

## **EASA CLASS 2 INSTRUMENT RATING PROPOSAL**

EASA Class 2 IR to enable pilots of light aeroplanes to cope safely with non-VMC weather in EC airspace without the requirement to hold a full IR.

### **Privileges:**

- 1.0 To fly IMC/IFR in EC airspace where so permitted under national law.
- 1.1 To navigate the aircraft by sole reference to instruments under circumstances which require mandatory compliance with defined routes.
- 1.2 To fly instrument approach procedures for which they have logbook endorsements to instrument approach minima +200ft for precision approach and +250ft for non-precision approach.

### **Specific Exclusions:**

- 2.1 No multi-pilot Class 2 IR – multi-pilot ratings must include a full IR by default.
- 2.2 No CAT II/IIIa/IIIb/IIIc approaches permitted.

### **Training:**

- 3.1 At least 10 hours Basic Instrument Flight Module, common to the modular IR training.
- 3.2 At least 10 hours procedural instrument flight training, to consist of:

Module 1: 4 hours training in take-off, departure, en-route navigation and holding.

- 3.3 Any 2 of the following 4 modules:

Module 2: 3 hours training in precision approaches with pilot-interpreted guidance.

Module 3: 3 hours training in non-precision approaches with pilot-interpreted guidance in azimuth only.

Module 4: 3 hours training in precision or non-precision radar approaches, with guidance provided by an external controller.

Module 5: 3 hours training in approved RNAV/GNSS approaches.

- 3.4 All instrument approach flight training modules shall include:

3.4.1 Missed approach and go-around training.

3.4.2 Visual circuit flying under simulated conditions of low cloud and reduced visibility (600 ft cloudbase and 1800m horizontal in-flight visibility).

- 3.5 Additional training will be required if the test is to be undertaken in a multi-engine aircraft:

Module 6: 4 hours training in one-engine inoperative procedures relevant to all phases of flight (take-off, departure, en-route, approach and missed approach).

- 3.6 Training to be conducted:

3.6.1. By either:

3.6.1.1. A FI authorised under EASA part-FCL whose privileges include instruction in applied instrument flying; or

3.6.1.2 An IRI authorised under EASA part-FCL.

3.6.2. At an ATO

3.6.3 In suitably equipped aeroplanes or, as specified in para 3.7., an FSTD.

3.7. Of the required hours procedural instrument flight training, the following synthetic training may be conducted in an FSTD:

3.7.1. 2 of the 4 hours of Module 1; and

3.7.2. 2 of the 6 hours of Modules 2-5

**Skill Test:**

4.1 Skill Test shall be conducted by a FE or IRE authorised under EASA part-FCL and shall include:

4.1.1. Full Panel Instrument Flying.

4.1.2. Limited (or Partial) Panel Instrument Flying.

4.1.3. Use of radio navigation aids for position fixing and en-route navigation.

4.1.4. Let down and approach procedures, to include one precision and one non-precision approach, of which at least one shall be pilot-interpreted and of which at least one shall be concluded by a missed approach and go-around.

4.1.5. Bad weather circuit.

4.1.6. Flight with asymmetric thrust (multi-engined aircraft only).

**Language Proficiency:**

5.1 Applicants for the EASA Class 2 IR shall hold at least ICAO Level 4 English Language proficiency.