



Instrument Rating

For Airplane, Helicopter and Powered Lift

Practical Test Standards

This Update makes the *Instrument Rating for Airplane, Helicopter and Powered Lift Practical Test Standards* (#ASA-8081-4E) current for all regulatory and procedural changes, including Change 1 (released February 5, 2010), and Change 2 (released March 16, 2010).

RECORD OF CHANGES

Change 1 (February 5, 2010)

- Page 9, in the *INTRODUCTION* section, add a new second paragraph (after the first paragraph that begins “An airman applicant for instrument rating certification...”) to read as follows:

Use of FAA-Approved Flight Simulation Training Device (FSTD)

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In order to do so, such devices must be used pursuant to and in accordance with a curriculum approved for use at a 14 CFR part 141 pilot school or 14 CFR part 142 training center. Practical tests or portions thereof, when accomplished in an FSTD, may only be conducted by FAA aviation safety inspectors, designees authorized to conduct such tests in FSTDs for part 141 pilot school graduates, or appropriately authorized part 142 Training Center Evaluators (TCE).

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Change 2 (March 16, 2010)

- Page 7, in the *INTRODUCTION* section, make these changes to the first paragraph (and make the “Note” a separate second paragraph), so the text now reads:

Aircraft and Equipment Required for the Practical Test

The instrument rating applicant is required by 14 CFR part 61 to provide an airworthy, certificated aircraft for use during the practical test. Its operating limitations must not prohibit the TASKS required on the practical test. Flight instruments are those required for controlling the aircraft without outside references. The required radio equipment is that which is necessary for communications with air traffic control (ATC), and for the performance of two of the following nonprecision approaches: very high frequency omnidirectional range (VOR), nondirectional beacon (NDB), global positioning system (GPS) without vertical guidance, localizer (LOC), localizer-type directional aid (LDA), simplified directional facility (SDF), or area navigation (RNAV) and one precision approach: instrument landing system (ILS), GNSS landing system (GLS), localizer performance with vertical guidance (LPV) or microwave landing system (MLS). GPS equipment must be instrument flight rules (IFR) certified and contain the current database.

Note: A localizer performance with vertical guidance (LPV) approach with a decision altitude (DA) greater than 300 feet height above terrain (HAT) may be used as a nonprecision approach; however, due to the precision of its glidepath and localizer-like lateral navigation characteristics, an LPV can be used to demonstrate precision approach proficiency (AOA VI TASK B) if the DA is equal to or less than 300 feet HAT.

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Continued...

Change 2 (March 16, 2010) ...continued

- Page 1-9, the third *Note* on the page under **TASK: A** is clarified by changing it to read:

VI. AREA OF OPERATION: Instrument Approach Procedures

NOTE: * * *

NOTE: * * *

A. TASK: NONPRECISION APPROACH (NPA)

REFERENCES: * * *

NOTE: The applicant must accomplish at least two nonprecision approaches (one of which must include a procedure turn or, in the case of an RNAV approach, a Terminal Arrival Area (TAA) procedure) in simulated or actual weather conditions. At least one nonprecision approach must be flown without the use of autopilot and without the assistance of radar vectors. (The yaw damper and flight director are not considered parts of the autopilot for purpose of this part). If the equipment allows, at least one nonprecision approach shall be conducted without vertical guidance. The examiner will select nonprecision approaches that are representative of the type that the applicant is likely to use. The choices must utilize two different types of navigational aids. Some examples of navigational aids for the purpose of this part are: NDB, VOR, LOC, LDA, SDF, GPS, or RNAV (including LNAV/VNAV and RNP-AR).

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