



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

**FAA-S-8081-4E**  
(with Changes 1, 2, 3, 4, & 5)

**Instrument Rating**  
**Practical Test Standards**  
**for**  
**Airplane, Helicopter, and Powered Lift**

**January 2010**

Flight Standards Service  
Washington, DC 20591

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### **Note**

Material in FAA-S-8081-4E will be effective January 2010. All previous editions of the Instrument Rating—Airplane, Helicopter, Powered Lift Practical Test Standards will be obsolete as of this date.

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## Forward

The Instrument Rating Practical Test Standards (PTS) book is published by the Federal Aviation Administration (FAA) to establish the standards for instrument rating certification practical tests for the airplane, helicopter, and powered lift, category and classes. These practical test standards shall also be used for the instrument portion of the Commercial Pilot—Airship practical test. FAA inspectors and designated pilot examiners shall conduct practical tests in compliance with these standards. Flight instructors and applicants should find these standards helpful during training and when preparing for practical tests.

/s/ January 2010

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Debra J. Entricken, Acting Manager  
Regulatory Support Division, AFS-600  
Flight Standards Service

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## **Record of Changes**

### **Change 1 (2/5/2010)**

- Added the following to page 9 of the Introduction under Use of FAA-Approved Flight Simulation Training Device (FSTD):
  - 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).

### **Change 2 (3/16/2010)**

- Introduction—clarification of Aircraft and Equipment Required for the Practical Test
- VI. Area of Operation: Instrument Approach Procedures, Task A. Nonprecision Approach (NPA), Note—clarification.

### **Change 3 (5/3/2012)**

- Deleted Appendix 2: Non-FSTD Device Credit

### **Change 4 (5/6/2013)**

- Added language to the *General Information* section of the Introduction regarding combined practical tests (page 1)
  - **Reason:** Change in Federal Aviation Regulation (14 CFR part 61, section 61.65).

### **Change 5 (9/11/2013)**

- Added Risk Management Handbook, FAA-H-8083-2 to reference list in *Practical Test Book Description* section of the Introduction (page 3).
- Revised Note for the Rating Task Table.
- Added IPC AATD Credit Table as new Appendix 2.

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## **Major Enhancements to Version FAA-S-8081-4E**

### **Introduction**

- Added abbreviations
- Deleted Practical Test Prerequisites: Instrument Rating
- Added guidance to conform to current guidance in FAA Orders 8900.1 and 8900.2
- Added special emphasis area of icing hazards, anti-icing and deicing equipment and operations
- Replaced APV note with LPV verbiage in Aircraft and Equipment Required for the Practical Test section
- Replaced Aeronautical Decision Making, Risk Management, and Single Pilot Resources Management with new Single-Pilot Resource Management

### **Areas of Operations**

- Area of Operation I: Preflight Preparation, added new Task A: Pilot Qualifications, which:
  - Moved Task A: Weather Information to Task B
  - Moved Task B: Cross-Country Flight Planning to Task C
- Modified task items to standardize phraseology as contained in the Aeronautical Information Manual when reading back clearances and communicating with ATC
- Area of Operation I: Preflight Preparation, Task B: Cross-Country Flight Planning, added points 8, 9, and 10
- Area of Operation VI: Instrument Approach Procedures, Task A: Nonprecision Approach (NPA)
  - NOTE: added sentence that NPA will have no vertical guidance
  - Modified Objective 11 to emphasize stabilized approach profile

### **Appendices**

- Appendix 1 introduction updated
- Added Appendix 2, Judgment Assessment Matrix

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## Introduction

### ***General Information***

The Flight Standards Service of the Federal Aviation Administration (FAA) has developed this practical test as the standard that shall be used by FAA examiners<sup>1</sup> when conducting instrument rating—airplane, helicopter, and powered lift practical tests, and instrument proficiency checks for all aircraft. This practical test standard (PTS) shall also be used for the instrument portion of the commercial pilot—airship practical test. Instructors are expected to use this PTS when preparing applicants for practical tests. Applicants should be familiar with this PTS and refer to these standards during their training.

This PTS sets forth the practical test requirements for the addition of an instrument rating to a pilot certificate in airplanes, helicopters, and powered-lift aircraft.

Applicants for a combined private pilot certificate with instrument rating, in accordance with 14 CFR part 61, section 61.65 (a) and (g), must pass all areas designated in the Private Pilot PTS and the Instrument Rating PTS. Examiners need not duplicate tasks. For example, only one preflight demonstration would be required; however, the Preflight Task from the Instrument Rating PTS may be more extensive than the Preflight Task from the Private Pilot PTS to ensure readiness for IFR flight.

A combined checkride should be treated as one practical test, requiring only one application and resulting in only one temporary certificate, disapproval notice, or letter of discontinuance, as applicable. Failure of any task will result in a failure of the entire test and application. Therefore, even if the deficient maneuver was instrument related and the performance of all VFR tasks was determined to be satisfactory, the applicant will receive a notice of disapproval.

Information considered directive in nature is described in this PTS book in terms, such as “shall” and “must,” indicating the actions are mandatory. Guidance information is described in terms, such as “should” and “may,” indicating the actions are desirable or permissive, but not mandatory.

The FAA gratefully acknowledges the valuable assistance provided by many industry participants who contributed their time and talent in assisting with the revision of these practical test standards.

This PTS may be purchased from the Superintendent of Documents, U.S. Government Printing Office (GPO), Washington, DC 20402-9325, or from <http://bookstore.gpo.gov>. This PTS is also available for download, in pdf format, from the Flight Standards Service web site at [http://www.faa.gov/training\\_testing/testing/airmen/test\\_standards/](http://www.faa.gov/training_testing/testing/airmen/test_standards/).

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<sup>1</sup> The word “examiner” denotes either the FAA inspector, FAA designated pilot examiner, or other authorized person who conducts the practical test.

This PTS is published by the U.S. Department of Transportation, Federal Aviation Administration, Airman Testing Standards Branch, AFS-630, P.O. Box 25082, Oklahoma City, OK 73125. Comments regarding this handbook should be sent, in e-mail form, to [AFS630comments@faa.gov](mailto:AFS630comments@faa.gov).

### ***Practical Test Standard Concept***

Title 14 of the Code of Federal Regulations (14 CFR) part 61 specifies the areas in which knowledge and skill must be demonstrated by the applicant before the issuance of an instrument rating. The CFRs provide the flexibility to permit the FAA to publish practical test standards containing the Areas of Operation and specific Tasks in which pilot competency shall be demonstrated. The FAA will revise this PTS whenever it is determined that changes are needed in the interest of safety. ***Adherence to the provisions of the regulations and the practical test standards is mandatory for evaluation of instrument pilot applicants.***

### ***Practical Test Book Description***

This test book contains the instrument rating practical test standards for airplane, helicopter, and powered lift. It also contains Task requirements for the addition of airplane, helicopter, or powered lift, if an instrument rating is possessed by the applicant in at least one other aircraft category. Refer to the commercial pilot–airship practical test standard to determine the instrument Tasks required for that practical test. Required Tasks for instrument proficiency checks (PC) are also contained in these practical test standards.

Areas of Operation are phases of the practical test arranged in a logical sequence within each standard. They begin with Preflight Preparation and end with postflight procedures. The examiner may conduct the practical test in any sequence that results in a complete and efficient test; however, ***the ground portion of the practical test shall be accomplished before the flight portion.***

Tasks are titles of knowledge areas, flight procedures, or maneuvers appropriate to an Area of Operation.

The applicant who holds an airplane, helicopter, or powered lift instrument rating will not have to take the entire test when applying for an added rating. The Tasks required for each additional instrument rating are shown in the Rating Task Table on page 1-vii.

Applicants for an instrument proficiency check required by 14 CFR section 61.57 must perform to the standards of the Tasks listed in the guidance provided on page 1-vii.

Note is used to emphasize special considerations required in the Area of Operation or Task.

Reference(s) identifies the publication(s) that describe(s) the Task. Descriptions of Tasks are not included in the standards because this information can be found in the current issue of the listed references. Publications other than those listed may be used for references if their content conveys substantially the same meaning as the referenced publications.

These practical test standards are based on the following references:

**14 CFR Part 61**      Certification: Pilots, Flight Instructors, and Ground Instructors

**Change 5 (9/11/2013)**

<b>14 CFR Part 91</b>	General Operating and Flight Rules
<b>FAA-H-8083-2</b>	Risk Management Handbook
<b>FAA-H-8083-3</b>	Airplane Flying Handbook
<b>FAA-H-8083-15</b>	Instrument Flying Handbook
<b>FAA-H-8083-21</b>	Rotorcraft Flying Handbook
<b>FAA-H-8083-25</b>	Pilot's Handbook of Aeronautical Knowledge
<b>FAA-H-8261-1</b>	Instrument Procedures Handbook
<b>AC 00-6</b>	Aviation Weather for Pilots and Flight Operations Personnel
<b>AC 00-45</b>	Aviation Weather Services
<b>AC 60-22</b>	Aeronautical Decision Making
<b>AC 60-28</b>	English Language Skill Standards Required by 14 CFR Parts 61, 63, and 65
<b>AC 61-134</b>	General Aviation Controlled Flight into Terrain Awareness
<b>AC 61-84</b>	Role of Preflight Preparation
<b>AC 90-48</b>	Pilots' Role in Collision Avoidance
<b>AC 90-94</b>	Guidelines for Using Global Positioning System Equipment for IFR En Route and Terminal Operations and for Nonprecision Instrument Approaches in the U.S. National Airspace System
<b>AC 120-51</b>	Crew Resource Management Training
<b>AIM</b>	Aeronautical Information Manual
<b>DPs</b>	Instrument Departure Procedures
<b>STARs</b>	Standard Terminal Arrivals
<b>AFD</b>	Airport Facility Directory
<b>FDC NOTAMs</b>	National Flight Data Center Notices to Airmen
<b>IAP</b>	Instrument Approach Procedures
<b>Others</b>	Pertinent Pilot's Operating Handbooks FAA-approved flight manuals Enroute Low Altitude Charts

The Objective lists the important elements that must be satisfactorily performed to demonstrate competency in a Task. The Objective includes:

1. Specifically what the applicant should be able to do;
2. The conditions under which the TASK is to be performed; and
3. The acceptable standards of performance.

