

UK IMC Rating Information/FAQ

General

The UK CAA made significant changes to the Air Navigation Order (ANO) and the UK Civil Aviation Regulations. One of the changes was to remove any references to the IR(Restricted) or (IR(R)) and re-instate the name IMC Rating.

1. Where can it be taught?

In a DTO or ATO or outside of these organisations by an appropriately qualified UK instructor.

Refer to:

- ANO Article 168A as amended 1 October 2025;
- UK CAA Information Notice IN 2016/082;
- CAP 804, Part 1, Section 5, Part E.

2. Who can teach it?

Only instructors with an aeroplane pilot licence and instructor certificate issued by the UK CAA:

- FI(A) with privileges FCL.905.FI(h) or (h)(IRR)**;
- IRI(A).

**This abbreviation in the licence will change

Non-UK instructors, even those holding FCL.900(c) privileges, are not able to teach for the IMC Rating because they do not hold an aeroplane pilot licence issued by the UK CAA.

Refer to:

- UK CAA Information Notice IN 2016/082;
- CAP 804, Part 1, Section 5, Part E.

3. What training records need to be maintained if teaching outside an ATO or DTO?

Same training records as a DTO or ATO.

The instructor shall provide a Course Completion Certificate prior to the Skill Test. Complete form CAA5019: Instrument Meteorological Conditions Rating/Instrument Rating Restricted Course Completion Certificate.

4. Does the IMC Rating Skill Test require to be designated like other Skill Tests?

No. Designation procedures do not apply to the IMC Rating as it is a UK National rating.

5. Who conducts the theoretical knowledge training and examination?

The instructor, DTO or ATO shall complete the theoretical knowledge training.

The IMC Rating theoretical knowledge examination papers are held by a 'Custodian of Examination Papers' at an ATO or DTO.

The theoretical knowledge examination is administered by a GR(A) examiner who is part of a DTO or ATO. Therefore, the IMC Rating theoretical knowledge examination shall be taken at a DTO or ATO.

6. Where can I find the IMC Rating training course details?

Refer to:

- CAP 804, Part 1, Section 5, Part E;
- CAP 804, Part 2, Section 5, Part E.

There are commercially available books which detail the IMC Rating training course but they compile their information from the above references.

7. Where can I find the IMC Rating examination (flight and theory) schedule and contents?

Refer to:

- UK Standards Document 25 - Instrument Rating (Restricted) and Instrument Meteorological Conditions Rating Initial Skill Test and Revalidation or Renewal Test - Policy and Guidance for Applicants and Examiners;
- CAP 804, Part 1, Section 5, Part E;
- CAP 804, Part 2, Section 5, Part E;
- SRG 1176 - UK IMC Rating Skill Test - Examiner's Record.

8. How does a pilot apply for an IMC Rating?

Use SRG1125: Application for the Instrument Meteorological Conditions (IMC) or Restricted Instrument Rating (IR(R))**.

Online application form available via the UK CAA webpage.

**The form name will change

9. Can I obtain an IMC Rating on the basis of my single-pilot aeroplane (SPA) IR?

Yes. If you hold a Part-FCL single-pilot IR(A), to revalidate/renew you will be required to notify the examiner before starting SPA IR, carry out the flight in an aeroplane and NOT an FSTD and you will need to pass Section 5 of the IMC Rating test schedule (see comment).

Section 5, Bad Weather Circuit, items 5.1 and 5.2 [visual circuit and landing]

Refer to:

- CAP 804, Part 2, Section 5, Part E.

Comment

It could be argued that revalidating/renewing a single-pilot IR(A) on a UK Part FCL ATPL, CPL PPL or UK National PPL meets the requirements of CAP 804, Part 2, Section 5, Part E and therefore section 5 of the IMC Rating test schedule need not be completed.

An IMC Rating may also be issued by the UK CAA on the basis of a pilot passing an ICAO single-pilot IR(A) or a UK Armed Forces Green IR(A) within 24 months preceding the application.

Refer to:

- CAP 804, Part 1, Section 5, Part E, paragraph 3.3.2.

10. Who can hold an IMC Rating?

Only available to UK aeroplane licence holders as follows:

- UK Part FCL Licence (ATPL(A), CPL(A), PPL(A)) holders may add the IMC Rating with a revalidation date;
- UK National Licence (ATPL(A), CPL(A)) holders of such licences may exercise the same privileges as an IMC Rating holder without the need to hold a separate IMC Rating and are not required to revalidate the privileges other than to hold a valid medical, class/type rating for the aeroplane to be flown;
- UK National Licence (PPL(A), NPPL(A)) holders may add the IMC Rating with revalidation date;
- The UK LAPL(A)* cannot have an IMC Rating endorsed on the licence;
- Non-UK licences cannot have the IMC Rating added.

