



Issued: 10 October 2014

## Introduction of the Part-FCL En-Route 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).

<b>Applicability:</b>	
<b>Aerodromes:</b>	Not primarily affected
<b>Air Traffic:</b>	Not primarily affected
<b>Airspace:</b>	Not primarily affected
<b>Airworthiness:</b>	Not primarily affected
<b>Flight Operations:</b>	Not primarily affected
<b>Licensed/Unlicensed Personnel:</b>	All UK licensed pilots and Approved Training Organisations (ATO); Instructors and examiners with privileges to instruct/examine for aeroplane instrument ratings

### 1 Introduction

1.1 The third amendment to the Aircrew Regulation (Regulation (EU) No. 1178/2011 as amended), has introduced a new rating for flight in accordance with the Instrument Flight Rules (IFR) in aeroplanes. It is called the En-route Instrument Rating (EIR). This Information Notice sets out the means by which the holders of UK-issued Part-FCL licences may qualify for an EIR. (Part-FCL is Annex I to the Aircrew Regulation).

### 2 Scope

2.1 This Information Notice concerns the EIR referred to in Part-FCL, FCL.825.

#### 2.2 Privileges

2.2.1 The privileges of the EIR are to conduct flights by day under IFR in the en-route phase of flight in an aeroplane for which the type or class rating is held. The EIR is available for aeroplanes only. The rating may be held for single engine or multi-engine aeroplanes. The EIR privileges may be extended to flights by night under IFR, if the pilot holds a night rating.

2.2.2 The explanatory material for the privileges and conditions that apply to the EIR is set out in AMC1 FCL.825(a) as follows:

**“AMC1 FCL.825(a) En Route instrument rating (EIR)****GENERAL**

Since the privileges of the EIR are only to be exercised in the en route phase of flight, holders of an EIR should:

- (a) at no time accept an IFR clearance to fly a departure, arrival or approach procedure;
- (b) notify the ATS if unable to complete a flight within the limitations of their rating.

**CONDITIONS FOR THE EXERCISE OF THE PRIVILEGES OF AN EN ROUTE INSTRUMENT RATING (EIR)**

- (c) To comply with FCL.825 (a)(2), the holder of an EIR should not commence or continue a flight during which it is intended to exercise the privileges of the rating unless the appropriate weather reports or forecasts for the destination and alternate aerodrome for the period from one hour before until one hour after the planned time of arrival indicates VMC. The flight may be planned only to aerodromes for which such meteorological information is available. When filing a flight plan, the holder of an EIR should include suitable VFR to IFR and IFR to VFR transitions. In any case, the pilot needs to apply the relevant operational rules, which ever are more limiting.
- (d) A suitable VFR to IFR transition is any navigational fix
  - (1) to which the flight can be safely conducted under VFR; and
  - (2) which is acceptable to ATS if available.
- (e) A suitable IFR to VFR transition is any navigational fix
  - (1) to which the flight can be safely conducted under IFR;
  - (2) at which VMC conditions exist; and
  - (3) from where the flight can be safely continued under VFR without having to follow instrument arrival or approach procedures.”

**2.3 Requirements**

- 2.3.1 In common with the other Instrument Ratings (IRs), the requirements specify that to qualify for the EIR an applicant shall complete a course of theoretical knowledge instruction, a course of flying training and pass theoretical knowledge examinations and a skill test. FCL.825(h) allows some credit to be given against the flying training course requirement, where the applicant has previously received instrument flight instruction in aeroplanes completed outside of an Approved Training Organisation (ATO). However, in all cases, there is a minimum amount of training that must be completed as an approved EIR course at an ATO. There are also credit arrangements for pilots who hold valid (current) aeroplane Instrument Ratings on third country licences.

**2.4 Validity**

- 2.4.1 Once obtained the EIR has a validity of one year. Revalidation is by proficiency check, or by completing six hours of flying as Pilot-In-Command (PIC) under IFR and completing the specified training flight with an instructor. However, each alternate annual revalidation must be by passing the proficiency check with an examiner. To renew the EIR (following expiry) the licence holder must complete refresher training with an instructor who is qualified to provide training for the IR(A) or EIR and pass a proficiency check with an examiner.

