What do I need for an Instrument Rating and to Maintain Currency
Instrument Rating Requirements
§61.65(a)

1. Hold at least a Private Pilot Certificate
2. Be able to read, speak, write and understand English
3. Receive and log ground training from an authorized instructor or complete a home-study course
4. Hold a current FAA medical certificate
5. Obtain an endorsement for and pass a written knowledge test with a score of 70% or better
6. Accumulate the required flight experience
7. Receive and log flight training
8. Obtain an endorsement for and pass a knowledge and practical (flight) test
Required Flight Experience
§61.65(d)

• 50 hours of PIC cross country (10 of which must be in an airplane)

• 40 Hours of actual or simulated instrument experience
  – 15 hours must be with an instrument instructor
    • 3 hours of which must be within 2 months prior to the test
    • One cross country flight under IFR with a filed flight plan
      – 250 NM
      – Instrument approach at each airport
      – At least 3 different types of approaches
Aeronautical Knowledge
§61.65(b)

• You must receive and log ground training from a CFII or IGI or accomplished a home-study course on the following aeronautical knowledge areas:
  – Federal Aviation Regulations that apply to flight operations under IFR;
  – Appropriate information that applies to flight operations under IFR in the "Aeronautical Information Manual;"
  – Air traffic control system and procedures for instrument flight operations;
  – IFR navigation and approaches by use of navigation systems;
  – Use of IFR en route and instrument approach procedure charts;
  – Procurement and use of aviation weather reports and forecasts and the elements of forecasting weather trends based on that information and personal observation of weather conditions;
  – Safe and efficient operation of aircraft under instrument flight rules and conditions;
  – Recognition of critical weather situations and windshear avoidance;
  – Aeronautical decision making and judgment; and
  – Crew resource management, including crew communication and coordination.
Flight Proficiency
§61.65(c)

• You must receive and log training from a CFII in an aircraft, or in a flight simulator or flight training device that includes the following areas of operation:
  – Preflight preparation
  – Preflight procedures
  – Air traffic control clearances and procedures
  – Flight by reference to instruments
  – Navigation systems
  – Instrument approach procedures
  – Emergency operations
  – Postflight procedures
Maintaining Instrument Currency
Recent Flight Experience §61.57(c)

• You may not act as PIC under IFR or weather conditions less than the VFR minimums unless within the 6 calendar months preceding the month of the flight, you performed and logged at least the following in an airplane in actual weather conditions, or under simulated conditions using a view-limiting device:
  – Six instrument approaches.
  – Holding procedures and tasks.
  – Intercepting and tracking courses through the use of navigation

• Can use an simulator and/or advanced aviation training device (AATD)
Maintaining Instrument Currency
Recent Flight Experience - Safety Pilot

• If a view-limiting device is used, §91.109(c) requires:
  – A safety pilot is in the other control seat and that pilot has at least an appropriate private pilot certificate
  – Safety pilot has adequate vision forward and to both sides
  – Dual controls or the view limited pilot holds a private certificate and the safety pilot determines the flight can be conducted safely

• Safety pilot must hold a current medical certificate per §61.3(c) which provides, with certain exceptions not relevant here, that no person may act in any capacity as a required pilot flight crewmember under an FAA-issued pilot certificate unless he or she holds a current appropriate airman medical certificate. A “flight crewmember” includes a safety pilot since such person is required by regulation to be on board

• Safety pilot need not have an instrument rating, if the flight is being conducted under the visual flight rules

• When the safety pilot is not the pilot in command, the safety pilot need not satisfy the recent flight experience requirements of §61.57
Maintaining Instrument Currency
Recent Flight Experience §61.57(c)

• A pilot whose instrument currency has lapsed for less than six months may continue to reestablish instrument currency by performing the tasks and maneuvers for §61.57(c) described in the prior slide

• If you fail to maintain instrument currency for more than six calendar months you must complete an instrument proficiency check
Instrument Proficiency Check
§61.57(d)

• An instrument proficiency check must consist of the areas of operation and instrument tasks required in the instrument rating practical test standards

• The instrument proficiency check must be—
  – In an aircraft that is appropriate to the aircraft category
  – In a flight simulator or flight training device that is representative of the aircraft category

• The instrument proficiency check must generally be given by a —
  – Designated examiner
  – CFII
Instrument Proficiency Check §61.57(d)

• Section 61.57(d) does not stipulate a minimum time requirement for the IPC, FAA indicates that a good rule of thumb is to plan at least 90 minutes of ground time and at least two hours of flight time
  – Instrument Proficiency Check Guidance is available at http://www.faa.gov/pilots/training/media/IPC_guidance.pdf (this is also a good review for the PTS)

• IPC should cover general operating and flight rules for IFR as set out in 14 CFR Part 91 and in the Aeronautical Information Manual (AIM)
Log Book Recordkeeping
Instrument Rating Requirements

• Endorsements for the rating that has been signed by an authorized instructor who certifies that the applicant §61.39(a)(6) -
  – Has received and logged training time within 2 calendar months preceding the month of application in preparation for the practical test
  – Is prepared for the required practical test §61.65(a)(6)
  – Has demonstrated satisfactory knowledge of the subject areas in which the applicant was deficient on the airman knowledge test
  – Is prepared for the required knowledge test §61.65(a)(4)