**Abbreviations**

<b>14 CFR</b>	Title 14 of the Code of Federal Regulations
<b>AA</b>	Added Rating—Airplane
<b>ADF</b>	Automatic Direction Finder
<b>ADM</b>	Aeronautical Decision Making
<b>AIRMETS</b>	Airman's Meteorological Information
<b>AM</b>	Automation Management
<b>APV</b>	Approach With Vertical Guidance

<b>ATC</b>	Air Traffic Control
<b>ATIS</b>	Automatic Terminal Information Service
<b>ATS</b>	Air Traffic Service
<b>CDI</b>	Course Deviation Indicator
<b>CFIT</b>	Controlled Flight into Terrain
<b>CRM</b>	Crew Resource Management
<b>DA/DH</b>	Decision Altitude/Decision Height
<b>DH</b>	Decision Height
<b>DME</b>	Distance Measuring Equipment
<b>DP</b>	Departure Procedures
<b>FAA</b>	Federal Aviation Administration
<b>FDC</b>	Flight Data Center
<b>FITS</b>	FAA-Industry Training Standards
<b>FMS</b>	Flight Management System
<b>FSDO</b>	Flight Standards District Office
<b>GLS</b>	GNSS Landing System
<b>GNSS</b>	Global Navigation Satellite System
<b>GPO</b>	Government Printing Office
<b>GPS</b>	Global Positioning System
<b>GPWS</b>	Ground Proximity Warning System
<b>HA</b>	Added Rating—Helicopter
<b>HAT</b>	Height Above Terrain
<b>IA</b>	Instrument Airplane
<b>IAP</b>	Instrument Approach Procedures
<b>IFR</b>	Instrument Flight Rules
<b>IH</b>	Instrument Helicopter
<b>ILS</b>	Instrument Landing System
<b>IMC</b>	Instrument Meteorological Conditions
<b>LAHSO</b>	Land and Hold Short Operations
<b>LCD</b>	Liquid Crystal Display
<b>LDA</b>	Localizer-Type Directional Aid
<b>LED</b>	Light Emitting Diode
<b>LOC</b>	Localizer
<b>LORAN</b>	Long Range Navigation
<b>LNAV</b>	Lateral Navigation
<b>LPV</b>	Localizer Performance With Vertical Guidance
<b>MAP</b>	Missed Approach Point
<b>MDA</b>	Minimum Descent Attitude
<b>MLS</b>	Microwave Landing System
<b>NAVAID</b>	Navigation Aid
<b>NDB</b>	Nondirectional Beacon (Automatic Direction Finder)
<b>NOTAM</b>	Notice to Airmen
<b>NPA</b>	Nonprecision Approach
<b>NWS</b>	National Weather Service

<b>PA</b>	Precision Approach
<b>PC</b>	Proficiency Check
<b>PL</b>	Powered Lift
<b>PLA</b>	Added Rating—Powered Lift
<b>PTS</b>	Practical Test Standard
<b>RAIM</b>	Receiver Autonomous Integrity Monitoring
<b>RM</b>	Risk Management
<b>RMI</b>	Radio Magnetic Indicator
<b>RNAV</b>	Area Navigation
<b>RNP/AR</b>	Required Navigation Performance/Authorization Required
<b>SA</b>	Situational Awareness
<b>SAS</b>	Stability Augmentation System
<b>SDF</b>	Simplified Directional Facility
<b>SIGMETS</b>	Significant Meteorological Advisory
<b>SRM</b>	Single-Pilot Resource Management
<b>STAR</b>	Standard Terminal Arrival
<b>TM</b>	Task Management
<b>TCAS</b>	Traffic Alert and Collision Avoidance System
<b>VDP</b>	Visual Descent Point
<b>VHF</b>	Very High Frequency
<b>VNAV</b>	Vertical Navigation
<b>VOR</b>	Very High Frequency Ominidirectional Range

### ***Use of the Practical Test Standards***

The instrument rating practical test standards are designed to evaluate competency in both knowledge and skill.

The FAA requires that all practical tests be conducted in accordance with the appropriate practical test standards and the policies set forth in the Introduction. Instrument rating applicants shall be evaluated in **all** Tasks included in the Areas of Operation of the appropriate practical test standard (unless noted otherwise).

In preparation for each practical test, the examiner shall develop a written “plan of action” for each practical test. The “plan of action” is a tool, for the sole use of the examiner, to be used in evaluating the applicant. The plan of action need not be grammatically correct or in any formal format. The plan of action must contain all of the required Areas of Operation and Tasks and any optional Tasks selected by the examiner. The plan of action will include a scenario that allows the evaluation of as many required Areas of Operation and Tasks as possible without disruption. During the mission the examiner interjects problems and emergencies which the applicant must manage. It should be structured so that most of the Areas of Operation and Tasks are accomplished within the mission. The examiner is afforded the flexibility to change the plan to accommodate unexpected situations as they arise. Some Tasks (e.g., unusual attitudes) are not normally done during routine flight operations or may not fit into the scenario.

These maneuvers still must be demonstrated. It is preferable that these maneuvers be demonstrated after the scenario is completed. A practical test scenario can be suspended to do maneuvers, and then resumed if time and efficiency of the practical test so dictates. **Any Task selected for evaluation during a practical test shall be evaluated in its entirety.**

The examiner is not required to follow the precise order in which the Areas of Operation and Tasks appear in this book. The examiner may change the sequence or combine Tasks with similar Objectives to have an orderly and efficient flow of the practical test. For example, holding procedures may be combined with an approach or missed approach procedures if a holding entry is part of the procedure.

The Tasks apply to airplanes, helicopters, powered lift, and airships. In certain instances, Notes describe differences in the performance of a Task by an “airplane” applicant, “helicopter” applicant, or “powered lift” applicant. When using the practical test standards, the examiner must evaluate the applicant’s knowledge and skill in sufficient depth to determine that the standards of performance listed for all Tasks are met.

All Tasks in these practical test standards are required for the issuance of an instrument rating in airplanes, helicopters, and powered lift. However, when a particular element is not appropriate to the aircraft, its equipment, or operational capability, that element may be omitted. Examples of these element exceptions would be high altitude weather phenomena for helicopters, integrated flight systems for aircraft not so equipped, or other situations where the aircraft or operation is not compatible with the requirement of the element.

### ***Use of the Judgment Assessment Matrix***

Most fatal accidents include a lack of SRM skills (task management (TM), risk management (RM), automation management (AM), aeronautical decision making (ADM), controlled flight into terrain (CFIT), and situational awareness (SA)) as a causal factor. Consequently, examiners must evaluate the applicant to ensure that he or she has the appropriate level of these skills. A Judgment Assessment Matrix is provided as a tool to evaluate the applicant’s SRM skills objectively. The examiner will use the Judgment Assessment Matrix during the practical test. Since examiners give multiple tests, it is recommended that examiners make photocopies of the matrix.

### ***Special Emphasis Areas***

Examiners shall place special emphasis upon areas of aircraft operations considered critical to flight safety. Among these are:

1. Positive aircraft control;
2. Positive exchange of the flight controls procedure (who is flying the aircraft);
3. Stall/spin awareness;
4. Collision avoidance;
5. Wake turbulence avoidance;
6. Land and hold short operations (LAHSO);
7. Runway incursion avoidance;
8. CFIT;
9. ADM and RM;

**Change 2 (3/16/2010)**

10. Checklist usage;
11. SRM;
12. Icing condition operational hazards, anti-icing and deicing equipment, differences, and approved use and operations; and
13. Other areas deemed appropriate to any phase of the practical test.

With the exception of SRM, any given area may not be addressed specifically under a Task, but all areas are essential to flight safety and will be evaluated during the practical test.

***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.

Modern technology has introduced into aviation a new method of displaying flight instruments, such as Electronic Flight Instrument Systems, Integrated Flight Deck displays, and others. For the purpose of the practical test standards, any flight instrument display that utilizes liquid crystal display (LCD) or picture-tube-like displays will be referred to as "Electronic Flight Instrument Display." Aircraft equipped with this technology may or may not have separate backup flight instruments installed. The abnormal or emergency procedure for loss of the electronic flight instrument display appropriate to the aircraft will be evaluated in the Loss of Primary Instruments TASK. The loss of the primary electronic flight instrument display must be tailored to failures that would normally be encountered in the aircraft. If the aircraft is capable, total failure of the electronic flight instrument display, or a supporting component, with access only to the standby flight instruments or backup display shall be evaluated.

