

REGULATIONS AND PUBLICATIONS

FULFILLS IR.I.A & CFII PTS II.C/II.D

Objective	
The student shall understand the privileges and limitations of their instrument rating. The student shall become familiar with the requirements to maintain currency and proficiency.	
Instructor Actions	Student Actions
- Explain when an instrument rating is required and how an instrument rating transfers to other categories/classes - Provide scenario based examples on instrument currency - Explain the fundamental difference between currency and proficiency and risk management in unfamiliar aircraft and avionics - Review logbook entries needed for checkride with student	- Take notes and participate in instructor's discussion - Review applicable regulations
Case Studies	Equipment
- Transition training	- Computer - FAR/AIM - Pilot Logbook - White Board
Completion Standards	
The student shall explain the category, class, and type of the training aircraft and the difference between currency and proficiency. The student shall demonstrate proper logbook record keeping.	

ELEMENTS

1. Certificates and Classifications.....	1
2. Recent Flight Experience.....	1
2.1. Instrument Proficiency Check (IPC)	1
2.2. Simulated Instrument Time	1
3. Currency vs Proficiency	2
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RESOURCES

61.3	Requirement for certificates, ratings, and authorizations
61.51	Pilot logbooks
61.57	Recent flight experience
61.65	Instrument rating requirements
91.109	Simulated instrument flight

FAA-S-ACS-8C IR ACS - Area I Task A

FAA-S-8089-9B CFII PTS - Area II Task C & Area II Task D

FAA-H-8083-15B Instrument Flying Handbook - Introduction

AC 61-65H Certification: Pilots and Flight and Ground Instructors

AC 61-98D Currency Requirements and Guidance for the Flight Review and IPC

1. CERTIFICATES AND CLASSIFICATIONS

The instrument rating is tied to your category, class, and type privileges (see [61.3e](#))

2. RECENT FLIGHT EXPERIENCE

To act as PIC under IFR, a pilot must have completed six approaches, holding procedures and tracking and intercepting within the previous six months. This can be accomplished in simulated or actual conditions. Remember, information about logging simulated time is in [91.109\(c\)](#). The instrument currency requirements are documented in [61.57\(c\)](#). Specific scenarios regarding when an instrument approach can be logged can be found in InFO 15012.

The instrument rating is tied to your CATEGORY. For example, the requirements in 61.57 may be accomplished in a combination of AMEL and ASEL since they are both in the airplane category.

-6 Months	-5 Months	-4 Months	-3 Months	-2 Months	-1 Month	Month to fly
6x approach, holds, tracking/ intercepting						CURRENT
1x approach	2x approach	Tracking/ intercepting	3x approach			NOT CURRENT (no holds)

If you are no longer IFR current, you can simply complete the required tasks with a safety pilot or a CFII. However, if you remain not current for more than six months, you must complete the Instrument Proficiency Check for each CATEGORY.

Also note that the tasks to meet currency can be obtained in a sim/FTD/ATD without requiring a safety pilot.

2.1. Instrument Proficiency Check (IPC)

The IPC is an abbreviated checkride that can be conducted by an authorized instructor. The requirements are outlined in Appendix 1 of the IR ACS. The IPC is valid all classes of aircraft in a category (61.57), and the instructor performing the IPC must have an instrument rating.

2.2. Simulated Instrument Time

When the pilot flying is wearing the goggles, the other seat must be occupied by a safety pilot who only needs to possess a private pilot certificate for that category/class (ASEL, AMEL...) under [91.109\(c\)](#). For both cases below, under [61.3\(c\)](#) the safety pilot is a required crewmember and must have a valid medical.

There are two options when flying with a safety pilot: both pilots log PIC, and only the pilot under the goggles logs PIC.

Both Pilots Log PIC

- Pilot under foggles logs PIC under 61.51(e)(1)(i) (sole manipulator)
- Safety pilot logs acting PIC under 61.51(e)(1)(iii) since they are a required crew member under 91.109(c).
- Pilot under foggles only needs to be rated to act as PIC, not necessarily current or medically qualified, since they are only sole manipulator.
- Safety pilot needs to be rated, endorsed, qualified... since they are acting PIC.

Only Pilot Flying Logs PIC

- Pilot under foggles logs PIC under 61.51(e)(1)(i)
- Safety pilot does not log PIC
- Pilot under foggles is both sole manipulator and acting PIC, and thus is the only one who needs to be qualified.

Remember, details on what is required to fly and be current are found in 61.3 and 61.51(i).

3. CURRENCY VS PROFICIENCY

Simply meeting minimum legal requirements may be insufficient for safe aircraft operation. Proficiency is the skill and ability of the pilot. Currency is their legal requirements that must be met. One does not imply the other.

3.1. Risks Associated with Flying Unfamiliar Airplanes

Watch this pilot transition too quickly to an airplane he was not fully proficient in.

4. BASICMED LIMITATIONS

BasicMed was created to allow pilots without medicals that have held medicals in the past (after July 14, 2006) to act as PIC or required crew member (safety pilots). AC 68-1 discusses BasicMed and Part 68 outlines the requirements.