*The UK LAPL(A) will no longer be issued by the UK CAA with effect from 1 October 2025.

11. I understand that the IMC Rating flight test can be completed in more than one flight?

Yes. The initial, renewal and revalidation flight tests may be conducted in more than 1 flight but not more than 3 flights (including any extra flight required to test limited panel items, where applicable) and must be completed in a period of 28 days.

12. The aeroplane I am using for the IMC Rating flight test does not have a turn needle or turn coordinator fitted?

If the initial Skill Test is conducted in an aeroplane without a separate turn coordinator or turn needle, then the limited panel items on the test schedule must be carried out on a separate flight in a suitably equipped aeroplane, or in a UK approved FSTD e.g. FNPTI or FNPTII within 6 months preceding the Skill Test and have this certified in the pilot log book. The flight will count as part of one of the three allowable test flights.

During renewal or revalidation test flights, if no separate turn coordinator or turn needle is fitted, limited panel exercises may be carried out using a standby attitude indicator.

13. Can I revalidate the IMC Rating in the 3 months before expiry and maintain the same revalidation month?

Yes. The IMC Rating has been incorporated into the normal ratings revalidation process within the Air Navigation Order (ANO) effective 14 December 2017.

Refer to:

- ANO, Schedule 8, Part 3, Chapter 1, Paragraph 1
Validity, revalidation and renewal of certificates and ratings
[See amendments F1 and F2 which has removed the specific reference to the IMC Rating and inserted “any rating”]

Comment: This amendment to the ANO in 2017 was not publicised very well to the aviation community. Since the ANO is on the legislation.gov.uk web pages it is hard to keep track of any changes. Ensure when reading the ANO on these webpages that you select ‘*Latest Available*’ under ‘*What Version*’ otherwise you will not see the changes

14. Can I fly RNP approaches using the IMC Rating?

Yes. CAP 2138 authorised holders of an IMC Rating to fly RNP approaches without the requirement to hold any form of PBN qualification. However, training with a suitably qualified instructor is strongly recommended before flying an RNP approach as PIC.

15. Can I use my IMC Rating privileges at night?

Yes, provided you hold a night rating as well as an IMC Rating.

16. Can I use the IMC Rating in my N-Registered aeroplane?

Yes, within the UK FIR only.

Refer to:

- Agreement between the UK CAA and FAA.

17. Where are the privileges of the IMC Rating defined?

UK Air Navigation Order, Schedule 8, Part 2, Ratings Certificates and Qualifications

18. Can I exercise the privileges of my IMC Rating whilst using my UK National aeroplane pilot licence to fly a Part 21 aeroplane?

Article 3 of UK Part-FCL allows National licence holders to fly Part 21 aircraft. [TMG and SEP land or sea with a maximum certificated take-off mass of 2000 kg or less, carrying a maximum of 3 passengers, such that there is a maximum of 4 persons on board of the aircraft]. IMC Rating privileges, if held, may be exercised on such aeroplanes.

Refer to:

- Part FCL Article 3 Pilot licensing and medical certification (extract)
 3. A pilot licence issued in accordance with article 152 of the Air Navigation Order (ANO) 2016 is deemed to comply with this Regulation where -
 - (a) it remains valid in accordance with that Order;
 - (b) it includes one of the following ratings: SSEA*, SLMG*, TMG, or SEP; and
 - (c) it is used within the privileges of those ratings on a flight conducted in accordance with Annex VII of Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council.
 4. The SSEA***, SLMG*** and TMG refer to the aircraft defined in Schedule 1 to the Air Navigation Order 2016, and SEP refers to a single-engine piston aeroplane.

***An aircraft rating endorsed on a licence as SSEA prior to 1st October 2025 is now deemed to be an SEP rating. An aircraft rating endorsed on a licence as SLMG prior to 1st October 2025 is now deemed to be a TMG class rating

Comment

In the case of a UK National PPL with IMC rating, CPL and ATPL the first sentence is relevant in that the UK National licence is deemed to comply with the regulation with

only restrictions on the aircraft ratings; 3(c) points to the rating privileges which are contained within the ANO, Schedule 8, Part 2. Therefore, you could argue that the IMC Rating is valid.

19. I hold both SEP (land) and MEP (land) class ratings. Can I exercise the privileges of the IMC Rating on both?

Yes. An IMC Rating is valid in both single-engine and multi-engine aeroplanes. If the IMC Rating flight test is flown for the first time in a multi-engine aeroplane, then some aspects of asymmetric flight will be tested.

20. What are the validity periods for the IMC Rating examinations?

Passes in the Skill Test and Theoretical Knowledge Examination required for the issue of an IMC Rating have the following validity periods:

- Theoretical Knowledge Examination: 12 months validity for the conduct of the Skill Test and 21 months for the issue of the IMC Rating;
- Skill Test: 9 months validity for the issue of the IMC Rating.

