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30th Mar 2009, 22:35 #1 (permalink)

**pmh1234**

Join Date: May 2005  
 Location: dk  
 Posts: 38

**IMC Rating - EASA - Colorblind - future**

I'm red green colorblind with a restricted day only CAA-JAR-PPL. Because of the colorblindness I can not do a full IFR rating but I can do an IMC rating. I have asked the CAA about this.

I live in Denmark. I know I can only use the IMC rating in UK airspace - as it is now. I have been following the EASA IMC-Rating debate and I understand that something is going to happen. I have been thinking if it would benefit me to do an IMC rating now. I'm thinking that if the IMC gets replaced with an EASA IMC or ligh-ifr rating then it could be that the colorblinds are not qualified for it. If I already have an IMC rating on that time could it be that I can continue on the base of already having it (grandfather rights)?????

30th Mar 2009, 22:53 #2 (permalink)

**IO540**

Join Date: Jun 2003  
 Location: England  
 Age: 94  
 Posts: 14,003

It's a possibility.

However nobody has any idea at present what kind of private IFR options will exist under EASA, below the level of the full ICAO (currently JAA) IR. The whole topic is under heavy political pressure and heavy lobbying, being tied up with the N-reg scene etc.

As a simple suggestion:

Have you exhausted the options, i.e. done all the possible (4?) types of CV tests, possibly well away from the UK like so many ATPL candidates are doing?

The Ishihara test is a load of crap. You can have perfect real life CV and fail it almost totally.

There is a medical thread here on PPRuNe in the main section. You should get some good feedback there.

30th Mar 2009, 23:15 #3 (permalink)

**pmh1234**

Join Date: May 2005  
 Location: dk  
 Posts: 38

Thanks for the reply. I have read the colorblind thread several times. I have taken one lantern test - was told it was near the worst they seen for a long time 😞 I could travel all over Europe to try to find a way out - but I honestly don't think I will succeed. Another way could be to take an FAA-IFR. But I'm not so interested in that approach: I could perhaps succeed in the light gun test (but I don't know since that have changed recently). I already own a 1/2 IFR JAR registered plane. It is illegal to base and fly N reg planes in Denmark as a Danish citizen (somebody is currently testing that in the court system). The future for US planes in Europe is unclear for me.

What I need is something to help me get safe from A to B when touring in a sep airplane and make trips possible even in less than perfect VFR conditions. I believe the IMC rating is perfect for that. I really hope that the UK people are strong enough to move the EU-monster in that direction.

31st Mar 2009, 07:37 #4 (permalink)

**Shunter**  
 Upto The Buffers

Join Date: Apr 2006  
 Location: Leeds/Bradford  
 Age: 36  
 Posts: 1,117

Where does it say you need perfect colour to get an IR? A restricted Class 2 medical with audiogram covers it from the medical side. Sure, you need a night qualification but this can be flown dual. I know a number of people who hold JAA IRs and are in the same position with regards to colour vision. You still can't fly P1 at night though, despite the fact you're qualified to fly the thing without looking outside.

31st Mar 2009, 21:09 #5 (permalink)

**pmh1234**

Join Date: May 2005  
 Location: dk  
 Posts: 38

I have seen the above solution mentioned before but can it really be done in reality? I have asked CAA they said no. Have anybody tried this?

Reading the rules it seems quite strict that a night qualification involves solo flight.


#6 ( <a href="#">permalink</a> )
31st Mar 2009, 21:30
<p><a href="#">IO540</a></p> <p>Join Date: Jun 2003 Location: England Age: 94 Posts: 14,003</p> <p>You can definitely get an IMCR without a night qualification. The UK CAA has not advertised this option at all but pilots who failed the CV tests have managed to get the IMCR with a 'day only' restriction.</p> <p>Regarding the JAA IR, I have no idea.</p> <p>Personally, before exploring some esoteric options, I would try to get a CV pass somehow. You have to do this only once in your whole life. After that, you just pull out that letter every time you turn up for some aviation medical and they have to accept it.</p> <p>Quote:</p> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <p>It is illegal to base and fly N reg planes in Denmark as a Danish citizen</p> </div> <p>You could revoke your Danish citizenship.</p> <p>Revoking a UK citizenship is easy, but they won't do it unless you can show that you have another one to move to. And there is a wide choice of 3rd world passports you can purchase. The trick is to get one which enables you to carry on living at home 😊 If you revoke the Danish one and buy a passport from Bolivia (\$20 ??) then you lose the right to remain in the EU (or anywhere else...). You would probably be OK if married to a Danish girl (maybe better if she is pregnant) but the picture is complicated.</p>



#7 ( <a href="#">permalink</a> )
31st Mar 2009, 21:43
<p><a href="#">Sir George Cayley</a></p> <p>Join Date: Dec 2000 Location: uk Posts: 1,358</p> <p>Stay tuned and keep your eyes peeled.</p> <p>Can't say too much, but there are some developments in the way vision is tested that could be of great assistance to those of us with defective eyes and especially colour blindness.</p> <p>May take some time but it might help some.</p> <p>Sir George Cayley</p>



#8 ( <a href="#">permalink</a> )
31st Mar 2009, 22:23
<p><a href="#">Shunter</a></p> <p>Upto The Buffers</p> <p>Join Date: Apr 2006 Location: Leeds/Bradford Age: 36 Posts: 1,117</p> <p>There is an extremely well qualified CPL/IR examiner in the UK who has a colour vision restriction, so for the CAA to say it's not possible is quite simply rubbish. The night qualification time CAN be flown dual; this has long since been established.</p> <p>I spent many years with a restriction on my medical until I finally passed a Spectrolux test in Switzerland which makes me safe for life. As such I learnt quite a lot about what you can and can't do. Basically you can do everything except for night flying and public transport. What I also learnt is that there are a lot of people who don't know what they're talking about when it comes to colour vision and aviation regulations.</p>



#9 ( <a href="#">permalink</a> )
1st Apr 2009, 17:22
<p><a href="#">Pace</a></p> <p>Join Date: Jan 2001 Location: Suitcase London Suitcase Posts: 2,683</p> <p>Quote:</p> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <p>The Ishihara test is a load of crap. You can have perfect real life CV and fail it almost totally.</p> </div> <p>Totally agree! Ok if you are going for a job reading numbers from a book there maybe some relevance in this test.</p> <p>I have had a fraction of CB since I started flying over 20 years ago. Never enough to warrant further tests or restrictions through several AMEs.</p> <p>Lo and behold I was told I needed minimal glasses for reading. Off to the eye specialists who told me they could give me prescription glasses but did I really need them. Ok AME is King so I had them but being bashful and not wanting to wear glasses I asked them to colour them so they looked like light sunglasses.</p> <p>Back to the AME who insisted on the whole eye test wearing the prescription glasses.</p> <p>I could hardly get a page right. I argued that how could this be as CB doesnt change? Then it dawned on me. Look at yellow through blue glasses and you will see green. Look at Dots through brown lenses and what will you see with perfect colour vision.</p> <p>I argued to do the test without the glasses but NO GO! okay ban all pilots from using sunglasses as they would all fail this stupid test.</p> <p>Had to go away yet again and at vast expense have some new glasses made in clear glass.</p> <p>Pace</p>


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\*\*sciolist"... *Noun, archaic.* "a person who **pretends** to be knowledgeable and well informed".

