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Approved application and report form for the Competency based IR(A) (CB-IR)  
Skill test, according to EASA Part FCL, Appendix 6/7.

## Competency based Instrument Rating CB-IR(A)

1.	Skill test	LICENCE ENDORSEMENT (SE or ME):					
		Date of test:		Total flight time:			
2.	Personal identification number / licence number				State of issue		
TO BE COMPLETED BY APPLICANT	Last name		First and middle name				
	Address			Postal code and city			
	Country			Telephone daytime			
	Place of birth			Nationality			
	Place	Date	Signature of applicant		E-mail		
3.	<b>I hereby confirm that the candidate has completed and passed all relevant training and is ready for the skill test for CB-IR(A), and that all relevant documentation is attached</b>						
TO BE COMPLETED BY ATO	Name of ATO						
	Signature Head of Training		Name in capital letters				
4.	(No ATO required) <input type="checkbox"/>		<input type="checkbox"/> Valid Third country licence and instrument rating from:				
CREDIT FROM THIRD COUNTRY TO CB-IR	Passed oral demonstration of theoretical knowledge (TK) according to appendix 6 Aa, 8(b) <input type="checkbox"/>						
5.	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	
RESULT OF THE TEST:	<b>FINAL RESULT</b>		<input type="checkbox"/> Passed		<input type="checkbox"/> Partial Pass		<input type="checkbox"/> Failed
6.	<input type="checkbox"/> Temporary permission to act as pilot issued, valid (8 weeks from date of test) until: _____						
TO BE COMPLETED BY EXAMINER	<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: _____				

**SECTION 1 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 aircraft 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 <sup>o</sup>	Transition to instrument flight	<input type="checkbox"/>	<input type="checkbox"/>
i <sup>o</sup>	Instrument departure procedures, altimeter setting	<input type="checkbox"/>	<input type="checkbox"/>
j <sup>o</sup>	ATC liaison and 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 <sup>o</sup>	Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, trim	<input type="checkbox"/>	<input type="checkbox"/>
b <sup>o</sup>	Climbing and descending turns with sustained Rate 1 turn	<input type="checkbox"/>	<input type="checkbox"/>
c <sup>o</sup>	Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns	<input type="checkbox"/>	<input type="checkbox"/>
d* <sup>o</sup>	Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration	<input type="checkbox"/>	<input type="checkbox"/>
e <sup>o</sup>	Limited panel, stabilised climb or descent at Rate 1 turn 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 <sup>o</sup>	Tracking, including interception, e.g. NDB, VOR, RNAV	<input type="checkbox"/>	<input type="checkbox"/>
b <sup>o</sup>	Use of radio aids	<input type="checkbox"/>	<input type="checkbox"/>
c <sup>o</sup>	Level flight, control of heading, altitude and airspeed, power setting	<input type="checkbox"/>	<input type="checkbox"/>
d <sup>o</sup>	Altimeter settings	<input type="checkbox"/>	<input type="checkbox"/>
e <sup>o</sup>	Timing and revision of ETAs (en-route hold, if required)	<input type="checkbox"/>	<input type="checkbox"/>
f <sup>o</sup>	Monitoring of flight progress, flight log, fuel usage, systems management	<input type="checkbox"/>	<input type="checkbox"/>
g <sup>o</sup>	Ice protection procedures, simulated if necessary and applicable	<input type="checkbox"/>	<input type="checkbox"/>
h <sup>o</sup>	ATC liaison and compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>

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

**SECTION 4 PRECISION APPROACH**

		Passed	Failed
a <sup>0</sup>	Setting and checking of navigational aids, identification of facilities	<input type="checkbox"/>	<input type="checkbox"/>
b <sup>0</sup>	Arrival procedures, altimeter checks	<input type="checkbox"/>	<input type="checkbox"/>
c <sup>0</sup>	Approach and landing briefing, including descent/approach/landing checks	<input type="checkbox"/>	<input type="checkbox"/>
d <sup>+0</sup>	Holding procedure	<input type="checkbox"/>	<input type="checkbox"/>
e <sup>0</sup>	Compliance with published approach procedure	<input type="checkbox"/>	<input type="checkbox"/>
f <sup>0</sup>	Approach timing	<input type="checkbox"/>	<input type="checkbox"/>
g <sup>0</sup>	Altitude, speed, heading control, (stabilised approach)	<input type="checkbox"/>	<input type="checkbox"/>
h <sup>+0</sup>	Go-around action	<input type="checkbox"/>	<input type="checkbox"/>
i <sup>+0</sup>	Missed approach procedure / landing	<input type="checkbox"/>	<input type="checkbox"/>
j <sup>0</sup>	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 <sup>0</sup>	Setting and checking of navigational aids, identification of facilities	<input type="checkbox"/>	<input type="checkbox"/>
b <sup>0</sup>	Arrival procedures, altimeter settings	<input type="checkbox"/>	<input type="checkbox"/>
c <sup>0</sup>	Approach and landing briefing, including descent/approach/landing checks	<input type="checkbox"/>	<input type="checkbox"/>
d <sup>+0</sup>	Holding procedure	<input type="checkbox"/>	<input type="checkbox"/>
e <sup>0</sup>	Compliance with published approach procedure	<input type="checkbox"/>	<input type="checkbox"/>
f <sup>0</sup>	Approach timing	<input type="checkbox"/>	<input type="checkbox"/>
g <sup>0</sup>	Altitude, speed, heading control, (stabilised approach)	<input type="checkbox"/>	<input type="checkbox"/>
h <sup>+0</sup>	Go around action	<input type="checkbox"/>	<input type="checkbox"/>
i <sup>+0</sup>	Missed approach procedure*/landing	<input type="checkbox"/>	<input type="checkbox"/>
j <sup>0</sup>	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.
- (<sup>+</sup>) May be performed in either section 4 or section 5.
- (<sup>0</sup>) Must be performed by sole reference to instruments.