**2.5 The rules and associated material that apply to the EIR**

- 2.5.1 The rules that apply to the EIR are set out in Part-FCL, FCL.825. The associated Acceptable Means of Compliance (AMC) and Guidance Material (GM) to FCL.825, published by EASA Decision 2014/022/R, must also be referred to. The AMC and GM explain how the rating may

be used and set out in detail the flying and theoretical knowledge training and testing required to qualify for and maintain the rating. The specific AMC and GM sections are:

- AMC1 FCL.825(a) EIR - General;
- AMC1 FCL.825(c) EIR - Flying Training;
- AMC1 FCL.825(d) EIR - Syllabus of theoretical knowledge;
- AMC2 FCL.825(d) EIR - Theoretical knowledge instruction and examination;
- AMC3 FCL.825(d) EIR - Detailed theoretical knowledge syllabus and learning objectives;
- GM1 FCL.825(d) EIR - Detailed theoretical knowledge syllabus and learning objectives;
- AMC1 FCL.825(e);(g) EIR - Skill test/proficiency check for issue, revalidation or renewal;
- AMC1 FCL.825(g)(2) EIR - Training flight for revalidation;
- AMC1 FCL.825(h) EIR - Pre-entry assessment and training record;
- AMC2 FCL.825(h) EIR - Training aircraft;
- AMC1 FCL.825(i) EIR - Crediting on the basis of a third country IR(A).

2.5.2 The theoretical knowledge instruction and examination requirements for the EIR are the same as for the Competency Based IR (CBIR). The applicant for the EIR 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 EIR/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 EIR 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 EIR being issued; or
- iii) holding a valid (non-expired) Part-FCL (or JAR-FCL) IR(H); or
- iv) have held a Part-FCL (or JAR-FCL) IR(A) or IR(H) that was a valid rating within the seven years prior to the EIR 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.

Applicants who are claiming credit on the basis of holding a valid (current) IR(A) on a third country licence and having gained at least 25 hours of flight time under IFR as PIC of aeroplanes, are not required to pass the theoretical knowledge examinations provided that they demonstrate to the examiner during the skill test that they have adequate theoretical knowledge of air law, meteorology and flight planning and performance.

### 3. Other Information

- 3.1 Examiners for the skill tests must be designated by the UK CAA in accordance with Information Notice [IN-2012/110](#) for UK examiners, or [IN-2014/114](#) for non-UK examiners.
- 3.2 Application to include an EIR in a licence shall be made to the CAA using Form SRG 3106. The examiner's report of the skill test will be submitted as Form SRG 3107. UK CAA guidance to examiners is provided in Standards Document 01 (A),
- 3.3 The holder of an EIR who wishes to exercise the privileges of the EIR when flying High Performance Aeroplanes must receive additional training. This will be given as part of the approved Type Rating course for the HPA in accordance with AMC1 and AMC2 to FCL.720.A(b)(2)(i). Pilots wishing to fly multi-pilot aeroplanes will have to pass ATPL(A) examinations as a prerequisite for the Type Rating for the multi-pilot aeroplane and so will also receive the additional training before being able to exercise the privileges of their EIR in a multi-pilot aeroplane.

- 3.4 Applicants for the EIR who do not hold a Night Rating are restricted to IFR by day only. Application may be made for the restriction to be removed once a Night Rating is obtained.

#### **4 Queries**

- 4.1 Any queries concerning this communication should be addressed to:

Licensing  
Shared Services Centre  
Civil Aviation Authority  
GE, Aviation House  
Gatwick Airport  
RH6 0YR

Or e-mail: [FCLWEB@caa.co.uk](mailto:FCLWEB@caa.co.uk)

#### **5 Cancellation**

- 5.1 This Information Notice will remain in force until 31 October 2016, unless suspended or withdrawn.