The IMC Rating is valid for 25 months after the last day of the month in which the test was successfully passed.

Refer to:

- CAP 804, Part 1, Section 5, Part E, paragraph 3.3.1.

21. I understand that I can achieve a Partial Pass in the IMC Rating flight test?

The final result will not be given until all items of the test are completed. In order to achieve a full pass, a pilot shall pass all the relevant sections of the test. If any item in a section is failed, that section is failed, this results in a partial pass. Failure in more than one section will result in a complete fail and will require the pilot to take the entire test again.

Refer to:

- CAP 2579 TrainingCom: Summer 2023;
- UK CAA Standards Document 25.

22. How many instrument approaches must I fly on the IMC Rating flight test?

The initial Skill Test only requires the pilot to carry out one pilot interpreted instrument approach.

Revalidation/Renewal - If the pilot can show logbook evidence that, in the period since the previous flight test, they successfully completed a let-down and approach to

DH/MDH, a go-around and missed approach procedure to the satisfaction of an instructor qualified to teach for the IR or IMC Rating and countersigned by the instructor, then during the revalidation/renewal flight only one instrument approach need be flown. This approach must be a different one to that shown in the logbook.

Alternatively, the pilot can carry out 2 instrument approaches using different aids during the revalidation/renewal flight test.

Refer to:

- CAP 804, Part 1, Section 5, Part E;
- SRG1176 Examiners Report - Flight/Skill Test and Proficiency Check for Issue, Revalidation and Renewal of the Instrument Meteorological Conditions (IMC) and Restricted Instrument Rating (IR(R)(Aeroplanes)**.

**The form name will change

23. I am a UK FI (Restricted in accordance with FCL.910.FI) and want to teach for the IMC Rating what do I need to do?

Complete the IRI(A) training course and pass the associated Assessment of Competence. Alternatively, wait until you have removed the 'Restriction in accordance with FCL.910.FI' and then follow the advice in question 27.

24. My IMC Rating has expired by 6 years. What do I have to carry out in order to renew it?

If the IMC Rating has lapsed by less than 5 years, you are required to pass a renewal flight test whose content is the same as the revalidation flight test.

If the IMC Rating has lapsed by more than 5 years, you are required to carry out dual training with an instructor qualified to teach for the IR or IMC Rating/IR(Restricted) before taking the renewal flight test whose content is the same as the initial flight test.

If the IMC Rating has lapsed by more than 10 years, you are required to carry out dual training with an instructor qualified to teach for the IR or IMC Rating and you are required to pass the IMC Rating Theoretical Knowledge Examination before taking the renewal flight test whose content is the same as the initial flight test.

Refer to:

- CAP 804, Part 1, Section 5, Part E;
- CAP 804, Part 2, Section 5, Part E, Paragraph 2.4 Initial Flight Test Schedule;
- CAP 804, Part 2, Section 5, Part E, Paragraph 2.6 Revalidation Flight Test Schedule.

25. I am a UK Armed Forces pilot who holds a UK Part FCL aeroplane licence, can I gain an IMC Rating?

Yes. Credits towards the IMC Rating are available. Credits are not available to non-UK Armed Forces pilots even if they hold a UK Part FCL aeroplane licence.

Refer to:

- CAP 804, Part 1, Section 5, Part E;
- CAP 2254, paragraph 1.3.

26. Who can conduct the IMC Rating initial, revalidation and renewal flight tests?

Only examiners who hold licences, ratings and certificates issued by the UK CAA may examine for the IMC Rating. These privileges will be endorsed on the examiner certificate. The following examiners may conduct IMC Rating flight tests:

- FE(A) providing they have the privilege to instruct for either the IR(A) or IMC Rating and they have completed the appropriate Standardisation Training, passed the associated Assessment of Competence and had the privilege listed on their examiner certificate. In addition, they must hold a valid class/type rating in which the test is to be conducted;
- IRE(A) provided they hold a valid class/type rating in which the test is to be conducted;
- CRE(A) providing they hold the privilege to conduct IR(A) proficiency checks and hold a valid class/type rating in which the test is to be conducted.

27. I am a UK FI(A) who wants to teach for the IMC Rating. What must I do?

Refer to:

- UK CAA Information Notice IN 2016/082;
- CAP 804, Part 1, Section 5, Part E;
- <https://www.ontrackaviation.com/fi-iri.html>.

28. Does FCL.1005 apply to the examiner when conducting tests for the IMC Rating?

History

When the UK CAA was part of EASA this Regulation was introduced for the IMC Rating because it was being placed on an EASA licence. In a similar vein Designation Procedures were introduced for an IMC Rating Skill Test.

