INSTRUMENT RATINGS / CB-IR(A)

Competency-based Instrument Rating

Work towards a full instrument rating with a course that recognises relevant previous experience.

IAA APPROVAL PENDING

These courses are currently pending approval by the IAA, and no training can commence before approval is granted. Check back for updates.

Course summary

The competency-based route leads to a full IR(A). A pre-entry assessment establishes how previous instrument training or IFR experience can be recognised and what remains to be taught. The figures here describe the single-engine route.

Entry requirements

- Hold a PPL(A) or CPL(A), with the relevant class privileges and appropriate medical.
- For IR issue, at least 50 hours cross-country as PIC, including at least 10 hours in aeroplanes.
- A night rating is needed to exercise IR privileges at night.
- Provide logbooks, prior training records and any existing BIR or third-country IR for assessment.

Credits available

- Holders of a Part-FCL PPL or CPL and a valid third-country ICAO IR(A), with at least 50 hours of flight time under IFR as PIC in aeroplanes, have a defined route involving an IR skill test and the required knowledge demonstration.
- BIR holders have separate credit routes. Previously completed BIR training can count where it includes at least 10 hours of instrument flight instruction at an ATO and all CB-IR topics, assessed by the ATO. BIR holders with at least 50 hours IFR as PIC in aeroplanes may use the route requiring ATO assessment, appropriate flight training, an IR skill test and an oral knowledge demonstration.
- Qualifying instruction from an IRI(A) or FI(A) with IR training privileges, or qualifying instrument flight time as PIC in aeroplanes under a rating permitting IFR and IMC, may attract up to 30 hours credit. Other eligible instrument instruction may attract up to 15 hours.
- For those partial-credit routes, at least 10 hours instrument flight instruction in an aeroplane at an ATO and at least 25 hours total dual instrument instruction remain required. Credits are determined and recorded by the ATO.

CB-IR(A) / TRAINING & NEXT STEPS

Hours

Single-engine baseline	40 hours instrument time under instruction
Club course structure	Basic module 10 hours; procedural module 30 hours before credits
Previous experience	Individual credit following a pre-entry assessment
Completion	IR(A) skill test

These are baseline and credit limits, not a quotation. The approved training plan defines the actual instruction and any permitted simulator use.

Theoretical knowledge (TK)

The standard competency-based IR theoretical course is at least 80 hours and leads to seven IR subject examinations. Specific existing-rating credit routes can change the theory requirements. IR-level or accepted ATPL theory credit is checked individually.

Frequently asked questions

Is the rating restricted because the course is competency-based?

No. Successful completion leads to a full IR(A), with privileges determined by the rating held and applicable aircraft and operational rules.

Can my BIR reduce the training?

Yes, through the specific BIR credit provisions. The route depends on your experience and existing theoretical knowledge.

What should I send before an assessment?

Contact us first. We will explain which licence, rating, logbook and training records are needed and how to provide them securely.

Approval status

These courses are currently pending approval by the IAA, and no training can commence before approval is granted. Check back for updates.

Reference: FCL.610, FCL.615; Part-FCL Appendix 6, Section Aa; supplied CB-IR credit summary. EASA Aircrew rules, November 2025 edition.