• Must log flight proficiency time required by §61.65(a)(5) and (c)
• Must log ground training - §61.65(a)(3)
Instrument Rating Endorsements

• **Written Test:**
  – Aeronautical knowledge test: section 61.35(a)(1) and section 61.65(a) and (b).
  • I certify that (First name, Ml, Last name) has received the required training of section 61.65(b). I have determined that He/She is prepared for the Instrument Pilot Rating knowledge test. [DATE] Instructor Name, 1234567CFI, Exp. __/__/201

• **Flight Test:**
  – Aeronautical Knowledge/Flight proficiency/practical test: section 61.65(a).
  • I certify that (First name, Ml, Last name) has received the required training of section 61.65(b)(c) and (d). I have determined He/She is prepared for the Instrument—(airplane, helicopter, or powered-lift) practical test. [DATE] Instructor Name, 1234567CFI, Exp. __/__/201

• **Prerequisites for Practical Tests: section 61.39(a)**
  • I certify that (First name, Ml, Last name) has received the training as required by section 61.39(a)(6)(i) within the preceding two calendar months and have determined that he/she is prepared for the Instrument Pilot practical test. [DATE] Instructor Name, 1234567CFI, Exp. __/__/201

• **Prerequisites for Practical Tests: section 61.39(a)**
  • I certify that (First name, Ml, Last name) has demonstrated satisfactory knowledge of subject areas shown to be deficient on his/her Instrument Pilot Airman’s Knowledge Test as required by 61.39(a)(6)(iii). [DATE] Instructor Name, 1234567CFI, Exp. __/__/201

• **Meta Endorsement**
  • I certify that Mr./Ms.____________________ has received training time required within the preceding 60 days in preparation for the (Name of test) (category and class) practical test and find him/her prepared for that test per CFR 61.39(a)(6). (if knowledge test is required and applicant has achieved less than 100%) He/she has demonstrated satisfactory knowledge of the subject areas found deficient on the (Name of Test) aeronautical knowledge test. [DATE] Instructor Name, 1234567CFI, Exp. __/__/201
Logging Instrument Time
§61.51(g)

• May log instrument time only for the flight time in which you operate the aircraft solely by reference to instruments under actual or simulated instrument flight conditions
• An authorized instructor may log instrument time when conducting instrument flight instruction in actual instrument flight conditions
• For the purposes of logging instrument time to meet the recent instrument experience requirements of § 61.57(c), the following information must be recorded in your logbook—
  – The location and type of each instrument approach accomplished
  – The name of the safety pilot, if required
• A person can use time in a flight simulator, flight training device, or aviation training device for acquiring instrument aeronautical experience for a pilot certificate, rating, or instrument recency experience, provided an authorized instructor is present to observe that time and signs the person's logbook or training record to verify the time and the content of the training session.
Safety Pilot Time Logging

- Pilot-in-command time may be logged by the safety pilot, if he or she is acting as the PIC
  - The two pilots must agree that the safety pilot is the acting PIC
  - PIC time may be logged only while the other pilot is "under-the-hood"
  - PIC time may be logged because FAR 61.51(e)(1)(iii) allows certificated pilots to log PIC when acting as PIC of an aircraft on which more than one pilot is required by the regulations (91.109[b]) under which the flight is conducted. A safety pilot is required for "hood work"
- Second-in-command time may be logged by the safety pilot, if he or she is not acting as PIC
  - If the safety pilot is not acting as PIC
  - SIC time may be logged because FAR 61.51(f)(2) allows a pilot to log all flight time during which he acts as second in command of an aircraft under which more than one pilot is required
- There can only be one person acting as PIC on a flight at any given time
Simulator Time Logging
§ 61.51(b)

• Sim time should not be logged as flight time because you never left the ground
  – Not counted as total flight time

• Log the following
  – Date § 61.51(b)(1)(i)
  – Total time of lesson § 61.51(b)(1)(ii)
  – Location of the flight simulator § 61.51(b)(1)(iii)
  – Type and identification number of the simulator § 61.51(b)(1)(iv)
  – Time is entered in the "simulator" column § 61.51(b)(2)(v)
  – Time is entered in the “simulated instrument conditions” column § 61.51(b)(3)(iii)
  – Training time may also be entered if endorsed by the instructor and it includes a description of the training § 61.51(h)
Disclaimer

• Instrument flight can be dangerous. Do not rely solely on this presentation - PROFESSIONAL INSTRUCTION IS REQUIRED

• The foregoing material should not be relied upon for flight

• ALTHOUGH THE ABOVE INFORMATION IS FROM SOURCES BELIEVED TO BE RELIABLE SUCH INFORMATION HAS NOT BEEN VERIFIED, AND NO EXPRESS REPRESENTATION IS MADE NOR IS ANY TO BE IMPLIED AS TO THE ACCURACY THEREOF, AND IT IS SUBMITTED SUBJECT TO ERRORS, OMISSIONS, CHANGE