating revalidated/renewed and entered in licence, valid until: _____            |                                      |
|    | <input type="checkbox"/> Instrument rating <b>NOT</b> entered in licence                                             |                                      |
|    | <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 <b>NOT</b> issued                                      |                                      |
|    | Place and date: _____                                                                                                | Examiner authorisation number: _____ |
|    | Signature of examiner: _____                                                                                         | Name in capitals: _____              |

6.

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

Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections

|      |                                                                                               | Passed                   | Failed                   |
|------|-----------------------------------------------------------------------------------------------|--------------------------|--------------------------|
| a    | Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance | <input type="checkbox"/> | <input type="checkbox"/> |
| b    | Use of Air Traffic Services document, weather document                                        | <input type="checkbox"/> | <input type="checkbox"/> |
| c    | Preparation of ATC flight plan, IFR flight plan/log                                           | <input type="checkbox"/> | <input type="checkbox"/> |
| d    | Pre-flight inspection                                                                         | <input type="checkbox"/> | <input type="checkbox"/> |
| e    | Weather Minima                                                                                | <input type="checkbox"/> | <input type="checkbox"/> |
| f    | Taxiing                                                                                       | <input type="checkbox"/> | <input type="checkbox"/> |
| g    | Pre-take-off briefing, Take-off.                                                              | <input type="checkbox"/> | <input type="checkbox"/> |
| h(°) | Transition to instrument flight                                                               | <input type="checkbox"/> | <input type="checkbox"/> |
| i(°) | Instrument departure procedures, altimeter setting                                            | <input type="checkbox"/> | <input type="checkbox"/> |
| j(°) | ATC liaison – compliance, R/T procedures                                                      | <input type="checkbox"/> | <input type="checkbox"/> |

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

**SECTION 2 GENERAL HANDLING (°)**

|      |                                                                                                                        | Passed                   | Failed                   |
|------|------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|
| a    | Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, trim           | <input type="checkbox"/> | <input type="checkbox"/> |
| b    | Climbing and descending turns with sustained Rate 1 turn                                                               | <input type="checkbox"/> | <input type="checkbox"/> |
| c    | Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns                       | <input type="checkbox"/> | <input type="checkbox"/> |
| d(*) | Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration                | <input type="checkbox"/> | <input type="checkbox"/> |
| e    | Limited panel, stabilised climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes | <input type="checkbox"/> | <input type="checkbox"/> |

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

**SECTION 3 EN-ROUTE IFR PROCEDURES (°)**

|   |                                                                                        | Passed                   | Failed                   |
|---|----------------------------------------------------------------------------------------|--------------------------|--------------------------|
| a | Tracking, including interception, e.g. NDB, VOR, RNAV                                  | <input type="checkbox"/> | <input type="checkbox"/> |
| b | Use of radio aids                                                                      | <input type="checkbox"/> | <input type="checkbox"/> |
| c | Level flight, control of heading, altitude and airspeed, power setting, trim technique | <input type="checkbox"/> | <input type="checkbox"/> |
| d | Altimeter settings                                                                     | <input type="checkbox"/> | <input type="checkbox"/> |
| e | Timing and revision of ETAs (en-route hold, if required)                               | <input type="checkbox"/> | <input type="checkbox"/> |
| f | Monitoring of flight progress, flight log, fuel usage, systems management              | <input type="checkbox"/> | <input type="checkbox"/> |
| g | Ice protection procedures, simulated if necessary                                      | <input type="checkbox"/> | <input type="checkbox"/> |
| h | ATC liaison – compliance, R/T procedures                                               | <input type="checkbox"/> | <input type="checkbox"/> |

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

**SECTION 4 PRECISION APPROACH PROCEDURES (°)****Passed Failed**

|                  |                                                                          |                          |                          |
|------------------|--------------------------------------------------------------------------|--------------------------|--------------------------|
| a                | Setting and checking of navigational aids, identification of facilities  | <input type="checkbox"/> | <input type="checkbox"/> |
| b                | Arrival procedures, altimeter checks                                     | <input type="checkbox"/> | <input type="checkbox"/> |
| c                | Approach and landing briefing, including descent/approach/landing checks | <input type="checkbox"/> | <input type="checkbox"/> |
| d <sup>(+)</sup> | Holding procedure                                                        | <input type="checkbox"/> | <input type="checkbox"/> |
| e                | Compliance with published approach procedure                             | <input type="checkbox"/> | <input type="checkbox"/> |
| f                | Approach timing                                                          | <input type="checkbox"/> | <input type="checkbox"/> |
| g                | Altitude, speed, heading control (stabilised approach)                   | <input type="checkbox"/> | <input type="checkbox"/> |
| h <sup>(+)</sup> | Go-around action                                                         | <input type="checkbox"/> | <input type="checkbox"/> |
| i <sup>(+)</sup> | Missed approach procedure / landing                                      | <input type="checkbox"/> | <input type="checkbox"/> |
| j                | ATC liaison – compliance, R/T procedures                                 | <input type="checkbox"/> | <input type="checkbox"/> |

