


Irish Aviation Authority The Times Building 11–12 D'Olier Street Dublin 2, Ireland www.iaa.ie Safety Regulation Division	Údarás Eitlíochta na hÉireann Foirgneamh na hAmanna 11–12 Sráid D'Olier Baile Átha Cliath 2, Éire Rannán na Rialachán Sábháilteachta	No. PLAM 037 Revision 0 Area ACW Page 1 of 13 Date 16.08.2022	
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INSTRUMENT RATING & CROSS-CREDIT OF INSTRUMENT RATING PRIVILEGES

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1. Purpose of This PLAM

This PLAM describes the requirements and explains the privileges and validity of an Instrument Rating (IR), how to obtain an IR and what cross-credit of privileges are available. It is applicable to all aeroplane or helicopter pilots applying for, or who hold an IR Rating and may be used as additional guidance by Examiners

2. References

- Commission Regulation (EU) No. 1178/2011 (as amended)
- PLAM 024
- RPPL-F-174 Form
- RPPL-F-147A Form
- RPPL.F.148 Form
- RPPL-F-159 Form
- Irish Aviation Authority (Fees) Order, (SI 523 of 2015) (as amended)

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3. General requirements Instrument Rating (FCL.600 IR)

Except as provided in point FCL.835, operations under IFR on an aeroplane or helicopter shall be conducted only by holders of a PPL, CPL, MPL and ATPL with an IR appropriate to the category of aircraft or, if an IR appropriate to the category of aircraft is not available, only while undergoing skill testing or dual instruction.

4. Prerequisites and crediting (FCL.610 IR)

4.1 Applicants for an IR shall:

- (a) hold:
 - (1) at least a PPL in the appropriate aircraft category, and:
 - (i) the privileges to fly at night in accordance with FCL.810, if the IR privileges will be used at night; or
 - (ii) an ATPL in another category of aircraft; or
 - (2) a CPL, in the appropriate aircraft category;
- (b) have completed at least 50 hours of cross-country flight time as PIC in aeroplanes, TMGs, helicopters or airships, of which at least 10 or, in the case of airships, 20 hours shall be in the relevant aircraft category.
- (c) Helicopters only. Applicants who have completed an ATP(H)/IR, ATP(H), CPL(H)/IR or CPL(H) integrated training course shall be exempted from the requirement in (b).

5. Training and testing prerequisites (FCL.615 IR)

Applicants for an IR shall have received a course of theoretical knowledge and flight instruction in accordance with FCL.615 IR at an ATO. They shall demonstrate a level of theoretical knowledge appropriate to the privileges granted. They shall pass a skill test to demonstrate the ability to perform the relevant procedures and manoeuvres with a degree of competency appropriate to the privileges granted.

6. Medical Requirements (MED.A.030)


An applicant for, or holder of an IR shall hold a medical certificate issued in accordance with Part-MED and appropriate to the licence privileges to be exercised.

If an instrument rating or basic instrument rating is added to a PPL, the licence holder shall undergo pure tone audiometry examinations in accordance with the periodicity and the standard required for class 1 medical certificate holders.

7. Licence Endorsements

7.1 A pilot wishing to conduct operations under IFR shall have endorsed in Section XII "Ratings, certificates and privileges" of his/her licence, the privileges of the IR rating held, the date of test and the expiry date. The designations for the different IR privileges will be annotated on the licence in one or more of the following ways;

- ME IR(MPA)
- ME IR(SPA)
- SE IR

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The line corresponding to the IR privileges held may also contain a restriction if applicable to the pilot's privileges. For example, the following entry may be made on the page;

- IR valid for MPA only

7.1.1 Example of how the IR ratings are indicated on the licence

XII Ratings, certificates and privileges	
Class/Type/IR	Remarks/Restrictions
ME IR(SPA)	Nil
MEP (land)	Nil
SE IR	Nil
SEP (land)	Nil

XII Ratings, certificates and privileges	
Class/Type/IR	Remarks/Restrictions
B737 300-900	Nil
ME IR(MPA)	IR valid for MPA only
SEP (land)	Nil

7.2 Determining the validity of the IR is based on the entries annotated on the XII "Certificate of Revalidation" pages.


- Rating Certificate Endorsement = The IR privileges held
- Date of Rating Test = Date the IR skill test or proficiency check is passed
- Valid until = The expiry date of the IR privileges

7.2.1 Multi Engine Instrument Rating, Multi Pilot Aircraft: **ME IR(MPA)**

XII Certificate of Revalidation					
Rating Certificate Endorsement	Date of Rating Test	Date of IR Test	Valid Until	Examiners Certificate	Examiner Signature
B737 300-900	11/06/2018	11/06/2018	30/06/2019	Issued by the Competent Authority	