The applicant is required to provide an appropriate view limiting device that is acceptable to the examiner. This device shall be used during all testing that requires testing "solely by reference to instruments." This device must prevent the applicant from having visual reference outside the

## **Change 1 (2/5/2010)**

aircraft, but not prevent the examiner from having visual reference outside the aircraft. A procedure should be established between the applicant and the examiner as to when and how this device should be donned and removed and this procedure briefed before the flight.

The applicant is expected to utilize an autopilot and/or flight management system (FMS), if properly installed, during the instrument practical test to assist in the management of the aircraft. The examiner is expected to test the applicant's knowledge of the systems that are installed and operative during the oral and flight portions of the practical test. The applicant will be required to demonstrate the use of the autopilot and/or FMS during one of the nonprecision approaches. The applicant is expected to demonstrate satisfactory automation management skills.

If an applicant holds both single-engine and multiengine class ratings on a pilot certificate and takes the instrument rating practical test in a single-engine airplane, the certificate issued must bear the limitation "Multiengine Limited to VFR Only." If the applicant takes the test in a multiengine airplane, the instrument privileges will be automatically conferred for the airplane single-engine rating.

An applicant may accomplish an instrument-airplane rating practical test in a multiengine airplane that is limited to center thrust. There is no need to place the "Limited to Center Thrust" limitation on the applicant's pilot certificate, provided the airplane multiengine land rating is not limited to center thrust. If the applicant's airplane multiengine land rating is limited to center thrust then the limitation will already be on the pilot certificate.

If the practical test is conducted in the aircraft, and the aircraft has an operable and properly installed GPS, the examiner will require and the applicant must demonstrate GPS approach proficiency. If the applicant has contracted for training in an approved course that includes GPS training in the system that is installed in the airplane/simulator/FTD and the airplane/simulator/FTD used for the checking/testing has the same system properly installed and operable, the applicant must demonstrate GPS approach proficiency.

**Note:** *If any avionics/navigation unit, including GPS, in the aircraft used for the practical test is placarded inoperative, the examiner will review the maintenance log to verify that the discrepancy has been properly documented.*

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

An airman applicant for instrument rating certification is authorized to use a full flight simulator (FFS) qualified by the National Simulator Program as levels A–D and/or a flight training device (FTD) qualified by the National Simulator Program as levels 4–7 to complete certain flight Task requirements listed in this practical test standard.

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).

When flight Tasks are accomplished in an aircraft, certain Task elements may be accomplished through “simulated” actions in the interest of safety and practicality, but when accomplished in a flight simulator or flight training device, these same actions would not be “simulated.” For example, when in an aircraft, a simulated engine fire may be addressed by retarding the throttle to idle, simulating the shutdown of the engine, simulating the discharge of the fire suppression agent, if applicable, simulating the disconnection of associated electrical, hydraulic, and pneumatics systems. However, when the same emergency condition is addressed in a FSTD, all Task elements must be accomplished as would be expected under actual circumstances.

Similarly, safety of flight precautions taken in the aircraft for the accomplishment of a specific maneuver or procedure (such as limiting altitude in an approach to stall or setting maximum airspeed for an engine failure expected to result in a rejected takeoff) need not be taken when a FSTD is used.

It is important to understand that, whether accomplished in an aircraft or FSTD, all Tasks and elements for each maneuver or procedure shall have the same performance standards applied equally for determination of overall satisfactory performance.

The applicant must demonstrate all of the instrument approach procedures required by 14 CFR part 61. At least one instrument approach procedure must be demonstrated in an airplane, helicopter, or powered lift as appropriate. One precision and one nonprecision approach not selected for actual flight demonstration may be performed in FSTDs that meet the requirements of Appendix 1 of this practical test standard.

### ***Flight Instructor Responsibility***

An appropriately rated flight instructor is responsible for training the instrument rating pilot applicant to acceptable standards in all subject matter areas, procedures, and maneuvers included in the Tasks within the appropriate instrument rating practical test standard.

Because of the impact of their teaching activities in developing safe, proficient pilots, flight instructors should exhibit a high level of knowledge, skill, and the ability to impart that knowledge and skill to students. Additionally, the flight instructor must certify that the applicant is able to perform safely as an instrument pilot and is competent to pass the required practical test.

Throughout the applicant’s training, the flight instructor is responsible for emphasizing the performance of effective visual scanning, collision avoidance, and runway incursion avoidance procedures. These areas are covered in part in AC 90-48, Pilot’s Role in Collision Avoidance; FAA-H-8083-3, Airplane Flying Handbook; FAA-H-8083-25, Pilot’s Handbook of Aeronautical Knowledge; and the Aeronautical Information Manual.

### ***Examiner Responsibility***

The examiner conducting the practical test is responsible for determining that the applicant meets the acceptable standards of knowledge and skill of each Task within the appropriate practical test standard. Since there is no formal division between the “oral” and “skill” portions of the practical test, this becomes an ongoing process throughout the test. To avoid unnecessary distractions, oral

questioning should be used judiciously at all times, especially during the flight portion of the practical test.

Examiners shall test to the greatest extent practicable the applicant's correlative abilities rather than mere rote enumeration of facts throughout the practical test.

If the examiner determines that a Task is incomplete, or the outcome uncertain, the examiner may require the applicant to repeat that Task, or portions of that Task. This provision has been made in the interest of fairness and does not mean that instruction, practice, or the repeating of an unsatisfactory Task is permitted during the certification process.

During the flight portion of the practical test, the examiner shall evaluate the applicant's use of visual scanning, and collision avoidance procedures, when appropriate. Except for takeoff and landing, all Tasks shall be conducted solely by reference to instruments under actual or simulated instrument flight conditions.

The examiner may not assist the applicant in the management of the aircraft, radio communications, navigational equipment, and navigational charts. In the event the test is conducted in an aircraft operation requiring a crew of two, the examiner may assume the duties of the second in command. Helicopters certified for instrument flight rules (IFR) operations must be flown using two pilots or single pilot with an approved autopilot or a stability augmentation system (SAS). Therefore, when conducting practical tests in a helicopter (without autopilot, SAS, or copilot), examiners may act as an autopilot (e.g., hold heading and altitude), when requested, to allow applicants to tune radios, select charts, etc.

Examiners may perform the same functions as an autopilot but should not act as a copilot performing more extensive duties. The examiner shall remain alert for other traffic at all times. The examiner shall use proper ATC terminology when simulating ATC clearances.

### ***Satisfactory Performance***

Satisfactory performance to meet the requirements for certification is based on the applicant's ability to safely:

1. Perform the Tasks specified in the Areas of Operation for the certificate or rating sought within the approved standards;
2. Demonstrate mastery of the aircraft with the successful outcome of each Task performed never seriously in doubt;
3. Demonstrate satisfactory proficiency and competency within the approved standards;
4. Demonstrate sound judgment and ADM; and
5. Demonstrate single-pilot competence if the aircraft is type certificated for single-pilot operations.

### ***Unsatisfactory Performance***

The tolerances represent the performance expected in good flying conditions. If, in the judgment of the examiner, the applicant does not meet the standards of performance of any Task performed, the associated Area of Operation is failed and, therefore, the practical test is failed.

**Note:** *The tolerances stated in this standard are intended to be used as a measurement of the applicant's ability to operate in the instrument environment. They provide guidance for examiners to use in judging the applicant's qualifications. The regulations governing the tolerances for operation under Instrument Flight Rules are established in 14 CFR part 91.*

The examiner or applicant may discontinue the test at any time when the failure of an Area of Operation makes the applicant ineligible for the certificate or rating sought. **The test may be continued ONLY with the consent of the applicant.** If the test is discontinued, the applicant is entitled credit for only those Areas of Operation and their associated Tasks satisfactorily performed. However, during the retest, and at the discretion of the examiner, any Task may be re-evaluated, including those previously passed.

Typical areas of unsatisfactory performance and grounds for disqualification are:

1. Any action or lack of action by the applicant that requires corrective intervention by the examiner to maintain safe flight.
2. Failure to use proper and effective visual scanning techniques, when applicable, to clear the area before and while performing maneuvers.
3. Consistently exceeding tolerances stated in the Objectives.
4. Failure to take prompt corrective action when tolerances are exceeded.

When a notice of disapproval is issued, the examiner shall record the applicant's unsatisfactory performance in terms of the Area of Operation not meeting the standard appropriate to the practical test conducted. The Area(s) of Operation not tested and the number of practical test failures shall also be recorded.

### ***Letter of Discontinuance***

When a practical test is discontinued for reasons other than unsatisfactory performance (e.g., equipment failure, weather, or illness), FAA Form 8710-1, Airman Certificate and/or Rating Application, and, if applicable, the Airman Knowledge Test Report shall be returned to the applicant. The examiner at that time shall prepare, sign, and issue a Letter of Discontinuance to the applicant. The Letter of Discontinuance should identify the Areas of Operation of the practical test that were successfully completed. The applicant shall be advised that the Letter of Discontinuance shall be presented to the examiner when the practical test is resumed, and made part of the certification file.