**SECTION 6 SIMULATED ASYMMETRIC FLIGHT (ME Only)**

**Flight with one engine inoperative**

Passed Failed

a* <sup>0</sup>	Simulated engine failure after take-off or on go-around	<input type="checkbox"/>	<input type="checkbox"/>
b* <sup>0</sup>	Approach, go-around and procedural missed approach with one engine inoperative	<input type="checkbox"/>	<input type="checkbox"/>
c* <sup>0</sup>	Approach and landing with one engine inoperative	<input type="checkbox"/>	<input type="checkbox"/>
d* <sup>0</sup>	ATC liaison:- compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>

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

**8.**

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

**9.**

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: .....
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*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 (or by the applicant if credited from third-country licence) and checked by the examiner prior to conducting the CB-IR(A) skill test**

- Pilot logbook is checked, all flight time is correct  
 Final test at ATO completed and passed (if applicable)

a) EASA Licence PPL(A) or CPL(A) with valid class or type rating valid until: \_\_\_\_\_

b) Medical class (acc. Part-MED)  1 or  2 / with IR valid until: \_\_\_\_\_

c) Theoretical examination  CB-IR  
 IR(A)  
 ATPL(A) passed date: \_\_\_\_\_

d) IR radiotelephony test passed date: \_\_\_\_\_

Language proficiency english min. level 4 valid until: \_\_\_\_\_

e) Night qualification completed (entered in licence if applicable):  
Yes  No  date: \_\_\_\_\_

f) Flight experience MIN 50 HR PIC Cross country) hours: \_\_\_\_\_

**For skill test on SE**

IFR dual flight instruction: (MIN 40 HR) hours: \_\_\_\_\_

of which

Instruction time FNPT I, or (MAX 10 HR) hours: \_\_\_\_\_

Instruction time FNPT II or FFS (MAX 25 HR) hours: \_\_\_\_\_

Total IR instruction time outside ATO (MAX 30 HR) hours: \_\_\_\_\_

Total IR instruction on aeroplane at an ATO (MIN 10 HR) hours: \_\_\_\_\_

**For skill test on ME**

Instrument time under instruction: (MIN 45 HR) hours: \_\_\_\_\_

of which

Instruction time FNPT I, or (MAX 10 HR) hours: \_\_\_\_\_

Instruction time FNPT II or FFS (MAX 30 HR) hours: \_\_\_\_\_

Total IR instruction time outside ATO (MAX 35 HR) hours: \_\_\_\_\_

Total IR instruction on aeroplane at an ATO (MAX 10 HR) hours: \_\_\_\_\_

**Credit of non-EASA to "Competency based IR"**

Valid EASA Part-FCL Licence (A) (PPL/CPL) state of issue: \_\_\_\_\_

Valid ICAO IR state of issue: \_\_\_\_\_

Experience as PIC under IFR (MIN 50 HR) hours: \_\_\_\_\_

Experience as PIC Cross country MIN 50 HR PIC Cross country hours: \_\_\_\_\_

Passed oral Theoretical Knowledge Examination  Passed  Failed. date: \_\_\_\_\_

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

- Valid PPL(A) with applicable class or type rating and valid medical class 2
- Valid CPL(A) with applicable class or type rating and valid medical class 1

**After skill test - CB-IR at ATO (Modular training course)**

Please enclose the following with your application:

- Copy of ATO Approval Certificate
- Copy of FTNPT Approval
- Copy of IR theoretical examination results (Theoretical Knowledge of IR(A) (TK)
- Copy of Course Completion
- Training journal – Documentation, hours of instrument flight time under instruction in an aeroplane at the ATO
- Copy of documentation of completed instrument flight instruction completed by an IRI(A) or FI(A):

(*This shall be documented in a specific training record and signed by the instructor, including a) Specification of aircraft and registration number b) Total instrument instruction time c) Specification of the exercises according to the syllabus in Appendix 6 Aa.*)

- Copy of the instructor's certificate (showing privileges)
- Copy of IR theoretical examination results
- Copy of medical certificate
- Copy of Language proficiency form NF-1071 (if applicable)

**After skill test - CB-IR based of experiences from Third Country. Third country licence issued according to (ICAO annex I)**

- Copy of valid license
- Copy of valid instrument rating (IR(A)
- Copy of Biannual Flight Review (BFR) if FAA; or documentation of latest proficiency check
- Copy of flight log book documenting minimum 50 hours IFR as PIC (PIC time flown as dual received and logged as PIC is not accepted)
- Examiner's documentation that theoretical requirements are fulfilled in *air law, meteorology and flight planning and performance (IR)*
- Copy of medical certificate

**Please note that failure to submit all required documentation may result in the return of your application**

In order to process your application we need information about you. Your personal data is required in order to issue CB-IR(A) Competency based Instrument Rating 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.

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.