7.2.2 Multi Engine Instrument Rating, Single Pilot Aircraft: **ME IR(SPA)**

XII Certificate of Revalidation					
Rating Certificate Endorsement	Date of Rating Test	Date of IR Test	Valid Until	Examiners Certificate	Examiner Signature
ME IR(SPA)	16/04/2022	-----	30/04/2023	Issued by the Competent Authority	

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7.2.3 Single Engine Instrument Rating, Single Pilot Aircraft: **SE IR(SPA)**

XII Certificate of Revalidation					
Rating Certificate Endorsement	Date of Rating Test	Date of IR Test	Valid Until	Examiners Certificate	Examiner Signature
SE IR	24/02/2021	-----	28/02/2022	Issued by the Competent Authority	

7.3 The following example represents possible entries contained within a licence indicating Class and IR privileges. Note that the expiry date of the class rating and IR may not align.

XII Certificate of Revalidation					
Rating Certificate Endorsement	Date of Rating Test	Date of IR Test	Valid Until	Examiners Certificate	Examiner Signature
MEP (land)	23/03/2022	16/04/2022	31/03/2023	Issued by the Competent Authority	

XII Certificate of Revalidation					
Rating Certificate Endorsement	Date of Rating Test	Date of IR Test	Valid Until	Examiners Certificate	Examiner Signature
ME IR(SPA)	16/04/2022	-----	30/04/2023	Issued by the Competent Authority	

However, for all instances the class or type rating and the IR rating must both be valid at the time of the IFR operations.

8 Privileges and Conditions of an IR (FCL.605)


8.1 Privileges

The privileges of holders of an IR are to fly aircraft under IFR, including PBN operations, with a minimum decision height of:

- (1) no less than 200 ft (60 m);
- (2) less than 200 ft (60 m), provided that they are authorised to do so in accordance with Annex V (Part-SPA) to Regulation (EU) No 965/2012.

8.2 Conditions

- (1) Holders of an IR shall exercise their privileges in accordance with the conditions established in Appendix 8 to this Annex.
- (2) To exercise privileges as PIC under IFR in multi-pilot operation in helicopters, holders of an IR(H) shall have at least 70 hours of instrument time, of which up to 30 hours may be instrument ground time.

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A. Aeroplanes

MP type rating

The IR is a prerequisite for the type rating. It is not possible to undergo training for these ratings without the specific IR training. The applicable privileges do not transpose towards other types or class ratings.

e.g.: B737 300-900 doesn't give any privileges to fly IFR for an ATR42/72 or an MEP(Land) or a SEP(Land). It does provide the applicant IR cross credits in accordance with Appendix 8 of Part-FCL providing the applicant is compliant with the associated conditions for the credit.

High performance complex aeroplane type rating

The IR is a prerequisite for the type rating. It is not possible to undergo training for these ratings without the specific IR training. The applicable privileges do not transpose towards other types or class ratings.

e.g.: C525 doesn't give any privileges to fly IFR for an ATR42/72 or a MEP(Land) or a SEP(Land). It does provide the applicant IR cross credits in accordance with Appendix 8 of Part-FCL providing the applicant is compliant with the associated conditions for the credit.

SP ME non-high performance complex aeroplane type rating, operated as SP

The IR extends privileges for other SP ME non-high performance complex aeroplane type ratings only if Section 6 of the skill test schedule for the additional SP ME non-high performance complex aeroplane type rating has been flown solely by reference to instruments in SP operations.

e.g.: The IR on a D128 can give IR privileges for the EMB110 but not for the SEP(Land) or MEP(Land). It does provide the applicant IR cross credits in accordance with Appendix 8 of Part-FCL providing the applicant is compliant with the associated conditions for the credit.

SP ME non-high performance complex aeroplane type rating, operated as MP

The IR does not extend privileges to any other type or class ratings.

e.g.: The IR on a Grumman Tracker in MP doesn't give any other privileges.

SP ME class rating, operated as SP


In accordance with FCL.620.A IR(A) IR privileges are extended to SE classes and SE type ratings, SP ME classes and non-high performance complex aeroplane type ratings.

e.g.: The IR on MEP(Land) gives privileges on SEP(Land), Cessna SET, MEP(Sea) and BN2T.

SP ME class rating, operated as MP

The IR does not extend privileges to any other type or class ratings.

e.g.: The IR on a DA62 operated as MP doesn't give any other privileges.

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SP SE class rating

The IR extends privileges for other SE classes and for SE type ratings

e.g.: The IR on Pilatus PC12 SET gives privileges for SEP(Sea) and for Pilatus PC9/PC7MkII.