### ***Single-Pilot Resource Management***

The examiner shall evaluate the applicant's ability throughout the practical test to use good aeronautical decision-making procedures in order to evaluate risks. The examiner shall accomplish this requirement by developing a scenario that incorporate as many Tasks as possible to evaluate the applicants risk management in making safe aeronautical decisions. For example, the examiner may develop a scenario that incorporates weather decisions and performance planning.

The applicant's ability to utilize all the assets available in making a risk analysis to determine the safest course of action is essential for satisfactory performance. The scenario should be realistic and within the capabilities of the aircraft used for the practical test.

Single-Pilot Resource Management (SRM) is defined as the art and science of managing all the resources (both on-board the aircraft and from outside sources) available to a single-pilot (prior and during flight) to ensure that the successful outcome of the flight is never in doubt. SRM available resources can include human resources, hardware, and information. Human resources "...includes all other groups routinely working with the pilot who are involved in decisions that are required to operate a flight safely. These groups include, but are not limited to: dispatchers, weather briefers, maintenance personnel, and air traffic controllers." SRM is a set of skill competencies that must be evident in all Tasks in this practical test standard as applied to single-pilot operation.

The following six items are areas of SRM:

## 1. Aeronautical Decision Making

*References: FAA-H-8083-25, AC 60-22, FAA-H-8083-15A.*

**Objective:** To determine the applicant exhibits sound aeronautical decision making during the planning and execution of the planned flight. The applicant should:

1. Use a sound decision-making process, such as the DECIDE model, 3P model, or similar process when making critical decisions that will have an effect on the outcome of the flight. The applicant should be able to explain the factors and alternative courses of action that were considered while making the decision.
2. Recognize and explain any hazardous attitudes that may have influenced any decision.
3. Decide and execute an appropriate course of action to properly handle any situation that arises that may cause a change in the original flight plan in such a way that leads to a safe and successful conclusion of the flight.
4. Explain how the elements of risk management, CFIT awareness, overall situational awareness, use of automation, and task management influenced the decisions made and the resulting course of action.

## 2. Risk Management

*References: FAA-H-8083-25, FITS document: Managing Risk through Scenario Based Training, Single Pilot Resource Management, and Learner Centered Grading.*

**Objective:** To determine the applicant can utilize risk management tools and models to assess the potential risk associated with the planned flight during preflight planning and while in flight. The applicant should:

1. Explain the four fundamental risk elements associated with the flight being conducted in the given scenario and how each one was assessed.
2. Use a tool, such as the PAVE checklist, to help assess the four risk elements.
3. Use a personal checklist, such as the I'MSAFE checklist, to determine personal risks.
4. Use weather reports and forecasts to determine weather risks associated with the flight.
5. Explain how to recognize risks and how mitigate those risks throughout the flight.

6. Use the 5P model to assess the risks associated with each of the five factors.

### 3. Task Management

*Reference: FAA-H-8083-15A.*

**Objective:** To determine the applicant can prioritize the various tasks associated with the planning and execution of the flight. The applicant should:

1. Explain how to prioritize tasks in such a way to minimize distractions from flying the aircraft.
2. Complete all tasks in a timely manner considering the phase of flight without causing a distraction from flying.
3. Execute all checklists and procedures in a manner that does not increase workload at critical times, such as intercepting the final approach course.

### 4. Situational Awareness

*References: FAA-H-8083-25, FAA-H-8083-15A.*

**Objective:** To determine the applicant can maintain situational awareness during all phases of the flight. The applicant should:

1. Explain the concept of situational awareness and associated factors.
2. Explain the dangers associated with becoming fixated on a particular problem to the exclusion of other aspects of the flight.
3. State the current situation at any time during the flight in such a way that displays an accurate assessment of the current and future status of the flight, including weather, terrain, traffic, ATC situation, fuel status, and aircraft status.
4. Uses the navigation displays, traffic displays, terrain displays, weather displays and other features of the aircraft to maintain a complete and accurate awareness of the current situation and any reasonably anticipated changes that may occur.

### 5. Controlled Flight Into Terrain Awareness

*Reference: Controlled Flight Into Terrain Training Aid website:*

[http://www.faa.gov/training\\_testing/training/media/cfit/volume1/titlepg.pdf](http://www.faa.gov/training_testing/training/media/cfit/volume1/titlepg.pdf).

**Objective:** To determine the applicant can accurately assess risks associated with terrain and obstacles, maintain accurate awareness of terrain and obstacles, and can use appropriate techniques and procedures to avoid controlled flight into terrain or obstacles by using all resources available. The applicant should:

1. Use current charts and procedures during the planning of the flight to ensure the intended flight path avoids terrain and obstacles.
2. Be aware of potential terrain and obstacle hazards along the intended route.
3. Explain the terrain display, TAWS, and/or GPWS as installed in the aircraft.
4. Use the terrain display, TAWS, and/or GPWS of the navigation displays as appropriate to maintain awareness and to avoid terrain and obstacles.
5. Plan departures and arrivals to avoid terrain and obstacles.

6. Alter flight as necessary to avoid terrain.
7. Plan any course diversion, for whatever reason, in such a way to insure proper terrain and obstruction clearance to the new destination.
8. Explain and understand aircraft performance limitations associated with CFIT accidents.

## 6. Automation Management

*Reference: FAA-H-8083-15A.*

**Objective:** To determine the applicant can effectively use the automation features of the aircraft, including autopilot and flight management systems, in such a way to manage workload and can remain aware of the current and anticipated modes and status of the automation. The applicant should:

1. Explain how to recognize the current mode of operation of the autopilot/FMS.
2. Explain how to recognize anticipated and unanticipated mode or status changes of the autopilot/FMS.
3. State at any time during the flight the current mode or status and what the next anticipated mode or status will be.
4. Use the autopilot/FMS to reduce workload as appropriate for the phase of flight, during emergency or abnormal operations.
5. Recognize unanticipated mode changes in a timely manner and promptly return the automation to the correct mode.

## ***Crew Resource Management***

Crew Resource Management (CRM) is the application of team management concepts in the flight deck environment. In the event the test is conducted in an aircraft operation requiring a crew of two, the examiner shall evaluate the applicant's ability throughout the practical test to use good CRM.

## ***Applicant's Use of Checklists***

Throughout the practical test, the applicant is evaluated on the use of an appropriate checklist. Proper use is dependent on the specific TASK being evaluated. The situation may be such that the use of the checklist, while accomplishing elements of an Objective, would be either unsafe or impracticable, especially in a single-pilot operation. In this case, a review of the checklist after the elements have been accomplished would be appropriate. Division of attention and proper visual scanning should be considered when using a checklist.

## ***Use of Distractions During Practical Tests***

Numerous studies indicate that many accidents have occurred when the pilot has been distracted during critical phases of flight. To evaluate the pilot's ability to utilize proper control technique while dividing attention both inside and/or outside the cockpit, the examiner shall cause a realistic distraction during the flight portion of the practical test to evaluate the applicant's ability to divide attention while maintaining safe flight.

### ***Positive Exchange of Flight Controls***

During flight, there must always be a clear understanding between pilots of who has control of the aircraft. Prior to flight, a briefing should be conducted that includes the procedure for the exchange of flight controls. A positive three-step process in the exchange of flight controls between pilots is a proven procedure and one that is strongly recommended.

When one pilot wishes to give the other pilot control of the aircraft, he or she will say, "You have the flight controls." The other pilot acknowledges immediately by saying, "I have the flight controls." The first pilot again says "You have the flight controls." When control is returned to the first pilot, follow the same procedure. A visual check is recommended to verify that the exchange has occurred. There should never be any doubt as to who is flying the aircraft.

### ***Emphasis on Attitude Instrument Flying and Emergency Instrument Procedures***

The FAA is concerned about numerous fatal aircraft accidents involving spatial disorientation of instrument-rated pilots who have attempted to control and maneuver their aircraft in clouds with inoperative primary flight instruments (gyroscopic heading and/or attitude indicators) or loss of the primary electronic flight instruments display.

Area of Operation IV requires the evaluation of basic instrument flight maneuvers under both full-panel and references to backup primary flight instruments/electronic flight instrument displays. These maneuvers are described in detail in FAA-H-8083-15, Instrument Flying Handbook. Examiners should determine that the applicant demonstrates competency in either the Primary and Supporting or the Control and Performance Concept method of instrument flying. Both attitude instrument flying methods are described in FAA-H-8083-15 and either is recommended by the FAA because it requires specific knowledge and interpretation of each individual instrument during training.

The FAA has stressed that it is imperative for instrument pilots to acquire and maintain adequate instrument skills and that they be capable of performing instrument flight with the use of the backup systems installed in the aircraft. Many light aircraft operated in IMC are not equipped with dual, independent, gyroscopic heading and/or attitude indicators and in many cases are equipped with only a single vacuum source. Technically advanced aircraft may be equipped with backup flight instruments or an additional electronic flight display that is not located directly in front of the pilot.