The only UK National document that references both Part FCL and UK National licence or ratings as being covered by FCL.1005 is CAP 804, Part 1, Section 1, Part F, paragraph 1. As this document is for 'reference only' [as indicated by the stamp all over it] it brings into question the validity of FCL.1005 with regard to UK National

licence or ratings e.g. IMC Rating. Additionally, an IMC Rating may be added to an NPPL [1 October 2025 ANO change] and therefore comes under “other NPPL privileges” which implies that examiners may test their own trainees for the IMC Rating.

Summary

If CAP 804 is not a Regulatory document, then FCL.1005 does not apply to the IMC Rating. If, however, CAP 804 is considered as a Regulatory document then why has it been stamped ‘Reference only’ by the UK CAA? A clear policy decision from the UK CAA is required on this subject.

Refer to:

- CAP 804, Part 1, Section 1, Part F, paragraph 1:

Where applicants for a Part-FCL or UK National Licence or a rating to be included in a licence are required to pass a Skill Test, this shall be with an appropriately qualified Flight Examiner. With the exception of a skill test for Microlight privileges and other NPPL privileges, examiners shall not test applicants to whom they have given more than 25% of the flight instruction for the qualification applied for.

- UK Aircrew Regulation:

FCL.1005 Limitation of privileges in case of vested interests

Examiners shall not conduct:

(a) skill tests or assessments of competence of applicants for the issue of a licence, rating or certificate to whom they have provided more than 25 % of the required flight instruction for the licence, rating or certificate for which the skill test or assessment of competence is being taken; and

(b) skill tests, proficiency checks or assessments of competence whenever they feel that their objectivity may be affected.

29. Can I use my IMC Rating outside UK FIR?

The IMC Rating may not be used in the airspace of any other Country unless permission to do so has been given by the appropriate National Aviation Authority of that Country.

30. I hold a B737/IR does that give me IMC Rating privileges?

No. A Multi-Pilot Aeroplane (MPA) IR(A) does not include IMC Rating privileges for a Single Pilot Aeroplane (SPA).

Refer to:

- CAP 804, Part 1, Section 5, Part E.

31. Can the IMC Rating be taught outside the UK?

Training for the IMC Rating may take place outside the UK provided that the flying training is conducted by an organisation that is approved by the UK CAA for such purposes. Instruction on the course may only be given by an IRI or an FI qualified as per question 2.

Refer to:

- CAP 804, Part 1, Section 5, Part E, Paragraph 1.

32. Can I exercise the IMC Rating privileges with a PMD?

Yes. If you have the 5700 kg limit on the PMD with a UK National pilot licence containing an IMC Rating, or the privileges of the IMC Rating in the case of a UK National CPL or ATPL, whilst flying a Part 21 aircraft.

Yes. If you hold a Part FCL licence containing an IR(Restricted) [or after 1 October 2025 IMC Rating] subject to meeting the requirements of ORS4 No: 1629.

Refer to:

- ORS4 No: 1629 Alternative medical criteria when making a Pilot Medical Declaration (PMD);
- MED.A.030 Medical certificates.

33. I am an FI(A) do I need a valid audiogram to teach for the IMC Rating?

There is nothing in any of the regulations that state the instructor needs a valid audiogram to teach for the IMC Rating.

34. Can a SRG1100 (Temporary Certificate) be issued for a pass on an initial or renewal IMC Rating flight test?

There is nothing in any of the regulations that state it can be issued for the IMC Rating. The form itself does not include the IMC Rating as a selection.

Comment

The IR(Restricted) was a Part FCL Instrument Rating, albeit Restricted to the privileges of the IMC Rating, which is how UK CAA managed to get it endorsed onto a Part FCL licence originally. Therefore, an examiner should be able to issue a SRG1100.

However, if the pilot holds a national pilot licence e.g. PPL(A) there is currently no national equivalent to a SRG1100. A clear policy decision is required from UK CAA on this matter.

35. Can the IMC Rating be used in Isle of Man?

Yes. It is recognised by the Isle of Man CAD.

Refer to:

- Air Navigation (Isle of Man) Order 2015 General Permission 2023/112.

36. Can the IMC Rating be used in Channel Islands airspace?

Yes. The Channel Islands is subject to both Jersey and Guernsey law so separate exemptions for the IMC Rating have been issued covering both Bailiwicks. Each Bailiwick has the post of Director of Civil Aviation; it just so happens that it is the same person.

Refer to:

- Office of the Director of Civil Aviation at <https://cidca.aero/article/166741/News>
 - See article dated 5th February for Jersey;
 - See article dated 20th January for Guernsey.

We hope these notes have helped you to understand the vagaries of the UK IMC Rating.

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