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

**SECTION 5 NON-PRECISION APPROACH PROCEDURES (°)****Passed Failed**

|                  |                                                                          |                          |                          |
|------------------|--------------------------------------------------------------------------|--------------------------|--------------------------|
| a                | Setting and checking of navigational aids, identification of facilities  | <input type="checkbox"/> | <input type="checkbox"/> |
| b                | Arrival procedures, altimeter settings                                   | <input type="checkbox"/> | <input type="checkbox"/> |
| c                | Approach and landing briefing, including descent/approach/landing checks | <input type="checkbox"/> | <input type="checkbox"/> |
| d <sup>(+)</sup> | Holding procedure                                                        | <input type="checkbox"/> | <input type="checkbox"/> |
| e                | Compliance with published approach procedure                             | <input type="checkbox"/> | <input type="checkbox"/> |
| f                | Approach timing                                                          | <input type="checkbox"/> | <input type="checkbox"/> |
| g                | Altitude, speed, heading control (stabilised approach)                   | <input type="checkbox"/> | <input type="checkbox"/> |
| h <sup>(+)</sup> | Go-around action                                                         | <input type="checkbox"/> | <input type="checkbox"/> |
| i <sup>(+)</sup> | Missed approach procedure/landing                                        | <input type="checkbox"/> | <input type="checkbox"/> |
| j                | ATC liaison – compliance, R/T procedures                                 | <input type="checkbox"/> | <input type="checkbox"/> |

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

**SECTION 6 FLIGHT WITH ONE ENGINE INOPERATIVE (multi-engine aeroplanes only) <sup>(0)</sup>**

|   |                                                                                | Passed                   | Failed                   |
|---|--------------------------------------------------------------------------------|--------------------------|--------------------------|
| a | Simulated engine failure after take-off or on go-around                        | <input type="checkbox"/> | <input type="checkbox"/> |
| b | Approach, go-around and procedural missed approach with one engine inoperative | <input type="checkbox"/> | <input type="checkbox"/> |
| c | Approach and landing with one engine inoperative                               | <input type="checkbox"/> | <input type="checkbox"/> |
| d | ATC liaison - compliance, R/T procedures                                       | <input type="checkbox"/> | <input type="checkbox"/> |

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

- (\*) May be performed in an FFS, FTD 2/3 or FNPT II.
- (+) May be performed in either section 4 or section 5.
- (<sup>0</sup>) Must be performed by sole reference to instruments.

**7.**

|                         |                         |             |           |
|-------------------------|-------------------------|-------------|-----------|
| Registration            | Class/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 | 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: ..... |
|-------|--------|-------------------------------|

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 <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 IR(A) skill test**

- Pilot logbook is checked, all flight time is correct
- Final test at ATO completed and passed
- a) Licence PPL(A) or CPL(A) with valid class or type rating (if applicable)  
class or type rating valid until: \_\_\_\_\_
- b) Medical class (acc. Part-MED)  1 or  2 / with IR valid until: \_\_\_\_\_
- c) Theoretical examination IR(A) / ATPL(A) passed date: \_\_\_\_\_
- d) Language proficiency english min. level 4 (if issued) valid until: \_\_\_\_\_
- e) Night qualification entered in licence (if applicable): date: \_\_\_\_\_
- f) Flight experience, cross country (MIN 50 HR PIC XC) hours: \_\_\_\_\_  
of which at least 10 hrs in relevant category

**If instruction is done on SEP(A)**

- g) IFR dual flight instruction: (MIN 50 HRS) hours: \_\_\_\_\_  
of which  
time FNPT I (MAX 20 HRS) hours: \_\_\_\_\_
- or  
FNPT II or FFS (MAX 35 HRS) hours: \_\_\_\_\_

**If instruction is done on MEP(A)**

- h) IFR dual flight instruction: (MIN 55 HRS) hours: \_\_\_\_\_  
of which  
time FNPT I (MAX 25 HRS) hours: \_\_\_\_\_
- or  
FNPT II or FFS (MAX 40 HRS) hours: \_\_\_\_\_
- At least 15 hrs in Multi Engine Aeroplanes (MIN 15 HRS) hours: \_\_\_\_\_

**The following items shall be checked by the examiner prior to conducting the IR proficiency check**

- Valid PPL(A) with applicable class or type rating and valid medical class 2
- Valid CPL(A) or ATPL(A) with applicable class or type rating and valid medical class 1
- Refresher training completed at an ATO, documentation of training is attached (if renewal of lapsed rating)

**After skill test**

Please enclose the following with your application:

- Copy of passport, birth certificate or national identity card
- Copy of IR 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 SE or ME relevant to the aircraft used for the skill test/PC.  
Total flight time is the grand total of all flight time in aeroplanes during flight training course for the IR(A). 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 for the skill test. If the applicant has an expired IR(A) he/she needs to fulfill the requirements for renewal according to FCL.625(c) before completing the Proficiency check. NF-1099 may be used for this purpose.
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 examiner is unsure of anything or any minor conditions have not been met, TPTAAP shall not be issued. The CAA Norway will check the details and issue the license.  
Check relevant boxes.
6. Each applicable section of the skill test form shall be completed during the skill test.
7. Registration of aircraft.  
Class of aeroplane (i.e. SEP(land), not C-172)  
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 IR(A) according to Part-FCL Appendix 6 A. It shall be completed by the ATO and checked by the examiner.  
After the skill test certain documents shall be enclosed with the application.  
Regarding item 10.e, check FCL.610(a)(1)(i).

In order to process your application we need information about you. Your personal data is required in order to issue, revalidate or renew correct Instrument rating Aeroplane 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](mailto:tor@caa.no).

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