SP SE type rating

The IR extends privileges for SE classes and for other SE type ratings.

e.g.: The IR on Pilatus PC9/PC7MkII gives privileges for TBM SET.

B. Helicopters

MPH type rating

The IR is a prerequisite for the type rating and does not extend privileges to any other type ratings.

e.g.: SA330 doesn't give any privileges to fly IFR for S365/EC155.

SP ME type rating, operated as SP

The IR gives privileges for SE type ratings and for other SP ME type ratings only if the additional training for extending an IR(H) to further type is completed (*).

SP ME type rating, operated as MP

The IR does not extend privileges to any other type ratings.

(*) AMC2 FCL.725(a) Requirements for the issue of class and type ratings:

Holders of an IR(H) wishing to extend the IR(H) to further types should have additionally 2 hours flight training on type by sole reference to instruments according to IFR which may be conducted in an FFS C/D or FTD 2/3. Holders of an SE IR(H) wishing to extend the IR privileges to an ME IR(H) for the first time should complete at least 5 hours training.


9. Validity of an IR (FCL.625)

An IR shall be valid for 1 year.

10. Revalidation of an IR Common Requirements (FCL.625)

*"Revalidation" (of, e.g. a rating or certificate) means the administrative **action taken within the period of validity of a rating or certificate** which allows the holder to continue to exercise the privileges of a rating or certificate for a further specified period consequent upon the fulfilment of specified requirements.*

- 1 An IR shall be revalidated within the 3 months immediately preceding its expiry date by complying with the revalidation criteria for the relevant aircraft category.

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- 2 If applicants choose to fulfil the revalidation requirements earlier than prescribed in point (1), the new validity period shall commence from the date of the proficiency check.

If the holder of an IR chooses to revalidate the IR prior to the 3 months immediately preceding its expiry date then the new expiry date shall be calculated as twelve months to the end of the calendar month from the date of successfully passing the proficiency check.

- 3 Applicants who fail to pass the relevant section of an IR proficiency check before the expiry date of the IR shall exercise the IR privileges only if they have passed the IR proficiency check.
- 4 Applicants for the revalidation of an IR shall receive full credits for the proficiency check as required in this Subpart when they complete EBT practical assessment in accordance with Appendix 10 related to the IR at an EBT operator.

11. Specific requirements for the aeroplane category (FCL.625.A)

- (a) Revalidation. Applicants for the revalidation of an IR(A):
- (1) when combined with the revalidation of a class or type rating, shall pass a proficiency check in accordance with Appendix 9 to this Part;

The appropriate class/type rating must be valid during the check.

- (2) when not combined with the revalidation of a class or type rating, shall:
- (i) for single-pilot aeroplanes, complete section 3b and those parts of section 1 relevant to the intended flight, of the proficiency check prescribed in Appendix 9 to this Part;

For single-pilot aeroplanes, Section 3b and parts of section 1 relevant to the flight must be filled in ([use RPPL-F-147A form](#))

and


- (ii) for multi-engine aeroplanes, complete section 6 of the proficiency check for single-pilot aeroplanes in accordance with Appendix 9 to this Part by sole reference to instruments.

For multi-engine aeroplanes, Section 6 and 3b and parts of section 1 relevant to the flight must be filled in ([use RPPL-F-147A form](#))

- (3) An FNPT II or an FFS representing the relevant class or type of aeroplane may be used in the case of paragraph (2), but at least each alternate proficiency check for the revalidation of an IR(A) in these circumstances shall be performed in an aeroplane.

For single-pilot aeroplanes, Section 3b and parts of section 1 relevant to the flight must be filled in ([use RPPL-F-147A form](#))

For multi-engine aeroplanes, Section 6 and 3b and parts of section 1 relevant to the flight must be filled in ([use RPPL-F-147A form](#))

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12. Specific requirements for the helicopter category (FCL.625.H)

- (a) Applicants for the revalidation of an IR(H):
- (1) when combined with the revalidation of a type rating, shall complete a proficiency check in accordance with Appendix 9 to this Part, for the relevant type of helicopter ([use RPPL-F-148 form](#))
 - (2) when not combined with the revalidation of a type rating, shall complete only Section 5 and the relevant parts of Section 1 of the proficiency check established in Appendix 9 to this Part for the relevant type of helicopter.

