

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 IR(A) SKILL TEST  
 ACCORDING TO EASA PART FCL, APPENDIX 7.

## Skill test instrument Rating Aeroplane IR(A) – including PBN

<b>1. Test and licence endorsement</b> (To be completed by the examiner)		
<input type="checkbox"/> Skilltest <input type="checkbox"/> PBN <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	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)".	
<input type="checkbox"/> Invoice payment by applicant	<input type="checkbox"/> Invoice payment by company
Company name: _____ (Norwegian registered only. With reference to AIC-N 05/10.)	

<b>3. Confirmation from ATO</b> (To be completed by the ATO)	
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 for IR(A), and that all relevant documentation is attached
Signature of Head of training	Name in capital letters

<b>4. Result of the skilltest</b> (To be completed by the 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"/> <b>Passed</b> <input type="checkbox"/> <b>Partial Pass</b> <input type="checkbox"/> <b>Failed</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 ..... <input type="checkbox"/> Passed <input type="checkbox"/> 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 ..... <input type="checkbox"/> Passed <input type="checkbox"/> Failed
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(\*) 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.

5. 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

6. Remarks (To be completed by the examiner)		
<input type="checkbox"/> De-briefing / Taken part of comments above	Date	Signature of applicant

7. Verification of compliance in accordance with ARA.GEN.315 and AMC1 ARA.GEN.315(a)	
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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

**8. 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

**9. Items to be completed by the ATO and checked by the examiner prior to conducting the IR(A) skilltest** Pilot logbook is checked, all flight time is correct Final test at ATO completed and passeda) Licence  PPL(A) or  CPL(A) with valid class or type rating (if applicable)

Valid until:

b) Medical class  class 1 acc. Part-MED.A.030 (f)  class 2 acc. Part-MED.A.030 (g)

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) of which at least 10 hrs in relevant category

Hours:

**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:

 Credit for previous experience. Specify:**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 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)

**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**

## Guidance for completing form NF-1134

1. Enter skilltest and PBN if applicable.  
Enter SE or ME relevant to the aircraft used for the skill test.  
Licence endorsement (class).  
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. To be filled in by the applicant. 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.
3. Head of training confirms that the candidate fulfills all authority requirements for the skill test. Result of each section and final result of the test. If a section is not applicable, leave open.
4. Temporary permission to act as pilot (TPP) may be issued if the examiner concludes that all conditions for the rating has been met. The TPP is valid 8 weeks from date of issue. If examiner is unsure of anything or any minor conditions have not been met, TPP shall not be issued. The CAA Norway will check the details and issue the license.  
Check relevant boxes.  
  
All applicable section of the skill test form shall be completed during the skill test.
5. Registration of aircraft.  
Class of aeroplane (i.e. SEP(land), not C-172)  
Time.  
Route.  
PIC during test.
6. 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.
7. Verification of compliance from applicant.
8. If the skill test is completed by a non-Norwegian examiner, this section shall be completed by the examiner.
9. This part of the form reflects the authority requirements for the IR(A) according to Part-FCL Appendix 3A, 3C or 6A. 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 9.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. Contact our data protection officer at e-mail: [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](#).