The instrument rating practical test standards place emphasis on and require the demonstrations of a nonprecision instrument approach without the use of the primary flight instruments or electronic flight instrument display. A nonprecision approach without the use of the primary flight instruments/electronic flight instrument display is considered one of the most demanding situations that could be encountered. If applicants can master this situation, they can successfully complete a less difficult precision approach. If an actual approach in IMC becomes necessary without the aid of the primary flight instruments/electronic flight instrument display, a less difficult precision approach should be requested, if available. Sound judgment would normally dictate such requests. However, the instrument practical test requires that a nonprecision approach be performed without the use of the primary flight instruments/electronic flight instrument display.

Applicants may have an unfair advantage during performance of the Task using the backup flight instruments during an instrument approach due to the location of the magnetic compass in some aircraft. When crosschecking the magnetic compass heading, a view of the runway or other visual clue may be sighted. It is the examiner's responsibility to determine if the applicant is receiving visual clues from outside the cockpit. If an examiner suspects that the applicant is receiving visual clues, the examiner may devise other options to limit the applicant's view. By no means shall the examiner limit his or her view as the safety pilot.

## Rating Task Table

Additional Instrument Rating Desired				
Required Tasks are indicated by either the Task letter(s) that apply(s) or an indication that all or none of the Tasks must be tested.				
Rating(s) Held				
Area of Operation	IA	IH	IPL	IPC
I	None	None	None	None
II	A,C	A,C	A,C	None
III	None	None	None	C
IV	All	All	All	B
V	None	None	None	All
VI	All	All	All	All*
VII	All**	All**	All**	B,C,D**
VIII	All	All	All	All

### Legend:

- IA Instrument—airplane
- IH Instrument—helicopter
- IPL Instrument—powered lift
- IPC Instrument—proficiency check

**Note:** Except as noted, all Tasks are required for initial issuance of an instrument rating.

\*Task D, Circling Approach, is applicable *only* to the *airplane* category.

\*\*Tasks B and C are applicable *only* to *multiengine airplanes*.

Instrument Proficiency Check. 14 CFR part 61, section 61.57(d), sets forth the requirements for an instrument proficiency check. The person giving that check shall use the standards and procedures contained in this PTS when administering the check. A representative number of Tasks, as determined by the examiner/instructor, must be selected to assure the competence of the applicant to operate in the IFR environment. As a minimum, the applicant must demonstrate the ability to perform the Tasks as listed in the above chart. The person giving the check should develop a scenario that incorporates as many required tasks as practical to assess the pilot's ADM and risk management skills during the IPC. See Appendix 2 for IPC AATD Credit Table.

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# Applicant's Practical Test Checklist

## Appointment with Examiner

Examiner's Name: \_\_\_\_\_

Location: \_\_\_\_\_

Date/Time: \_\_\_\_\_

### Acceptable Aircraft

- View Limiting Device
- Aircraft Documents:
  - Airworthiness Certificate
  - Registration Certificate
  - Rating Limitations
- Aircraft Maintenance Records: Airworthiness Inspections

### Personal Equipment

- Current Aeronautical Charts
- Computer and Plotter
- Flight Plan Form
- Flight Logs
- Current AIM

### Personal Records

- Identification – Photo/Signature ID
- Pilot Certificate
- Medical Certificate
- Completed FAA Form 8710-1, Application for an Airman Certificate and/or Rating, or IACRA equivalent
- Airman Knowledge Test Report or IACRA equivalent
- Logbook with Instructor's Endorsement
- Notice of Disapproval or IACRA equivalent (if applicable)
- Approved School Graduation Certificate (if applicable)
- Examiner's Fee (if applicable)
- Letter of Discontinuance or IACRA equivalent (if applicable)

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## Examiner's Practical Test Checklist

Applicant's Name: \_\_\_\_\_

Location: \_\_\_\_\_

Date/Time: \_\_\_\_\_

### I. Preflight Preparation

- A. Pilot Qualifications
- B. Weather Information
- C. Cross-Country Flight Planning

### II. Preflight Procedures

- A. Aircraft Systems Related to IFR Operations
- B. Aircraft Flight Instruments and Navigation Equipment
- C. Instrument Cockpit Check

### III. Air Traffic Control Clearances and Procedures

- A. Air Traffic Control Clearances
- B. Compliance with Departure, En Route, and Arrival Procedures and Clearances
- C. Holding Procedures

### IV. Flight by Reference to Instruments

- A. Basic Instrument Flight Maneuvers
- B. Recovery from Unusual Flight Attitudes

### V. Navigation Systems

- A. Intercepting and Tracking Navigational Systems and DME Arcs

### VI. Instrument Approach Procedures

- A. Nonprecision Approach (NPA)
- B. Precision Approach (PA)
- C. Missed Approach
- D. Circling Approach
- E. Landing from a Straight-in or Circling Approach

### VII. Emergency Operations

- A. Loss of Communications
- B. One Engine Inoperative During Straight-and-Level Flight and Turns (Multiengine Airplane)
- C. One Engine Inoperative—Instrument Approach (Multiengine Airplane)
- D. Loss of Primary Flight Instrument Indicators

### VIII. Postflight Procedures

- A. Checking Instruments and Equipment

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## Areas of Operation:

### I. Preflight Preparation

#### **Task A: Pilot Qualifications**

*Reference: 14 CFR part 61.*

**Objective:** To determine that the applicant:

1. Exhibits adequate knowledge of the requirements to act as pilot in command under IFR in the National Airspace System by describing:
  - a. instrument rating recent flight experience requirements.
  - b. requirements when recent instrument rating flight experience has not been met.
  - c. pilot logbook/flight recordkeeping.

#### **Task B: Weather Information**

*References: 14 CFR part 61; AC 00-6, AC 00-45; AIM.*

**Note:** *Where current weather reports, forecasts, or other pertinent information is not available, this information will be simulated by the examiner in a manner that will adequately measure the applicant's competence.*

**Objective:** To determine that the applicant:

1. Exhibits adequate knowledge of the elements related to aviation weather information by obtaining, reading, and analyzing the applicable items, such as—
  - a. weather reports and forecasts.
  - b. pilot and radar reports.
  - c. surface analysis charts.
  - d. radar summary charts.
  - e. significant weather prognostics.
  - f. winds and temperatures aloft.
  - g. freezing level charts.
  - h. stability charts.
  - i. severe weather outlook charts.
  - j. SIGMETs and AIRMETs.
  - k. ATIS reports.
2. Correctly analyzes the assembled weather information pertaining to the proposed route of flight and destination airport, and determines whether an alternate airport is required, and, if required, whether the selected alternate airport meets the regulatory requirement.

**Task C: Cross-Country Flight Planning**

*References: 14 CFR parts 61, 91; FAA-H-8083-15, FAA-H-8083-25; AC 90-94; AFD; AIM.*

**Objective:** To determine that the applicant:

1. Exhibits adequate knowledge of the elements by presenting and explaining a preplanned cross-country flight, as previously assigned by the examiner (preplanning is at examiner's discretion). It should be planned using actual weather reports/forecasts and conform to the regulatory requirements for instrument flight rules within the airspace in which the flight will be conducted.
2. Exhibits adequate knowledge of the aircraft's performance capabilities by calculating the estimated time en route and total fuel requirement based upon factors, such as—
  - a. power settings.
  - b. operating altitude or flight level.
  - c. wind.
  - d. fuel reserve requirements.
  - e. weight and balance limitations.
3. Selects and correctly interprets the current and applicable en route charts, instrument departure procedures (DPs), RNAV, STAR, and Standard Instrument Approach Procedure Charts (IAP).
4. Obtains and correctly interprets applicable NOTAM information.
5. Determines the calculated performance is within the aircraft's capability and operating limitations.
6. Completes and files a flight plan in a manner that accurately reflects the conditions of the proposed flight. (This flight plan is not required to be filed with ATC.)
7. Demonstrates adequate knowledge of GPS and RAIM capability, when aircraft is so equipped.
8. Demonstrates the ability to recognize wing contamination due to airframe icing.
9. Demonstrates adequate knowledge of the adverse effects of airframe icing during pre-takeoff, takeoff, cruise, and landing phases of flight and corrective actions.
10. Demonstrates familiarity with any icing procedures and/or information published by the manufacturer that is specific to the aircraft used on the practical test.

## II. Preflight Procedures

### **Task A: Aircraft Systems Related to IFR Operations**

*References: 14 CFR parts 61, 91; FAA-H-8083-15; AC 61-84.*

**Objective:** To determine that the applicant exhibits adequate knowledge of the elements related to applicable aircraft anti-icing/deicing system(s) and their operating methods to include:

1. Airframe.
2. Propeller.
3. Intake.
4. Fuel.
5. Pitot-static.

### **Task B: Aircraft Flight Instruments and Navigation Equipment**

*References: 14 CFR parts 61, 91; AC 61-27, AC 61-84, AC 90-48.*

**Objective:** To determine that the applicant:

1. Exhibits adequate knowledge of the elements related to applicable aircraft flight instrument system(s) and their operating characteristics to include—
  - a. pitot-static.
  - b. altimeter.
  - c. airspeed indicator.
  - d. vertical speed indicator.
  - e. attitude indicator.
  - f. horizontal situation indicator.
  - g. magnetic compass.
  - h. turn-and-slip indicator/turn coordinator.
  - i. heading indicator.
  - j. electrical systems.
  - k. vacuum systems.
  - l. electronic flight instrument displays (PFD, MFD).
2. Exhibits adequate knowledge of the applicable aircraft navigation system(s) and their operating characteristics to include—
  - a. VOR.
  - b. DME.
  - c. ILS.
  - d. marker beacon receiver/indicators.
  - e. transponder/altitude encoding.
  - f. ADF.
  - g. GPS.
  - h. FMS.
  - i. autopilot.