In this case, an FTD 2/3 or an FFS representing the relevant type of helicopter may be used, but at least each alternate proficiency check for the revalidation of an IR(H) in these circumstances shall be performed in a helicopter ([use RPPL-F-148 form](#))

13. Renewal of an IR Common Requirements (FCL.625)

*"Renewal" (of, e.g. a rating or certificate) means the administrative **action taken after a rating or certificate has lapsed** for the purpose of renewing the privileges of the rating or certificate for a further specified period consequent upon the fulfilment of specified requirements.*

- (c) Renewal. If an IR has expired, in order to renew their privileges applicants shall:
- (1) go through refresher training at an ATO to reach the level of proficiency needed to pass the instrument element of the skill test in accordance with Appendix 9 to this Part; and

To renew an IR rating, the applicant shall go to an ATO and complete an IR renewal training course. The content of the renewal training is determined by the ATO. The ATO shall follow the acceptable means of compliance AMC1 FCL.625(c) IR — Validity, revalidation and renewal when determining the amount of training.


- (2) complete a proficiency check in accordance with Appendix 9 to this Part, in the relevant aircraft category.

(for single-pilot aeroplanes except for high-performance complex aeroplanes [use RPPL-F-147A form](#))

(for multi-pilot aeroplanes & single-pilot high-performance complex aeroplanes [use RPPL-F-147 form](#))

(for single/multi-pilot helicopters [use RPPL-F-148 form](#))

- (d) If the IR has not been revalidated or renewed within the preceding 7 years, the holder will be required to pass again the IR theoretical knowledge examination and skill test.
- (e) Holders of a valid IR on a pilot licence issued by a third country in accordance with Annex 1 to the Chicago Convention shall be exempted from complying with the requirements in points (c)(1), (c)(2) and (d) when renewing the IR privileges contained in licences issued in accordance with this Annex.

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14. IR cross credits Aeroplanes (FCL.625.A & Annex I (Part-FCL) Appendix 8)

Credits may be granted towards the IR requirements of a proficiency check when undergoing a combined class or type rating with IR proficiency check.

14.1 Credits shall be granted only if holders are revalidating or renewing IR privileges for single-pilot single-engine and single-pilot multi-engine aeroplanes, and the class or type rating with IR to be credited is valid, as appropriate.

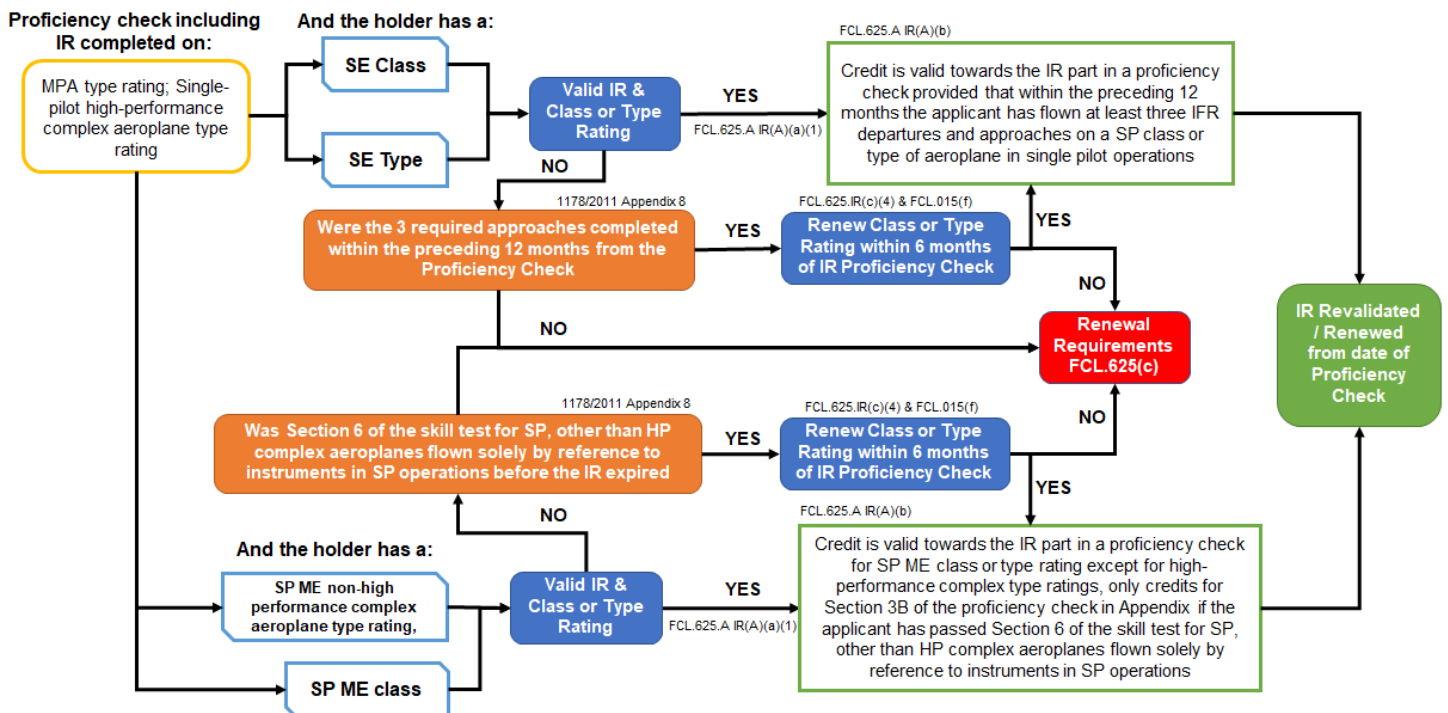
Cross-credit shall only be granted by examiners holding privileges issued by the IAA in accordance with [PLAM 017\(3.3\)](#) for revalidating or renewing single-pilot IR or by the IAA FCL office.

