



Update to Practical Test Standards

Instrument Rating for Helicopter and Powered Lift May 2018

This Update makes the Practical Test Standards for Instrument Rating for Helicopter and Powered Lift (ASA-8081-4E) current for all FAA changes, including Change 1 (released 02/05/10), Change 2 (released 03/16/10), Change 3 (released 05/03/12), Change 4 (released 05/06/13), and Change 5 (released 09/11/13).

Effective June 2016, ASA-8081-4E has been replaced by ASA-ACS-8 for airplane applicants earning an Instrument Rating.

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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- 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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Change 3 (May 3, 2012)

- Deleted Appendix 2: Non-FSTD Device Credit (ASA-8081-4E pp. A2-1 and A2-2)

Change 4 (May 6, 2013)

- Added language to the General Information section of the Introduction regarding combined practical tests (ASA-8081-4E, p. 1) to read:

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.

Reason: Change in Federal Aviation Regulation (14 CFR part 61, section 61.65).

Change 5 (September 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 (page 1-vii) to read:

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.

Continued...

- Add IPC AATD Credit Table as new Appendix 2:

Appendix 2: IPC AATD Credit

Advanced Aviation Training Device Allowances for the Instrument Proficiency Check
<p>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.</p> <p>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.</p>
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. <i>Note: This table is not applicable to the practical test for the instrument rating.</i>