



***South Sweden  
School of  
Aeronautics***

[www.southsweden.se](http://www.southsweden.se)

[info@southsweden.se](mailto:info@southsweden.se)

+46 (0)762 639550

# IR

**Instrument Rating**

**A guide for You who is  
thinking of  
allweatherflying**

## WHAT?

South Sweden School of Aeronautics is offering courses in Instrument Rating Airplane, or IR(A).

The theory courses are intended for already proficient pilots on at least PPL level.

The practical courses are intended both for pilots that follow the theoretical courses, and for those who already are in possession of IR or ATPL theory.

## WHY?

Well, to be able to get there...

To be able to plan a flight to the vacation destination, or to use the airplane as transportation at work, and actually getting there as planned.

And of course the safety. IFR flying has 30 times less accidents as VFR flying.

## IS IT DIFFICULT?

It does require a commitment.

The theory is about twice the requirement of PPL.

The practical flying requires a more of a structured attitude than the average VFR pilot is used to.

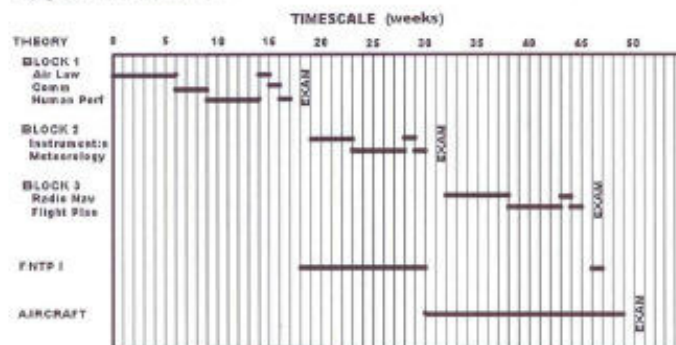
But difficult: No.

## THEORY:

200 hours of instructor led instruction divided into three blocks covering seven subjects.

The course normally runs over a year's time.

Typical schedule:



## FNPT I

Often referred to as simulator. The proper name is Synthetic Training Device type Flying and Navigation Procedure Trainer I.

The course uses 20 hours of FNPT I training, a particularly efficient way of initial training, and cheap.

## AIRCRAFT, SINGLE ENGINE

We use the aircrafts of the flying clubs of Eslöv, Landskrona and Kristianstad, situated in Skåne in the southern part of Sweden.

The training comprises 30 hours of actual aircraft training. First a 20 hours of repetition of the FNPT, then an extended navigation flight to central-south Europe. For example to Marseille and back.

## AIRCRAFT, MULTI ENGINE

We do offer a Multi Engine Piston IR, but only as an add-on to a SEP IR + MEP VFR.

3 hours of theory plus 5 hours of flying.

There is of no use of instructing initially on a multi engine aircraft, it only makes the rating more expensive.

The aircraft we use is a Gulfstream American 7 "Cougar", owned by the school.

## PRICES:

First: "Prices are subject to change without notice."

THEORY: Skr 15,000.-, not including literature (approx. 5000.-)

FNPT I: Skr 500.- per hour incl. instructor.

AIRCRAFT: depending on flying club prices, from 1,500.- per hour incl. instructor.

...so, IR(A) SEP totally 70,000.-.

## MULTI ENGINE AIRCRAFT:

3,000.- Skr per hour incl. Instructor.  
(the theory is free)

## ENTRY REQUIREMENTS:

Valid PPL(A) with SEP and 50 hrs of cross country.