Credits shall only be granted if the pilot undergoes a revalidation in the following class or type that includes an IR proficiency check:

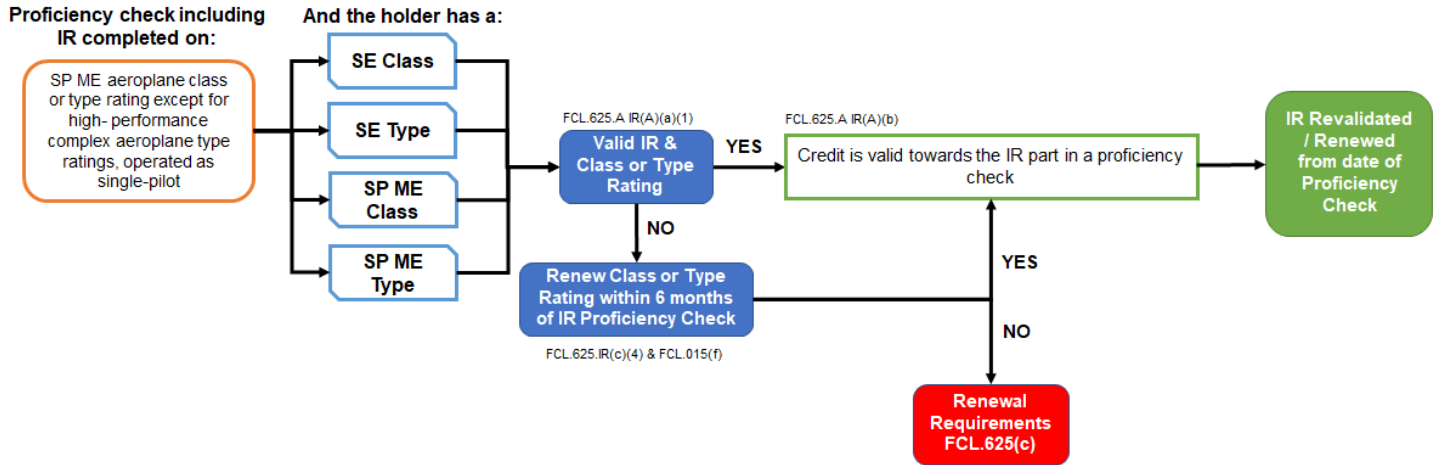
- single-engine aeroplane
 - single-pilot multi-engine aeroplane
- and
- a pilot may only receive credits towards the IR part of a proficiency check when holding another valid type or class, with a valid IR endorsement
 - depending on the type or class the pilot is attempting to claim credits from there are supplementary requirements as defined in Annex I (Part-FCL) Appendix 8.

No cross-credits shall be applicable during a skill test for a class or type rating.

