

**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 Basic Instrument Rating (BIR) Skill test, according to FCL.835 and Part FCL, Appendix 7.

## Basic Instrument Rating (BIR)

<b>1. Test and licence endorsement</b> (To be completed by the examiner)					
<input type="checkbox"/> Skill test <input type="checkbox"/> SE <input type="checkbox"/> ME					
Licence endorsement (class):		Total flight time:		Date of test:	
<b>2. Personal details of applicant</b> (To be completed by the applicant)					
Licence number		Date of birth		State of issue	
Last name			First name(s)		
Address			Zipcode and city		
Phone			E-mail		
Date and signature of the applicant					
<b>3. Confirmation from ATO</b> (To be completed by the ATO)					
Name of ATO		ATO-number		<input type="checkbox"/> I hereby confirm that the candidate has completed and passed all relevant training and is ready for the skill test for BIR, and that all relevant documentation is attached	
Signature of Head of training			Name in capital letters		
<b>4. Credit from third country to BIR</b> (To be completed by the examiner)					
<input type="checkbox"/> Passed oral demonstration of theoretical knowledge (TK) according to appendix 6 Aa, 8(b).			<input type="checkbox"/> Valid Third country licence and instrument rating from:		
<b>5. Result of test</b> (To be completed by the examiner)					
<b>Section 1</b> <input type="checkbox"/> Passed <input type="checkbox"/> Failed	<b>Section 2</b> <input type="checkbox"/> Passed <input type="checkbox"/> Failed	<b>Section 3</b> <input type="checkbox"/> Passed <input type="checkbox"/> Failed	<b>Section 4</b> <input type="checkbox"/> Passed <input type="checkbox"/> Failed	<b>Section 5</b> <input type="checkbox"/> Passed <input type="checkbox"/> Failed	<b>Section 6</b> <input type="checkbox"/> Passed <input type="checkbox"/> Failed
<b>Final result</b>		<input type="checkbox"/> <b>Passed</b>		<input type="checkbox"/> <b>Partial Pass</b>	
<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	

**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	Identification of the required navaids for departure, arrival and approach procedures	<input type="checkbox"/>	<input type="checkbox"/>
e	Pre-flight inspection	<input type="checkbox"/>	<input type="checkbox"/>
f	Weather Minima	<input type="checkbox"/>	<input type="checkbox"/>
g	Taxiing	<input type="checkbox"/>	<input type="checkbox"/>
h	PBN departure (if applicable): — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the departure chart.	<input type="checkbox"/>	<input type="checkbox"/>
i	Pre-take-off briefing, Take-off.	<input type="checkbox"/>	<input type="checkbox"/>
j <sup>(°)</sup>	Transition to instrument flight	<input type="checkbox"/>	<input type="checkbox"/>
k <sup>(°)</sup>	Instrument departure procedures, including PBN departures, and altimeter setting	<input type="checkbox"/>	<input type="checkbox"/>
l <sup>(°)</sup>	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 <sup>(°)</sup>	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, or track between waypoints	<input type="checkbox"/>	<input type="checkbox"/>
b	Use of navigation system and 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 3a ARRIVAL PROCEDURES**

**Passed Failed**

a	Setting and checking of navigational aids, if applicable	<input type="checkbox"/>	<input type="checkbox"/>
b	Arrival procedures, altimeter checks	<input type="checkbox"/>	<input type="checkbox"/>
c	Altitude and speed constraints, if applicable	<input type="checkbox"/>	<input type="checkbox"/>
d	PBN arrival (if applicable): - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the arrival chart.	<input type="checkbox"/>	<input type="checkbox"/>

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

**SECTION 4(\*) 3D OPERATIONS(++)**

**Passed Failed**

a	Setting and checking of navigational aids. Check Vertical Path angle. For RNP APCH: - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the approach chart.	<input type="checkbox"/>	<input type="checkbox"/>
b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities	<input type="checkbox"/>	<input type="checkbox"/>
c(*)	Holding procedure	<input type="checkbox"/>	<input type="checkbox"/>
d	Compliance with published approach procedure	<input type="checkbox"/>	<input type="checkbox"/>
e	Approach timing	<input type="checkbox"/>	<input type="checkbox"/>
f	Altitude, speed, heading control (stabilised approach)	<input type="checkbox"/>	<input type="checkbox"/>
g(*)	Go-around action	<input type="checkbox"/>	<input type="checkbox"/>
h(*)	Missed approach procedure/landing	<input type="checkbox"/>	<input type="checkbox"/>
i	ATC liaison – compliance, R/T procedures	<input type="checkbox"/>	<input type="checkbox"/>

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

**SECTION 5(\*) 2D OPERATIONS(++)**

**Passed Failed**

a	Setting and checking of navigational aids. For RNP APCH: - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the approach chart.	<input type="checkbox"/>	<input type="checkbox"/>
b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities	<input type="checkbox"/>	<input type="checkbox"/>
c(*)	Holding procedure	<input type="checkbox"/>	<input type="checkbox"/>
d	Compliance with published approach procedure	<input type="checkbox"/>	<input type="checkbox"/>
e	Approach timing	<input type="checkbox"/>	<input type="checkbox"/>
f	Altitude/Distance to MAPT, speed, heading control (stabilised approach), Stop Down Fixes (SDF(s)), if applicable	<input type="checkbox"/>	<input type="checkbox"/>
g(*)	Go-around action	<input type="checkbox"/>	<input type="checkbox"/>
h(*)	Missed approach procedure/landing	<input type="checkbox"/>	<input type="checkbox"/>
i	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) (\*)**

**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

(\*) Must be performed by sole reference to instruments.

(\*) May be performed in an FFS, FTD 2/3 or FNPT II.

(+) May be performed in either Section 4 or Section 5.

(++) To establish or maintain PBN privileges one approach in either Section 4 or Section 5 shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

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

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

**7. 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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**8. 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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**9. 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

**10. 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 BIR 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  class 1 acc. Part-MED.A.030 (f)  class 2 acc. Part-MED.A.030 (e)

Valid until:

c) Theoretical examination BIR

Passed Date:

d) Language proficiency English min. level 4

Valid until:

e) Night qualification entered in licence (if applicable)

Date:

f) Flight instruction in the aeroplane used for the skill test

Hours:

g) Instruction time in FSTD

Hours:

**BIR Module**

h) Module 1

Date:

i) Module 2

Date:

j) Module 3

Date:

k) Module 4 (multi engine only)

Date:

**11. Credit from valid IR(A) issued in accordance with the requirements of Annex 1 to the Chicago Convention**Valid EASA Part-FCL Licence  PPL(A)  CPL(A)

State of issue:

Valid ICAO IR

State of issue:

Experience as PIC under IFR (MIN 25 HRS)

Hours:

Oral Theoretical Knowledge Examination  Passed  Failed

Date:

**After skill test – BIR 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))
- 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 – BIR based on valid IR(A) issued in accordance with the requirements of Annex 1 to the Chicago Convention**

Please enclose the following with your application:

- Copy of valid licence
- 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 25 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

**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 for identification to secure that the rating/licence is issued/revalidated/renewed to the 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.

Read our privacy policy here: <https://luffartstilsynet.no/en/about-us/privacy-policy/>