**Task C: Instrument Cockpit Check**

References: 14 CFR parts 61, 91; FAA-H-8083-15.

**Objective:** To determine that the applicant:

1. Exhibits adequate knowledge of the elements related to preflighting instruments, avionics, and navigation equipment cockpit check by explaining the reasons for the check and how to detect possible defects.
2. Performs the preflight on instruments, avionics, and navigation equipment cockpit check by following the checklist appropriate to the aircraft flown.
3. Determines that the aircraft is in condition for safe instrument flight including—
  - a. communications equipment.
  - b. navigation equipment, as appropriate to the aircraft flown.
  - c. magnetic compass.
  - d. heading indicator.
  - e. attitude indicator.
  - f. altimeter.
  - g. turn-and-slip indicator/turn coordinator.
  - h. vertical speed indicator.
  - i. airspeed indicator.
  - j. clock.
  - k. power source for gyro instruments.
  - l. pitot heat.
  - m. electronic flight instrument display
  - n. traffic awareness/warning/avoidance system.
  - o. terrain awareness/warning/alert system.
  - p. FMS.
  - q. autopilot.
4. Notes any discrepancies and determines whether the aircraft is safe for instrument flight or requires maintenance.

### III. Air Traffic Control Clearances and Procedures

**Note:** *The ATC clearance may be an actual or simulated ATC clearance based upon the flight plan.*

#### **Task A: Air Traffic Control Clearances**

*References: 14 CFR parts 61, 91; FAA-H-8083-15; AIM.*

**Objective:** To determine that the applicant:

1. Exhibits adequate knowledge of the elements related to ATC clearances and pilot/controller responsibilities to include tower en route control and clearance void times.
2. Copies correctly, in a timely manner, the ATC clearance as issued.
3. Determines that it is possible to comply with ATC clearance.
4. Interprets correctly the ATC clearance received and, when necessary, requests clarification, verification, or change.
5. Reads back correctly, in a timely manner, the ATC clearance in the sequence received.
6. Uses standard phraseology as contained in the Aeronautical Information Manual when reading back clearances and communicating with ATC.
7. Sets the appropriate communication and navigation systems and transponder codes in compliance with the ATC clearance.
8. Demonstrates an appropriate level of single-pilot resource management skills.

#### **Task B: Compliance with Departure, En Route, and Arrival Procedures and Clearances**

*References: 14 CFR parts 61, 91; FAA-H-8083-15; DPs; En Route Low Altitude Charts; STARs.*

**Objective:** To determine that the applicant:

1. Exhibits adequate knowledge of the elements related to ATS routes, and related pilot/controller responsibilities.
2. Uses the current and appropriate navigation publications for the proposed flight.
3. Selects and uses the appropriate communication facilities; selects and identifies the navigation aids associated with the proposed flight.
4. Performs the appropriate aircraft checklist items relative to the phase of flight.
5. Establishes two-way communications with the proper controlling agency, using proper phraseology.
6. Complies, in a timely manner, with all ATC instructions and airspace restrictions.
7. Exhibits adequate knowledge of communication failure procedures.
8. Intercepts, in a timely manner, all courses, radials, and bearings appropriate to the procedure, route, or clearance.

9. Maintains the applicable airspeed within  $\pm 10$  knots; headings within  $\pm 10^\circ$ ; altitude within  $\pm 100$  feet; and tracks a course, radial, or bearing within  $\frac{3}{4}$ -scale deflection of the CDI.
10. Demonstrates an appropriate level of single-pilot resource management skills.

**Task C: Holding Procedures**

*References: 14 CFR parts 61, 91; FAA-H-8083-15; AIM.*

**Note:** Any reference to DME will be disregarded if the aircraft is not so equipped.

**Objective:** To determine that the applicant:

1. Exhibits adequate knowledge of the elements related to holding procedures.
2. Changes to the holding airspeed appropriate for the altitude or aircraft when 3 minutes or less from, but prior to arriving at, the holding fix.
3. Explains and uses an entry procedure that ensures the aircraft remains within the holding pattern airspace for a standard, nonstandard, published, or nonpublished holding pattern.
4. Recognizes arrival at the holding fix and initiates prompt entry into the holding pattern.
5. Complies with ATC reporting requirements.
6. Uses the proper timing criteria, where applicable, as required by altitude or ATC instructions.
7. Complies with pattern leg lengths when a DME distance is specified.
8. Uses proper wind correction procedures to maintain the desired pattern and to arrive over the fix as close as possible to a specified time.
9. Maintains the airspeed within  $\pm 10$  knots; altitude within  $\pm 100$  feet; headings within  $\pm 10^\circ$ ; and tracks a selected course, radial or bearing within  $\frac{3}{4}$ -scale deflection of the CDI.
10. Uses MFD and other graphical navigation displays, if installed to monitor position in relation to the desired flightpath during holding.
11. Demonstrates an appropriate level of single-pilot resource management skills.

## IV. Flight by Reference to Instruments

### **Task A: Basic Instrument Flight Maneuvers (IA, IH, PL, AA, HA, PLA, PC)**

*References: 14 CFR part 61; FAA-H-8083-15.*

**Objective:** To determine the applicant can perform basic flight maneuvers.

1. Exhibits adequate knowledge of the elements related to attitude instrument flying during straight-and-level flight, climbs, turns, and descents while conducting various instrument flight procedures.
2. Maintains altitude within  $\pm 100$  feet during level flight, headings within  $\pm 10^\circ$ , airspeed within  $\pm 10$  knots, and bank angles within  $\pm 5^\circ$  during turns.
3. Uses proper instrument crosscheck and interpretation, and apply the appropriate pitch, bank, power, and trim corrections when applicable.

### **Task B: Recovery from Unusual Flight Attitudes**

*References: 14 CFR part 61; FAA-H-8083-15.*

**Note:** *Any intervention by the examiner to prevent the aircraft from exceeding any operating limitations, or entering an unsafe flight condition, shall be disqualifying.*

**Objective:** To determine that the applicant:

1. Exhibits adequate knowledge of the elements relating to attitude instrument flying during recovery from unusual flight attitudes (both nose-high and nose-low).
2. Uses proper instrument cross-check and interpretation, and applies the appropriate pitch, bank, and power corrections in the correct sequence to return the aircraft to a stabilized level flight attitude.

## V. Navigation Systems

### **Task A: Intercepting and Tracking Navigational Systems and DME Arcs**

*References: 14 CFR parts 61, 91; FAA-H-8083-15; AIM.*

**Note:** *Any reference to DME arcs, ADF, or GPS shall be disregarded if the aircraft is not equipped with these specified navigational systems.*

**Objective:** To determine that the applicant:

1. Exhibits adequate knowledge of the elements related to intercepting and tracking navigational systems and DME arcs.
2. Tunes and correctly identifies the navigation facility.
3. Sets and correctly orients the course to be intercepted into the course selector or correctly identifies the course on the RMI.
4. Intercepts the specified course at a predetermined angle, inbound or outbound from a navigational facility.
5. Maintains the airspeed within  $\pm 10$  knots, altitude within  $\pm 100$  feet, and selected headings within  $\pm 5^\circ$ .
6. Applies proper correction to maintain a course, allowing no more than  $\frac{3}{4}$ -scale deflection of the CDI or within  $\pm 10^\circ$  in case of an RMI.
7. Determines the aircraft position relative to the navigational facility or from a waypoint in the case of GPS.
8. Intercepts a DME arc and maintain that arc within  $\pm 1$  nautical mile.
9. Recognizes navigational receiver or facility failure, and when required, reports the failure to ATC.
10. Uses MFD and other graphical navigation displays, if installed, to monitor position, track wind drift, and other parameters to intercept and maintain the desired flightpath.

## VI. Instrument Approach Procedures

**Note:** *Task D, Circling Approach, is applicable only to the airplane category.*

**Note:** *The requirements for conducting a GPS approach for the purpose of this test are explained on page 8 of the Introduction.*

### **Task A: Nonprecision Approach (NPA)**

References: 14 CFR parts 61, 91; FAA-H-8083-15; IAP; AIM.