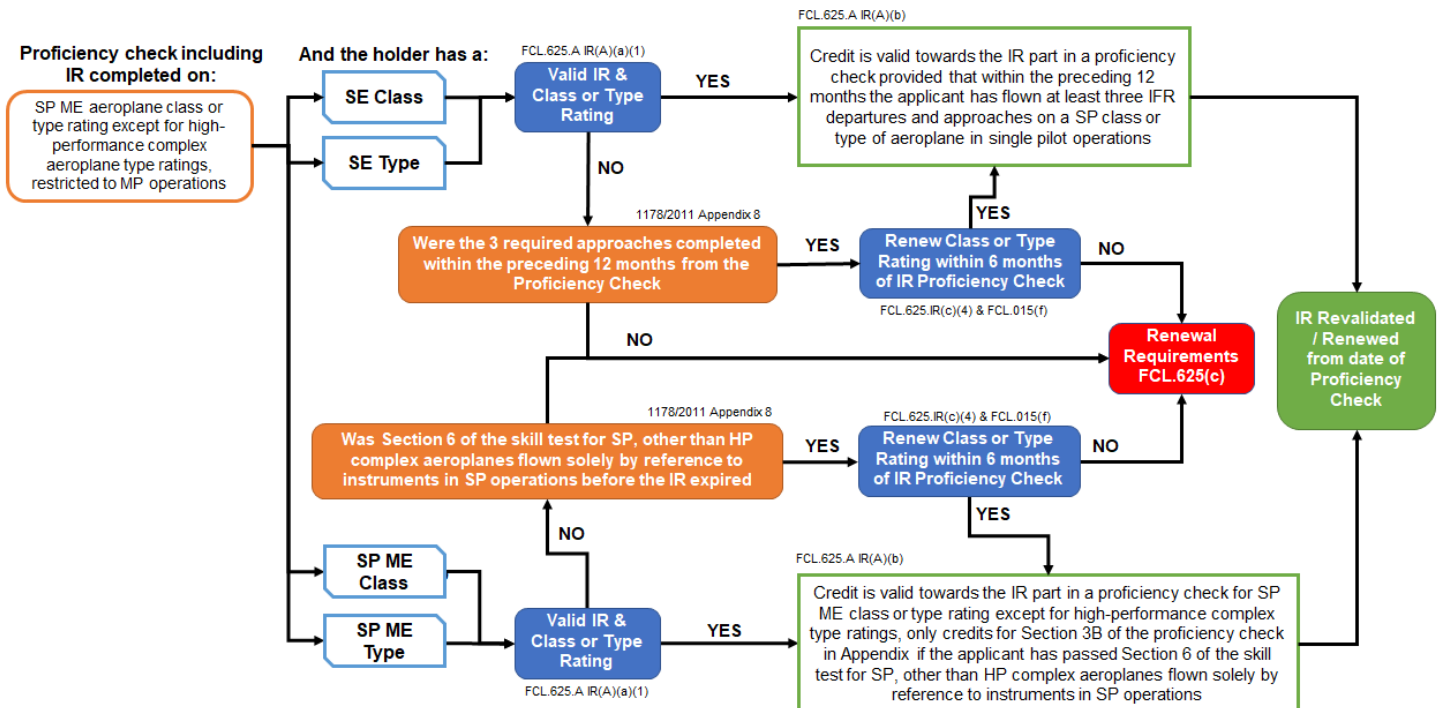
14.2 Cross-credit for MP type or High-performance complex aeroplane type proficiency check including IR




