INSTRUMENT RATINGS / Modular IR(A)

# Modular Instrument Rating

A structured modular course towards a full single-engine instrument rating.

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 standard modular IR route combines a basic instrument module and a procedural instrument module. It leads to a full IR(A), like the competency-based route, but follows different training and theory requirements. The supplied club outline describes an aeroplane-only course; the final approved delivery plan must be confirmed.

## Entry requirements

- Hold a PPL(A) or CPL(A), relevant aircraft privileges and an 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 for night IR privileges.
- Before the procedural module, a non-CPL holder needs the qualifying basic instrument course completion certificate or BIR.

## Credits available

- Relevant basic instrument course completion, a CPL or a BIR may change the applicable basic-module requirement under Appendix 6.
- Have the club review your records before choosing this route. Credits are not simply interchangeable with the CB-IR scheme.

Modular IR(A) / TRAINING & NEXT STEPS

## Hours

| | |
|---|---|
| Single-engine baseline | 50 hours instrument time under instruction |
| Basic module | 10 hours before applicable credits |
| Procedural module | 40 hours |
| Club delivery outline | Aeroplane training at the ATO, subject to confirmation |
| Completion | IR(A) skill test |

The regulatory framework permits defined simulator use. The supplied club outline specifies aeroplane training, which must be confirmed against the current approved course.

## Theoretical knowledge (TK)

The standard modular IR theoretical knowledge course is at least 150 hours, with seven IR subject examinations. Existing accepted theoretical knowledge credit is reviewed before enrolment.

## Frequently asked questions

**Why choose this rather than CB-IR?**

Discuss your experience, theoretical knowledge and preferred training structure with the Head of Training. Both lead to a full IR; the appropriate route is individual.

**Is this a multi-engine IR course?**

This page describes the single-engine route. Ask separately about multi-engine requirements and availability.

**Can I split the training into stages?**

The course has basic and procedural stages, with entry and completion rules. Agree the sequence and schedule before starting.

## Approval status

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Reference: FCL.610, FCL.615; Part-FCL Appendix 6, Section A; supplied club modular IR outline. EASA Aircrew rules, November 2025 edition.