**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 instrument 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).*

**Objective:** To determine that the applicant:

1. Exhibits adequate knowledge of the elements related to an instrument approach procedure.
2. Selects and complies with the appropriate instrument approach procedure to be performed.
3. Establishes two-way communications with ATC, as appropriate, to the phase of flight or approach segment, and uses proper communication phraseology and technique.
4. Selects, tunes, identifies, and confirms the operational status of navigation equipment to be used for the approach procedure.
5. Complies with all clearances issued by ATC or the examiner.
6. Recognizes if any flight instrumentation is inaccurate or inoperative, and takes appropriate action.
7. Advises ATC or examiner anytime that the aircraft is unable to comply with a clearance.
8. Establishes the appropriate aircraft configuration and airspeed considering turbulence and wind shear, and completes the aircraft checklist items appropriate to the phase of the flight.
9. Maintains, prior to beginning the final approach segment, altitude within  $\pm 100$  feet, heading within  $\pm 10^\circ$  and allows less than  $\frac{3}{4}$ -scale deflection of

- the CDI or within  $\pm 10^\circ$  in the case of an RMI, and maintains airspeed within  $\pm 10$  knots.
10. Applies the necessary adjustments to the published MDA and visibility criteria for the aircraft approach category when required, such as—
    - a. NOTAMs.
    - b. inoperative aircraft and ground navigation equipment.
    - c. inoperative visual aids associated with the landing environment.
    - d. NWS reporting factors and criteria.
  11. Establishes a stabilized approach profile with a rate of descent and track that will ensure arrival at the MDA prior to reaching the MAP.
  12. Allows, while on the final approach segment, no more than a  $\frac{3}{4}$ -scale deflection of the CDI or within  $10^\circ$  in case of an RMI, and maintains airspeed within  $\pm 10$  knots of that desired.
  13. Maintains the MDA, when reached, within +100 feet, -0 feet to the MAP.
  14. Executes the missed approach procedure when the required visual references for the intended runway are not distinctly visible and identifiable at the MAP.
  15. Executes a normal landing from a straight-in or circling approach when instructed by the examiner.
  16. Uses MFD and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.
  17. Demonstrates an appropriate level of single-pilot resource management skills.

**Task B: Precision Approach (PA)**

*References: 14 CFR parts 61, 91; FAA-H-8083-15; IAP; AIM.*

**Note:** *A precision approach, utilizing aircraft NAVAID equipment for centerline and vertical guidance, must be accomplished in simulated or actual instrument conditions to DA/DH.*

**Objective:** To determine that the applicant:

1. Exhibits adequate knowledge of the precision instrument approach procedures.
2. Accomplishes the appropriate precision instrument approaches as selected by the examiner.
3. Establishes two-way communications with ATC using the proper communications phraseology and techniques, as required for the phase of flight or approach segment.
4. Complies, in a timely manner, with all clearances, instructions, and procedures.
5. Advises ATC anytime that the applicant is unable to comply with a clearance.
6. Establishes the appropriate airplane configuration and airspeed/V-speed considering turbulence, wind shear, microburst conditions, or other meteorological and operating conditions.

7. Completes the aircraft checklist items appropriate to the phase of flight or approach segment, including engine out approach and landing checklists, if appropriate.
8. Prior to beginning the final approach segment, maintains the desired altitude  $\pm 100$  feet, the desired airspeed within  $\pm 10$  knots, the desired heading within  $\pm 10^\circ$ ; and accurately tracks radials, courses, and bearings.
9. Selects, tunes, identifies, and monitors the operational status of ground and airplane navigation equipment used for the approach.
10. Applies the necessary adjustments to the published DA/DH and visibility criteria for the airplane approach category as required, such as—
  - a. NOTAMs
  - b. inoperative airplane and ground navigation equipment.
  - c. inoperative visual aids associated with the landing environment.
  - d. NWS reporting factors and criteria.
11. Establishes a predetermined rate of descent at the point where the electronic glideslope begins, which approximates that required for the aircraft to follow the glideslope.
12. Maintains a stabilized final approach, from the Final Approach Fix to DA/DH allowing no more than  $\frac{3}{4}$ -scale deflection of either the glideslope or localizer indications and maintains the desired airspeed within  $\pm 10$  knots.
13. A missed approach or transition to a landing shall be initiated at Decision Height.
14. Initiates immediately the missed approach when at the DA/DH, and the required visual references for the runway are not unmistakably visible and identifiable.
15. Transitions to a normal landing approach (missed approach for seaplanes) only when the aircraft is in a position from which a descent to a landing on the runway can be made at a normal rate of descent using normal maneuvering.
16. Maintains localizer and glideslope within  $\frac{3}{4}$ -scale deflection of the indicators during the visual descent from DA/DH to a point over the runway where glideslope must be abandoned to accomplish a normal landing.
17. Uses MFD and other graphical navigation displays, if installed, to monitor position, track wind drift and other parameters to maintain desired flightpath.
18. Demonstrates an appropriate level of single-pilot resource management skills.

**Task C: Missed Approach**

*References: 14 CFR parts 61, 91; FAA-H-8083-15; IAP; AIM.*

**Objective:** To determine that the applicant:

1. Exhibits adequate knowledge of the elements related to missed approach procedures associated with standard instrument approaches.

2. Initiates the missed approach promptly by applying power, establishing a climb attitude, and reducing drag in accordance with the aircraft manufacturer's recommendations.
3. Reports to ATC beginning the missed approach procedure.
4. Complies with the published or alternate missed approach procedure.
5. Advises ATC or examiner anytime that the aircraft is unable to comply with a clearance, restriction, or climb gradient.
6. Follows the recommended checklist items appropriate to the go-around procedure.
7. Requests, if appropriate, ATC clearance to the alternate airport, clearance limit, or as directed by the examiner.
8. Maintains the recommended airspeed within  $\pm 10$  knots; heading, course, or bearing within  $\pm 10^\circ$ ; and altitude(s) within  $\pm 100$  feet during the missed approach procedure.
9. Uses MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the missed approach.
10. Demonstrates an appropriate level of single-pilot resource management skills.

**Task D: Circling Approach**

*References: 14 CFR parts 61, 91; FAA-H-8083-15; IAP; AIM.*

**Objective:** To determine that the applicant:

1. Exhibits adequate knowledge of the elements related to a circling approach procedure.
2. Selects and complies with the appropriate circling approach procedure considering turbulence and wind shear and considering the maneuvering capabilities of the aircraft.
3. Confirms the direction of traffic and adheres to all restrictions and instructions issued by ATC and the examiner.
4. Does not exceed the visibility criteria or descend below the appropriate circling altitude until in a position from which a descent to a normal landing can be made.
5. Maneuvers the aircraft, after reaching the authorized MDA and maintains that altitude within +100 feet, -0 feet and a flightpath that permits a normal landing on a runway. The runway selected must be such that it requires at least a  $90^\circ$  change of direction, from the final approach course, to align the aircraft for landing.
6. Demonstrates an appropriate level of single-pilot resource management skills.

**Task E: Landing From a Straight-In Or Circling Approach**

*References: 14 CFR parts 61, 91; FAA-H-8083-15; AIM.*

**Objective:** To determine that the applicant:

1. Exhibits adequate knowledge of the elements related to the pilot's responsibilities, and the environmental, operational, and meteorological factors, which affect a landing from a straight-in or a circling, approach.

2. Transitions at the DA/DH, MDA, or VDP to a visual flight condition, allowing for safe visual maneuvering and a normal landing.
3. Adheres to all ATC (or examiner) advisories, such as NOTAMs, wind shear, wake turbulence, runway surface, braking conditions, and other operational considerations.
4. Completes appropriate checklist items for the prelanding and landing phase.
5. Maintains positive aircraft control throughout the complete landing maneuver.
6. Demonstrates an appropriate level of single-pilot resource management skills.

## VII. Emergency Operations

### **Task A: Loss of Communications**

*References: 14 CFR parts 61, 91; AIM.*

**Objective:** To determine that the applicant exhibits adequate knowledge of the elements related to applicable loss of communication procedures to include:

1. Recognizing loss of communication.
2. Continuing to destination according to the flight plan.
3. When to deviate from the flight plan.
4. Timing for beginning an approach at destination.

### **Task B: One Engine Inoperative during Straight-and-Level Flight and Turns (Multiengine Airplane)**

*References: 14 CFR part 61; FAA-H-8083-3, FAA-H-8083-15.*

**Objective:** To determine that the applicant:

1. Exhibits adequate knowledge of the procedures used if engine failure occurs during straight-and-level flight and turns while on instruments.
2. Recognizes engine failure simulated by the examiner during straight-and-level flight and turns.
3. Sets all engine controls, reduces drag, and identifies and verifies the inoperative engine.
4. Establishes the best engine-inoperative airspeed and trims the aircraft.
5. Verifies the accomplishment of prescribed checklist procedures for securing the inoperative engine.
6. Establishes and maintains the recommended flight attitude, as necessary, for best performance during straight-and-level and turning flight.
7. Attempts to determine the reason for the engine failure.
8. Monitors all engine control functions and makes necessary adjustments.
9. Maintains the specified altitude within  $\pm 100$  feet, (if within the aircraft's capability), airspeed within  $\pm 10$  knots, and the specified heading within  $\pm 10^\circ$ .
10. Assesses the aircraft's performance capability and decides an appropriate action to ensure a safe landing.
11. Avoids loss of aircraft control, or attempted flight contrary to the engine-inoperative operating limitations of the aircraft.
12. Demonstrates an appropriate level of single-pilot resource management skills.