14.3 Cross-credit for SP ME non-high performance complex aeroplane type rating, operated as single-pilot

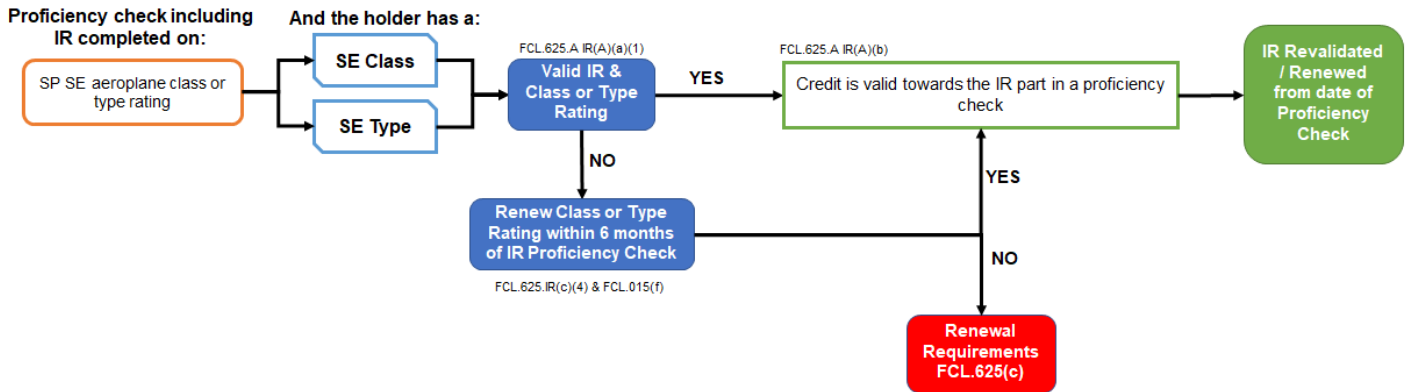


14.4 Cross-credit for SP ME non-high performance complex aeroplane type rating, restricted to MP operation



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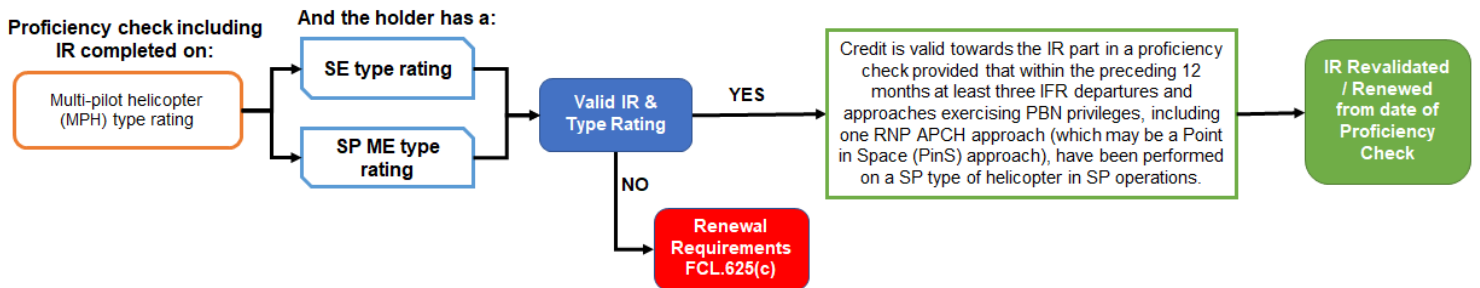
14.5 Cross-credit for SP SE aeroplane class or type rating



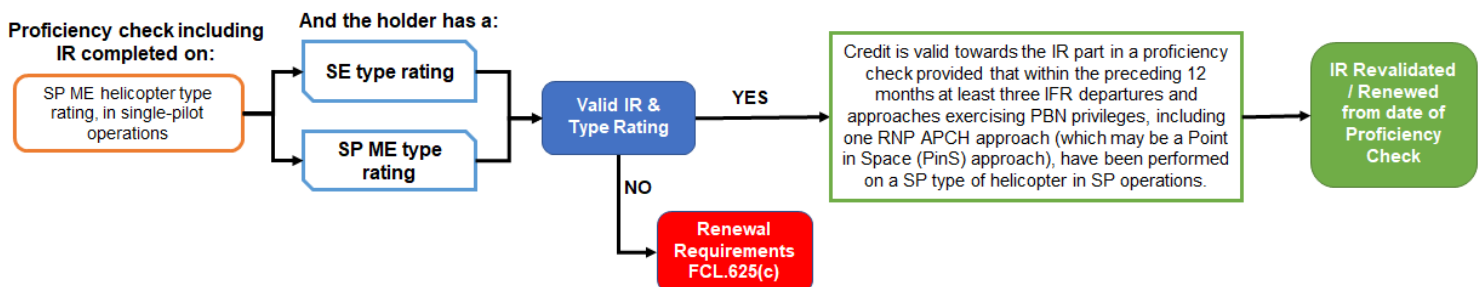
15. IR cross credits Helicopters (FCL.625.H & Annex I (Part-FCL) Appendix 8)


Credits shall be granted only if holders are revalidating IR privileges for single-engine and single-pilot multi-engine helicopters and the type rating with IR to be credited is valid as appropriate.

