

CB-IR – Competency-Based Instrument Rating

Flexible and experience-based IFR training – EASA Part-FCL

Overview

The **Competency-Based Instrument Rating (CB-IR)** is a modular pathway that allows pilots to obtain the **full EASA Instrument Rating** through a more **flexible, adapted, and experience-based** programme.

It is ideal for:

- Private pilots wishing to fly under IFR,
- Pilots with previous IFR experience (FAA, ICAO, simulator, hood time, FNPT II...),
- ICAO/FAA pilots seeking partial credit during EASA conversion,
- Pilots progressing toward **CPL(A)** or professional aviation.

The CB-IR provides the **same privileges** as the traditional IR, with a training structure that recognises prior experience.

Training objectives

- Develop core IFR skills according to EASA competency standards.
 - Train the pilot for full IFR navigation (SID, STAR, airways, approaches).
 - Strengthen existing instrument flying skills through tailored instruction.
 - Obtain the full EASA IR through an optimised and personalised training pathway.
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Privileges of the CB-IR

Once completed, the pilot may:

- Fly **under IFR** as Pilot-in-Command on single-engine aircraft (IR-SE).
 - Enter controlled IFR airspace in all EASA countries.
 - Perform IFR approaches, including:
 - **ILS, LPV, LOC, RNP, VOR, NDB**
 - Progress toward:
 - **IR-ME (multi-engine)**
 - **CPL(A)**
 - **Modular ATPL(A)**
 - Advanced IFR training (MCC, APS-MCC...)
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Entry requirements

To begin the CB-IR programme, applicants must:

- Hold a valid **PPL(A)+QVN** or **CPL(A)** or **PPL+ATPL in another aircraft category**
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 - Hold a valid **SEP rating** (for IR-SE).
 - Have passed the **CB-IR theoretical exams** (or hold ATPL theory credit).
 - Hold a valid **EASA Class 2 IR** or **Class 1 medical certificate**.
 - Hold an FCL055 Level 4 minimum
 - Have logged at least:
 - **50 hours of cross-country flight time as PIC**, in accordance with Part-FCL.
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 - Have prior IFR experience (optional but beneficial), which may count toward training credits.
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CB-IR training structure

1. Credit for previous IFR experience

In accordance with Part-FCL, pilots may credit:

- Up to **30 hours of IFR experience** (either previous experience as PIC under IFR with another licence, OR flight instruction credit if it has been completed in an EASA country under IFR with an IFR instructor).

This is assessed through an **initial competency evaluation** with an instructor.

The more experience you have, the fewer mandatory IFR hours you need.

2. Mandatory IFR training

Part-FCL requires a minimum of **10 hours of IFR instruction at an ATO**, including:

- IFR en-route navigation
- Standard instrument departures/arrivals (SID/STAR)
- Holding procedures
- Precision and non-precision approaches
- IFR abnormal/emergency procedures
- Workload management and TEM

A total of 40 flight hours has to be completed before presenting the candidate to the skill test.

3. IR theoretical knowledge

(Not required if the pilot already holds **ATPL theory**)

Subjects for the CB-IR exam

- Air Law
- Instrumentation
- Flight Preparation
- Human Performances
- Meteorology

- Radionavigation
- IFR Communication

E-learning and instructor-led revision are available.

Training duration

The CB-IR offers maximum flexibility:

- **2 to 6 weeks** for experienced IFR pilots
- **1 to 3 months** for standard progression

Progress may vary depending on weather and IFR slot availability.

IR Skill Test

The qualification is issued after passing the **EASA CB-IR Skill Test** with an Instrument Rating Examiner (IRE).

The test includes:

- Complete IFR flight planning
 - En-route IFR navigation
 - Holding procedures
 - One precision approach (ILS/LPV)
 - One non-precision or RNP approach
 - Normal and abnormal procedures
 - IFR radio communications
 - Cockpit and workload management
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Progression after the CB-IR

After obtaining the IR, the pilot may continue toward:

- **IR-ME (Instrument Rating Multi-Engine)**
- **MEP rating**
- **CPL(A)**
- **MCC / APS-MCC**
- **Modular ATPL(A)**
- **Advanced IFR and PBN training**