Instrument Rating (IR)

Instrument Flight Qualification – EASA Part-FCL

Overview

The **Instrument Rating (IR)** allows pilots to fly under **Instrument Flight Rules (IFR)** and in **Instrument Meteorological Conditions (IMC)**.
It is an essential step for pilots who wish to operate in more demanding environments, increase operational flexibility, or progress toward **CPL(A)** or a professional aviation career.

We provide training for the **IR(SE)** (Single-Engine Instrument Rating) on EASA-certified single-engine aircraft.

Training objectives

- Master the conduct of a complete IFR flight, from departure to arrival.
- Learn the use and management of aircraft instrumentation.
- Acquire the skills required to fly in reduced visibility and changing weather conditions.
- Perform standard IFR procedures: SID, STAR, holdings, precision and non-precision approaches.

Privileges of the IR

According to **FCL.600 IR**, the holder may:

- Fly **under IFR** as Pilot-in-Command on single-engine aeroplanes.
- Operate in IMC (cloud, fog, reduced visibility).
- Perform IFR approaches, including ILS, LOC, LPV, RNP, VOR, NDB…
- Use controlled IFR airspace across all EASA member states.
- Progress to:

- **IR Multi-Engine (IR-ME)**
- **CPL(A)**
- **ATPL(A)**

Entry requirements

To begin the IR training, the applicant must:

- Hold a valid **PPL(A)+QVN** or **CPL(A)** or PPL+ATPL in another aircraft category
-
- Hold a valid **SEP rating** (for IR-SE).
- Have passed the **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.

For IR conversions (FAA/OACI to EASA), partial credits may be granted.

Training program

1. IFR flight training

The full IR course typically includes **50 hours of instrument flight training**, covering:

- 10 hours in the basic module (instrument flying)
- 40 hours in the advanced module (instrument flying for procedures)

The training program includes :

- Basic instrument flying (simulated and real IMC)
- Climbs, descents, turns, trimming

- En-route IFR navigation (airways)
- Instrument approaches:
    - Conventionnels (ILS, LOC, VOR, DME…)
    - GNSS (RNP, GNSS…)
- Standard IFR departures and arrivals (SID/STAR)
- Holding procedures
- IFR abnormal and emergency procedures
- Workload management and cockpit resource management (CRM)

Depending on prior experience, credit may reduce the total hours required (CB-IR or IR conversion).

---

2. Theoretical knowledge

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

The exam includes these topics :

- Air Law
- Instrumentation
- Flight Preparation
- Human Performances
- Meteorology
- Radionavigation
- IFR Communication

Training duration

The duration varies depending on the chosen path:

- **Full IR course: 2 to 4 months**
- **Modular IR: variable depending on availability**
- **CB-IR or IR conversion: 2 to 6 weeks**

Weather and IFR slot availability may influence training time.

IR Skill Test

The final assessment is the **EASA IR Skill Test** with an Instrument Rating Examiner (IRE). The test includes:

- Full IFR flight planning
- En-route IFR navigation
- Holding procedures
- One precision and one non-precision approach
- Normal and emergency procedures
- Radio communications
- Overall cockpit and flight management

Successful completion leads to the addition of the IR to your licence.

Progression after the IR

After obtaining the IR, pilots can continue with:

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