

Conversion of third country Instrument Rating onto an EASA Part-FCL PPL or CPL

As from 8 April 2015 holders of 'third country' ICAO-compliant licenses will no longer be entitled to exercise the privileges of the license and associated ratings on EASA aircraft or aircraft deemed to be based in EASA states, and will have to convert those licenses and ratings to EASA Part-FCL equivalents. This short summary offers guidance on a number of questions which have been posed on the process for converting a third-country Instrument Rating (IR) onto an EASA Part-FCL PPL or CPL using the recently-introduced competency-based modular IR route.

Q How much logged Flight Time under IFR do I need?

A You will need to provide evidence of a minimum experience of at least 50 hours of flight time under IFR as PIC on aeroplanes.

Q Do I need classroom training for the theoretical knowledge requirements and do I need to sit a theory exam?

A Not necessarily. There is provision to provide full credit for Theoretical Knowledge; during the skill test the Examiner will want you to demonstrate that you have acquired an adequate level of theoretical knowledge of air law, meteorology and flight planning and performance (IR). If the ATO determines that your level of knowledge is not adequate, you may be required to complete additional training prior to taking the skills test.

Q Who do I need to contact in the first instance? The CAA, an Approved Training Organisation (ATO), or can I contact an Instrument Rating Examiner (IRE) directly?

A Contact an ATO approved for the conduct of Competence Based IR training Courses who will assess your experience and ultimately recommend you for test.

Q Can I contact any ATO in any EASA state for this?

A Yes. You are not restricted to UK ATOs, however the ATO must be approved to conduct competency-based modular IR training.

Q Can I use any IRE? Can I use an IRE with a non-UK issued EASA licence?

A The ATO will guide you into the UK CAA system for the designation of Examiners.

Q Do I need to take a flight test?

A Yes. You will need to take and pass the EASA IR Skills Test. Details can be found at Appendix 7 to Part-FCL and also in CAP 804 page 405 of 888.

Q Can I use my own aircraft for the skills test?

A Yes, as long as it is suitably equipped for the route to be flown in accordance with the ANO Schedules 4 (equipment) & 5 (avionics).

Q Does the aircraft need to be fitted with vision-limiting panels?

A Not necessarily, as long as the Examiner is satisfied that you are able to control the aircraft by 'sole reference to instruments', a standard vision limiting device such as an IFR 'hood', or 'Foggles' will normally be sufficient.

Q Must the skills test be carried out within the UK FIR and must the en-route section be flown in controlled airspace?

A This is not specifically required by EU regulation. The Examiner will brief you on the route to be flown. In UK airspace it is normally required to plan a flight along a published route in CAS.

Q If the route chosen by the Examiner requires the use of equipment which is not fitted to my aircraft e.g. ADF, DME, can I request an alternate route?

A No. The examiner will select an appropriate route, based on weather and accessible training airfields and will expect the aircraft you use to be suitably equipped.

Q Can an LNAV approach with advisory glideslope be counted as a non-precision approach for the purposes of the skills test?

A The CAA does not accept the use of such approaches for the initial IR skills test and would caution that the advisory glideslope may not necessarily be the same as the published approach.

Q My aircraft's primary instrumentation is 'glass'. Which instruments are acceptable for the limited panel section of the skills test?

A Whatever fall back or secondary presentations fitted to the IFR legal aircraft are acceptable. You must furnish a means to cover or deny use of primary heading and attitude displays.

Q What fees and charges are involved?

A ATO fees as agreed by you; CAA fees, including examiner fees, as published on the CAA website.