### **Task C: One Engine Inoperative—Instrument Approach (Multiengine Airplane)**

*References: 14 CFR part 61; FAA-H-8083-3, FAA-H-8083-15; IAP.*

**Objective:** To determine that the applicant:

1. Exhibits adequate knowledge of the elements by explaining the procedures used during an instrument approach in a multiengine aircraft with one engine inoperative.
2. Recognizes promptly engine failure simulated by the examiner.
3. Sets all engine controls, reduces drag, and identifies and verifies the inoperative engine.
4. Establishes the best engine-inoperative airspeed and trims the aircraft.
5. Verifies the accomplishment of prescribed checklist procedures for securing the inoperative engine.
6. Establishes and maintains the recommended flight attitude and configuration for the best performance for all maneuvering necessary for the instrument approach procedures.
7. Attempts to determine the reason for the engine failure.
8. Monitors all engine control functions and makes necessary adjustments.
9. Requests and receives an actual or a simulated ATC clearance for an instrument approach.
10. Follows the actual or a simulated ATC clearance for an instrument approach.
11. Establishes a rate of descent that will ensure arrival at the MDA/DH prior to reaching the MAP with the aircraft continuously in a position from which descent to a landing on the intended runway can be made straight in or circling.
12. Maintains, where applicable, the specified altitude within  $\pm 100$  feet, the airspeed within  $\pm 10$  knots if within the aircraft's capability, and the heading within  $\pm 10^\circ$ .
13. Sets the navigation and communication equipment used during the approach and uses the proper communications technique.
14. Avoids loss of aircraft control, or attempted flight contrary to the engine-inoperative operating limitations of the aircraft.
15. Uses MFD and other graphical navigation displays, if installed, to monitor position and track to help navigate the approach.
16. Complies with the published criteria for the aircraft approach category when circling.
17. Allows, while on final approach segment, no more than  $\frac{3}{4}$ -scale deflection of either the localizer or glideslope or GPS indications, or within  $\pm 10^\circ$  or  $\frac{3}{4}$ -scale deflection of the nonprecision final approach course.
18. Completes a safe landing.
19. Demonstrates an appropriate level of single-pilot resource management skills.

**Task D: Approach with Loss of Primary Flight Instrument Indicators**

*References: 14 CFR part 61; FAA-H-8083-15; IAP.*

**Note:** *This approach shall count as one of the required nonprecision approaches.*

**Objective:** To determine that the applicant:

1. Exhibits adequate knowledge of the elements relating to recognizing if primary flight instruments are inaccurate or inoperative, and advise ATC or the examiner.

## *VII. Emergency Operations*

2. Advises ATC or examiner anytime that the aircraft is unable to comply with a clearance.
3. Demonstrates a nonprecision instrument approach without the use of the primary flight instrument using the objectives of the nonprecision approach Task (Area of Operation VI, Task A).
4. Demonstrates an appropriate level of single-pilot resource management skills.

## VIII. Postflight Procedures

### ***Task A: Checking Instruments and Equipment***

*References: 14 CFR parts 61, 91.*

**Objective:** To determine that the applicant:

1. Exhibits adequate knowledge of the elements relating to all instrument and navigation equipment for proper operation.
2. Notes all flight equipment for proper operation.
3. Notes all equipment and/or aircraft malfunctions and makes appropriate documentation of improper operation or failure of such equipment.

## Appendix 1: Flight Simulation Training Device Credit

### Task vs. Flight Simulation Training Device (FSTD) Credit

Examiners conducting the instrument rating practical tests with Flight Simulation Training Devices (FSTDs) should consult appropriate documentation to ensure that the device has been approved for training, testing, or checking, and assigned the appropriate qualification level in accordance with the requirements of 14 CFR part 60.

The FAA must approve the device for training, testing, and checking the specific flight TASKS listed in this appendix. The device must continue to support the level of student or applicant performance required by this practical test standard.

If an FSTD is used for the practical test, the instrument approach procedures conducted in that FSTD are limited to one precision and one nonprecision approach procedure.

#### Use of Chart

- X** Creditable
- A** Creditable if appropriate systems are installed and operating

**Note:** *Users of the following chart are cautioned that use of the chart alone is incomplete. The description and objective of each Task as listed in the body of the practical test standard, including all Notes, must also be incorporated for accurate FSTD use.*

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“Postflight Procedures” means closing flight plans, checking for discrepancies and malfunctions, and noting them on a log or maintenance form.

## Flight Simulation Training Device (FSTD) Level

## Flight Task

## Areas of Operation

4\* 5\* 6\* 7\* A\* B\* C D

## II. Preflight Procedures

C. Instrument Cockpit Check	<u>A</u>	<u>A</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
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## III. Air Traffic Control Clearances and Procedures

A. Air Traffic Control Clearances	<u>A</u>	<u>A</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
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B. Departure, En Route and Arrival Clearances	—	—	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
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C. Holding Procedures	—	—	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
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## IV. Flight by Reference to Instruments

A. Basic Instrument Flight Maneuvers	—	—	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
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B. Recovery from Unusual Flight Attitudes	—	—	—	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
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## V. Navigation Systems

A. Intercepting and Tracking Navigational Systems and DME ARCS	—	<u>A</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
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## VI. Instrument Approach Procedures

A. Nonprecision Approach (NPA)	—	—	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
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B. Precision Approach (PA)	—	—	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
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C. Missed Approach	—	—	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
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D. Circling Approach	—	—	—	—	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
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E. Landing from a Straight-in or Circling Approach	—	—	—	—	—	<u>X</u>	<u>X</u>	<u>X</u>
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## VII. Emergency Operations

A. Loss of Communications	—	—	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
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B. One Engine Inoperative during Straight-and-Level Flight and Turns (Multiengine Airplane)	—	—	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
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C. One Engine Inoperative—Instrument Approach (Multiengine Airplane)	—	—	—	—	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
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D. Loss of Gyro Attitude and/or Heading Indicators	—	—	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
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## VIII. Postflight Procedures

A. Checking Instruments and Equipment	—	<u>A</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
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Aircraft required for those items that cannot be checked using an FSTD

**Change 3 (5/3/2012) & Change 5 (9/11/2013)**

**Appendix 2: IPC AATD Credit**

**Advanced Aviation Training Device Allowances for the Instrument Proficiency Check**

The following minimum tasks are required for the IPC and can be accomplished in an FAA approved Advanced Aviation Training Device (AATD). Certain tasks (\*) must be accomplished in an aircraft or simulator as indicated below.

The authorized instructor providing the IPC should select a comprehensive number of tasks that assure the pilot is competent to operate in the IFR environment. This includes developing a scenario that incorporates ADM and risk management skills during the IPC. This table does not limit additional tasks that may be accomplished to verify pilot competence when conducting IFR operations.

**Areas of Operation**

III. C. – Holding Procedures

IV. B. – Unusual Attitudes

V. A. – Intercepting and Tracking Navigational Systems and DME Arcs

VI. A. – Nonprecision Approach

B. – Precision Approach

C. – Missed Approach

\* VI. D. – Circling Approach (Airplane only)

E. – Landing from a Straight-in or Circling Approach

Required for Multiengine Airplane only

\* VII. B. – One Engine Inoperative During Straight-and-Level Flight

C. – One Engine Inoperative-Instrument Approach

VII. D. – Approach with Loss of Primary Flight Instrument Indicators

\*These tasks must be accomplished in an Aircraft or Full Flight Simulator level B, C, or D.

*Note: This table is not applicable to the practical test for the instrument rating.*

### Appendix 3: Judgment Assessment Matrix

<b>Judgment Assessment Matrix</b>  Instrument Pilot for Airplane, Helicopter, and Powered Lift	<b>Unacceptable Course of Action</b>  Action or the Applicant is Unacceptable Given the Dynamics of the Flight Environment	<b>Acceptable Course of Action</b>  Action of the Applicant is Acceptable Given the Dynamics of the Flight Environment	
I. Preflight Preparation	Judgment Based Upon the Following SRM Areas	Judgment Based Upon the Following SRM Areas	
II. Preflight Procedures			Aeronautical Decision-Making Risk Management Task Management Automation Management Controlled Flight Into Terrain Situational Awareness
III. Air Traffic Control Clearances			
IV. Flight by Reference to Instruments			
V. Navigation Systems			
VI. Instrument Approach Procedures			
VII. Emergency Operations			
VIII. Postflight Procedures			

### **Purpose of the Assessment**

To measure the applicant's resource management and judgment skills during the Instrument Pilot practical test

### **Directions for Completion of the Assessment**

- 1) For each Area of Operation in the Instrument PTS, the applicant can take either an unacceptable or acceptable course of action for the task being evaluated. The examiner should judge use of resource management for each of the resource management areas.
- 2) For each Area of Operation, mark the column for the course of action that best describes the applicant's decision during that phase of the evaluation. In order to pass, all decisions made by the applicant must be acceptable.

### **Definitions of Resource Management Areas**

*Aeronautical Decision Making (ADM)*—a systematic approach to the mental process of evaluating a given set of circumstances and determining the best course of action.

*Risk Management (RM)*—an aeronautical decision-making process designed to systematically identify hazards, assess the degree of risk, and determine the best course of action.

*Task Management (TM)*—the process pilots use to manage the many concurrent tasks involved in safely operating an aircraft.

*Automation Management (AM)*—the demonstrated ability to control and navigate an aircraft by correctly managing its automated systems. It includes understanding whether and when to use automated systems, including, but not limited, to the GPS or the autopilot.

*Controlled Flight Into Terrain Awareness (CFIT)*—the demonstrated awareness of relation to obstacles and terrain.

*Situational Awareness (SA)*—the use of the resource management elements listed above to develop and maintain an accurate perception and understanding of all factors and conditions related to pilot, aircraft, environment, and external pressures that affect safety before, during, and after the flight.

Reference: FAA-H-8083-9A, Appendix E-1