Information Notice

Civil Aviation Authority

INFORMATION NOTICE

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Civil Aviation Authority

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Introduction of the Part-FCL Competency-Based Instrument Rating in the United Kingdom

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	Not primarily affected
Licensed/Unlicensed Personnel:	All UK licensed pilots and Approved Training Organisations, instructors and examiners with privileges to instruct/examine for aeroplane instrument ratings.

1 Introduction

1.1 The second 2014 amendment to the Aircrew Regulation (Regulation (EC) 1178/2011 as amended) has introduced an alternative route to obtaining an Instrument Rating (IR) that is often referred to as the "Competency Based Instrument Rating" (CBIR). This Information Notice sets out the means by which the holders of UK-issued Part-FCL licences may qualify for an IR via this route.

1.2 This Information Notice supersedes IN–2014/129.

2 Scope

2.1 Overview

2.1.1 This information Notice concerns the Part-FCL Competency Based Instrument Rating referred to in Section Aa of the amended Appendix 6 to Part-FCL. (Part-FCL is Annex I to the Aircrew Regulation.) The CBIR is available for aeroplanes only. The privileges of the CBIR do not include flying "High Performance Aeroplanes" (HPA) under IFR unless further theoretical knowledge is obtained. Specific aeroplanes are classified as HPA by the European Aviation Safety Agency (EASA), as notified in the aeroplane class and type rating list published by the Agency on its website.

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2.2 Qualifying for the CBIR - except when a valid aeroplane IR is held on a non-EU licence

2.2.1 The CBIR is subject to the same requirements of Subpart G of Part-FCL that apply to the conventional IR(A), except where differences are specifically identified. The specific training requirements to be complied with to obtain the CBIR are set out in Section Aa of Appendix 6 to Part-FCL. The associated Acceptable Means of Compliance (AMC) material published by EASA should also be referred to by applicants, instructors and examiners.

2.2.2 In common with other IRs, the requirements specify that to qualify for the CBIR an applicant shall complete a course of theoretical knowledge instruction, a course of flying training and pass theoretical knowledge examinations and a skill test. Paragraph 6 of the Section Aa requirements allows some credit to be given for previous instrument instruction and/or experience against the flying training course requirements, and allows some of the training to be completed outside of an Approved Training Organisation. However, in all cases, there is a minimum amount of training that must be completed as an approved CBIR course at an Approved Training Organisation.

2.2.3 The applicant for a CBIR can benefit from the theoretical knowledge examination credits that apply to the standard IR. Therefore the following are acceptable substitutes for passes in the Part-FCL theoretical knowledge examinations for the CBIR:

i) passes in all of the Part-FCL (or JAR-FCL) examinations for the IR(A) or IR(H) obtained within the 36 months prior to the CBIR being issued; or

ii) passes in all of the Part-FCL (or JAR-FCL) examinations for the ATPL(A) obtained within the 36 months prior to the CBIR being issued; or

iii) holding a valid (non-expired) Part-FCL (or JAR-FCL) IR(H); or

iv) having held a Part-FCL (or JAR-FCL) IR(A) or IR(H) that was a valid rating within the 7 years prior to the CBIR being issued.

Applicants who hold or have held a Part-FCL (or JAR-FCL) CPL(A) are not required to pass the Human Performance and Meteorology examinations.

2.3 Qualifying for the CBIR on the basis of a valid aeroplane Instrument Rating included in an ICAO Annex I compliant licence issued by a third country; (a non-EU licence).

2.3.1 Paragraph 8 of Section Aa of the Appendix 6 to Part-FCL sets out the specific requirements that apply to pilots, who hold a valid IR on an International Civil Aviation Organization (ICAO) Annex I compliant licence issued by a country that is not an EASA State, and who have at least 50 hours of flying in accordance with the Instrument Flight Rules (IFR) as pilot in command of aeroplanes. A valid IR means that the holder is entitled to exercise the privileges of the IR according to the regulatory requirements of the country that issued the rating. The third country rating must be valid on the day of the skill test and on the day that the application for the CBIR is received by the UK CAA.

2.3.2 Pilots meeting the criteria of paragraph 8 of Section Aa are not required to complete the theoretical knowledge instruction or flying training specified for the CBIR, but must pass the IR skill test and demonstrate adequate theoretical knowledge. Section Aa specifies that applicants shall demonstrate an adequate knowledge of air law, meteorology and flight planning and performance to the examiner designated for the IR test; this will be by oral questioning of the applicant. If the examiner is not satisfied that the applicant has adequate theoretical knowledge, the applicant will fail the skill test. However, if the applicant has demonstrated theoretical knowledge by passing the CBIR examinations or through the crediting arrangements set out in paragraph 2.2.3 of this Information Notice, the specific assessment of theoretical knowledge during the skill test prescribed in paragraph 8(b) of Section Aa, will not be required.

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