15.1 Cross-credit for Multi-pilot helicopter (MPH) type rating

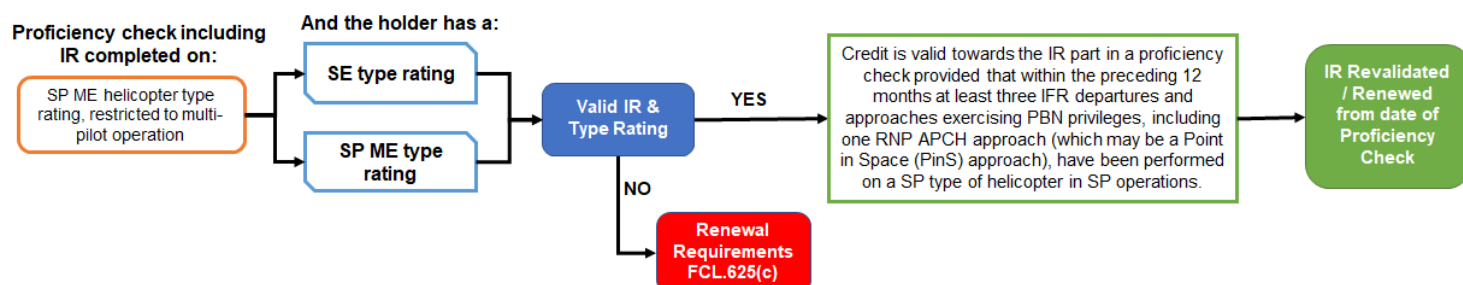


15.2 Cross-credit for Single-pilot Multi-engine helicopter type rating, operated as single-pilot

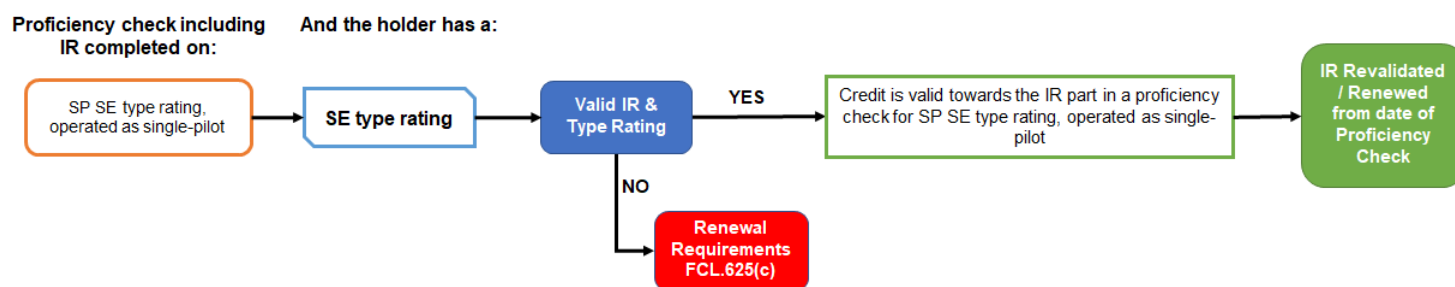


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15.3 Cross-credit for Single-pilot Multi-engine helicopter type rating, restricted to multi-pilot operations



15.4 Cross-credit for Single-pilot Single-engine helicopter type rating, operated as single-pilot




16. Performance-based navigation instrument rating privileges (Cover Regulation Article 4a)

It is a requirement since 25 August 2020 PBN privileges shall be required for every IR. The PBN privileges are annotated in the XIII “Remarks: Endorsements”.

XIII	Remarks: This licence is automatically validated as per the ICAO attachment to this licence (see EASA website) Language Proficiency: English Level 6 unlimited validity Endorsements: Instrument Rating - IR (A) - includes PBN privileges
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16.1 An applicant presenting for revalidation or renewal of an IR who does not have PBN privileges endorsed on the licence shall not be eligible for revalidation or renewal until the applicant demonstrates compliance with;

- having successfully completed a course of theoretical knowledge including PBN, in accordance with FCL.615 of Annex I (Part-FCL);
- having successfully completed flying training including PBN, in accordance with FCL.615 of Annex I (Part-FCL);
- having successfully completed either a skill test in accordance with Appendix 7 to Annex I (Part-FCL) or a skill test or a proficiency check in accordance with Appendix 9 of Annex I (Part-FCL).

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16.1.1 When making application to have PBN privileges added to the licence which has not been completed within the State, the applicant shall [make application using RPPL-F-159 form](#) and attach all supporting documents and forward the submission to the IAA FCL office.

16.2 The requirements of paragraph 16.1(a) and 16.1(b) above shall be deemed to have been fulfilled where the IAA considers that the competence acquired, either through training or from familiarity with PBN operations, is equivalent to the competence acquired through the courses referred to in paragraph 16.1(a) and 16.1(b) above and the pilot demonstrates such competence to the satisfaction of the examiner at the proficiency check or skill test referred to in paragraph 16.1(c) above.

16.3 A record of the successful demonstration of competency in PBN shall (upon completion of the skill test or the proficiency check referred to in paragraph 16.1(c) above) be entered in the pilot's logbook or equivalent record and signed by the examiner who conducted the test or check

17. Examiner Privileges to Revalidate or Renew an IR

Cross-credit shall only be granted by examiners holding privileges issued by the IAA in accordance with [PLAM 017\(3.3\)](#) for revalidating or renewing single-pilot IR or by the IAA FCL office.

17.1 Only examiners with single-pilot IR revalidation and renewal privileges or the IAA FCL office may cross credit an IR. When applying credits in the field the examiner shall hold one or more of the following privileges.

- IRE(A) and IRE(H)
- CRE complying with FCL.1005.CRE (b) (2)
- TRE(A) for single-pilot aeroplanes
- TRE(H) complying with FCL.1005.TRE (b) (2)

Examiners not holding the above privileges are not allowed to cross credit the IR on IAA issued EU Part-FCL licences.

18. Examiners endorsing the logbook

The pilot's logbook must be endorsed with the result of the IR skill test or proficiency check, including any cases of a failed or partially passed test or check.

18.1 Pilots and examiners are recommended to review AMC1 FCL.050 and [PLAM 024](#) to ensure entries in their logbooks are made in a compliant and a manner acceptable to the IAA.

19. Date of Implementation of this PLAM

This PLAM No. 037, takes effect following its publication on the IAA Website.