- Aircraft with 6 seats or fewer
- Max takeoff weight at or below 6000 pounds
- VFR or IFR below 18000 feet and less than 250 knots
- Not for compensation or hire

5. ENDORSEMENTS FOR THE CHECKRIDE

<i>Instrument Rating</i>	
Knowledge Test	• A.38 - Aeronautical knowledge test: §§ 61.35(a)(1) and 61.65(a) and (b)
Flight Proficiency	• A.39 - Flight proficiency/practical test: § 61.65(a)(6).
Pre-Checkride Training	• A.40 - Prerequisites for instrument practical tests: § 61.39(a).
Pre-Checkride General	• A.1 - Prerequisites for practical test: Title 14 of the Code of Federal Regulations (14 CFR) part 61, § 61.39(a)(6)(i) and (ii). • A.2 - Review of deficiencies identified on airman knowledge test: § 61.39(a)(6)(iii), as required.
Retest after Failure	• A.73 - Retesting after failure of a knowledge or practical test: § 61.49.

6. CHECKRIDE REQUIREMENTS

- 50 hours PIC XC, 10 hours in airplane
- 40 hours simulated instrument, 15 with CFII-airplane
- IFR XC at least 250 miles along airways or as directed, with approaches at three airports using different approach types (lines of minima) (see Carty interpretation)
- For an add-on,

7. FREQUENTLY ASKED QUESTIONS

What are the privileges of an instrument rated pilot?

1. When acting as PIC under <VFR conditions – 61.3 – req. currency
2. When acting as PIC in IMC – 61.3 – req. currency
3. Flight in Class A airspace – 91.135 – req. currency (see 1)
4. Flight in Special VFR between sunset and sunrise – 91.157 – req. currency (see 1)
5. When carrying passengers for compensation or hire on cross-country flights in excess of 50 NM or at night – 61.133 – does NOT req currency

What are the privileges of a CFII?

1. Instrument training toward instrument rating (61.65). If in multi, requires CFII+MEI
2. Instrument training toward commercial rating
3. IPCs (61.57(d))

See 61.195(c):

- (c) **Instrument rating.** A flight instructor may conduct instrument training for the issuance of an instrument rating, a type rating not limited to VFR, or the instrument training required for commercial pilot and airline transport pilot certificates if the following requirements are met:
- (1) Except as provided in [paragraph \(c\)\(2\)](#) of this section, the flight instructor must hold an instrument rating appropriate to the aircraft used for the instrument training on his or her flight instructor certificate, and—
 - (i) Meet the requirements of [paragraph \(b\)](#) of this section; or
 - (ii) Hold a commercial pilot certificate or airline transport pilot certificate with the appropriate category and class ratings for the aircraft in which the instrument training is conducted provided the pilot receiving instrument training holds a pilot certificate with category and class ratings appropriate to the aircraft in which the instrument training is being conducted.
 - (2) If the flight instructor is conducting the instrument training in a multiengine airplane, the flight instructor must hold an instrument rating appropriate to the aircraft used for the instrument training on his or her flight instructor certificate and meet the requirements of [paragraph \(b\)](#) of this section.

The rule changed in 2016 to allow an only-CFII to instruct for instrument training (i.e. not meeting 61.195(b) ONLY IF both the IP/SP holds category/class ratings on PILOT certificate. However, if in a multi, then instructor MUST be an MEI.

Must a flight instructor be present if you are planning on using an aviation training device to maintain your IFR currency? (14 CFR 61.51, 61.57)

No. A pilot may accomplish the recency of experience requirements in a full flight simulator, flight training device, or aviation training device, provided the device represents the category of aircraft for the instrument rating privileges to be maintained and the pilot performs the tasks and iterations in simulated instrument conditions. A logbook or training record must specify the training device, time, and the content. An instructor is not required to be present. – Instrument Pilot Oral Exam Guide

What are the bare-minimum requirements for a safety pilot?

Private pilot or greater appropriately rated in category/class with a current medical certificate OR BasicMed. A flight review or passenger currency is NOT required.

When can you log instrument time while instruction is given? What about approaches

61.51(g)(2) – An authorized instructor may log instrument time when conducting instrument flight instruction in actual instrument flight condition. Approaches may be logged by the instructor when under actual IMC.

Do you need a CFII to conduct an IPC or will a CFI suffice? What's the source of the law on that?

Regs refer to authorized instructor. Numerous letters of interpretation and AC 61-98E clarify this authorized instructor must be a CFII.

The flight instructor must hold an instrument rating on their pilot certificate and flight instructor certificate **that is appropriate to the category and class of aircraft** used for the IPC.

What is a crazy set of circumstances in which one is satisfying 61.57(c)(1) .i and .ii but not .iii? Why is .iii necessary at all?

PAR/ASR approach practice and radar vector nav

Can you log an instrument approach if you are under the hood and your safety pilot simulates vectoring you? What is the source of the law on that?

Yes, it is a given example in InFO 15012.