

Notice of Authorized Amendment: NAA 25/41

RA(s) or Manual Chapter(s): RA 2120 – Pilot’s Instrument Rating Scheme

NPA Reference(s): NPA 25/19

RFC Reference(s): MAA/RFC/2025/015

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N/A	N/A	N/A	N/A

Amendment Classification: Major Change

Publishing Requirements: ASAP

Cross-references to Other Documents or Relevant Sources

Other MRP Amendments: N/A

Service Inquiry Recommendations: N/A

AAIB Recommendations: N/A

Other Investigation Recommendations: N/A

Any Other Document: N/A

Authorized Amendment

Summary / Overview of the amendment to explain/ensure that the reader understands: the rationale for the amendment; the major changes; and, importantly, the full context (including desired outcome) of the amendment.

The Regulated Community is reminded to check this amendment against any applicable AAMC, Waivers or Exemptions to ensure their ongoing validity.

1. Removal of the requirement for PBN endorsement, stated by UK CAA CAP 2138; PBN privileges are now assumed within an IR unless PBN elements are not completed.
2. PBN training syllabi reference changed from EASA to UK CAA equivalent.

3. Clarification that FSTD Instructors who conduct IRTs (SimIRE) should hold and maintain a rating on type in the FSTD. Previous issues have required candidates to fly a 'qualifying IRT' which has been interpreted as a once only requirement. The intent of RA 2120 is that SimIREs maintain their own IR through 13 monthly renewals, just as flying IREs do. The rationale behind this intent is the civil Regulation requirement for Synthetic Flight Instructors and Examiners to renew their IRs as part of their proficiency checks for their type rating/SFI/E renewals. The CAA state that if you teach one or examine one, you should have one, and we are required to achieve at least as good outcomes as civil Regulation.

4. A military Instrument Rating (IR) has civil equivalence (and vice versa). An IR is required for a pilot to fly under IFR in shared airspace so the following changes are intended to better align the RA with civil Regulation:

- Removal of the Instrument Rating (IR) colour categories from Regulation. While it is accepted that approach minima allowances and differing currency requirements for less experienced pilots are appropriate, this is best left for the ADH to stipulate via restrictions to a pilot's IR. An unrestricted IR, previously considered a green rating, is the equivalent of a civil IR. Where multi pilot ops may have pilots with different restrictions, the ADH / AM(MF) is required to stipulate which restrictions are controlling (eg for a multi pilot type crew where one pilot has 'type/IR/No PBN APCH' in their logbook, the crew may not conduct a PBN approach).
- A rewrite of IRT accuracy parameters. Civil Regulations do not state a mandatory adherence to assessment tolerances, but offer them as guidance, with the ability for subjectivity by the assessor.
- Removal of the ground exam question syllabus from Regulation, and reference made to civil learning objectives and other relevant documents from where questions for the ground exam can be sourced.

5. Clarification that only (C)IRE/I can conduct IRTs. QAIs can only conduct IF Competence checks.

6. Specific S2 UAS are usually flown by mouse and keyboard, with no conventional flight instrumentation to refer to. Derogations are provided from the requirements for a live flight for the award of an IR, and the maintenance of Instrument Flying (IF) currency for qualifying S2 UAS.

Issue State Changes (if more lines required, contact the MRP Team)

Document Title	Previous Issue	New Issue
RA 2120 - Pilots' Instrument Rating Scheme	Issue 4 to	Issue 5

MAA Approval

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