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EASA Instrument Rating (CB-IR)

Holiday Instrument Rating Training

EASA CB-IR



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Pilots Paradise is able to offer several flexible training options utilizing the benefits of FAA Part-61 and 141 training that will be undertaken by approved European IR Instructors. This is specifically geared towards European licensed pilots who are ultimately seeking an EASA or FAA Instrument Rating to add to their PPL and want to complete training in a relaxed holiday environment away from a formal flight school.

[IR Restricted / IMC Rating](#) – [Step 1](#) (10 days)

This can be completed with us in the USA by our EASA IRI and the test conducted by our EASA Examiner. It is 15 hours flying which can be completed in 10 days and requires a written test to be completed.

On its own, though useful, it is best used as a stepping stone to get your FAA IR which will then open up your CB-IR in a very effective manner with some exciting training routes for the leisure pilot to take advantage of while they still exist. These are explained below.

[FAA IR – Add On](#) – [Step 2](#) (14 days)

Requirements: 50 hours of PIC cross country time.

If you already have your IR Restricted or IMC rating, then completing an additional 25 hours instruction with us, conducting an FAA IR flight test and the FAA IR written exam, will gain you your FULL FAA IR rating in as little as 2 weeks. So if you fly an N-Reg aircraft in the UK, you can then use the privileges of your FAA IR rating in the UK and Europe.

CB-IR (Competency Based) Flying Holiday

Requirements: 50 hours of PIC cross country time.

Option 1 – Step 3 of the process above.

With step 1 and 2 complete, you now only require 50 hours of PIC IFR time in your log book to be exempt the 7 EASA written exams and training. So you only require an oral test and flight test in European airspace to be issued your EASA IR.

If you already have an IMC then you may have many of these hours already logged.

If you need a top up of IFR hours you could complete the 50 hour IFR flight time requirement by simply having a flying holiday with us, filing IFR flight plans with our instructor sitting in with you as you shoot free approaches.

This will culminate in the least expensive and most fun way of achieving an EASA IR.

Option 2 – No previous experience, start from scratch with us.

This option is if you have no previous IFR training completed. The CB-IR requires you to complete 40 hours of instrument training, of which 25 hours can be outside of an ATO.

In two weeks with no approach or landing fees, in the sun and with accommodation, we can conduct those 30 hours instrument flight instruction and some ground school to EASA standards in a holiday training environment.

We can also complete the ATO hours but you will need to take the test in EASA airspace as it cannot be completed in US airspace. You could do all 40 hours in the USA or just the 10 hour ATO element but considering you need to complete the test in EASA airspace we would recommend that you do around 10 hours in the airspace you are planning to take the test in.

With this in mind we have options to finish off the CB-IR at our Gloucester office in the UK, if this option would suit you.

The 7 EASA IR written exams will need to be completed.



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