SET STANDARD

— SET THE REFERENCE. FLY THE STANDARD. —

SET STANDARD TRAINING

FLIGHT CREW TRAINING DOCUMENT
EASA · PART-FCL · PART-NCO · SERA

TRAINING AND REFERENCE MANUAL · EASA FCL.835

Basic Instrument Rating

Basic Instrument Rating (BIR) for pilots, instructors, ATOs and flying clubs
From theory to the skill test and revalidation



INTENDED FOR
PPL(A) · Instructors · ATOs

REGULATORY FRAMEWORK
FCL.835 · Part-NCO · SERA

SCOPE
Single-engine aeroplane · EASA

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05–07 KNOWLEDGE ›
08–11 FLIGHT ›
12–15 OPERATING WITH A BIR ›
16–17 ORGANISATION ›
A ANNEXES ›

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INTRODUCTION

How to use this manual

This manual brings together in a single volume everything surrounding the EASA Basic Instrument Rating (BIR) on single-engine aeroplanes: what it is, how it is obtained, what it does and does not allow, how it is trained and tested, and how it is kept valid. It is written by a practising examiner and is intended for four readers:

READER	WHAT YOU WILL FIND
Pilot seeking the BIR	The complete path from the PPL, the theory you must master, single-engine BIR flight Modules 1 to 3 explained, and the skill test seen from the examiner's seat.
Pilot holding a BIR	A reference for consultation: privileges, minima with worked examples, IFR planning under Part-NCO, revalidation and progression to the IR.
Instructor (IRI, or FI with BIR privileges)	Elements 1 to 38 of AMC1 FCL.835 (single-engine BIR) turned into objectives, exercises, typical errors and assessment criteria.
ATO, DTO or flying club	How to organise the course in a large or small ATO, which instruction may be given outside the ATO, records, recommendation for the test, and templates.

Each chapter begins on an opening page with its linked summary and ends with its key points. The tabs on the right-hand edge lead to each part, and the "‹ CONTENTS" button in the footer returns you to the contents from any page.

Five labels

Every statement carries a label that tells you how much weight it has. SET STANDARD recommendations are never legal requirements, however prudent they may be.

REGULATION	A regulatory obligation, with its reference (Part-FCL, Part-NCO, SERA...). It must always be complied with.
AMC	Acceptable means of compliance published by EASA. It is not the rule itself, but it is the recognised way of complying with it.
GM	Guidance material published by EASA, cited with its identifier. It explains the rule; it creates no obligations. Unlabelled technical explanations are the author's teaching summaries.
SET STANDARD	Practice recommended by the author. It is binding only if the organisation adopts it in its manuals.
CHECK	A point where the regulatory text admits more than one reading, or where there is no published criterion from the competent (national) aviation authority of each State. It must be confirmed with that authority before it is applied.



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CHAPTER

01

What the BIR is and what it is not

01 An IFR rating for the private pilot
02 The privileges of the BIR
03 BIR, IR and CB-IR: how they differ
04 What the BIR does not allow
05 Who it makes sense for

1.1 An IFR rating for the private pilot

REGULATION The *Basic Instrument Rating* **(BIR)** allows a private aeroplane pilot to fly under instrument flight rules (IFR) in Europe. It was created by Implementing Regulation (EU) 2020/359, which inserted point FCL.835 into Part-FCL of Regulation (EU) 1178/2011. It has applied since **8 September 2021**.

It grew out of a well-known safety problem in general aviation: many serious accidents begin with a VFR pilot flying into cloud or poor visibility without the training to get out of it. The full instrument rating (IR) is demanding and expensive for a private pilot, and the former en-route instrument rating (EIR) did not permit approaches. The BIR fills the gap in between: a private pilot learns to fly safely under IFR, including departures and approaches, with **more conservative minima** than those of an IR holder.



PHOTO 01 *The BIR allows the private pilot to fly under instrument flight rules, with higher minima than those of a full IR.*