



## Training Requirements and Costs for earning an Instrument Rating, 2018

The Instrument Rating significantly enhances your Flying Freedom. While earning your Instrument Rating you will learn to fly and maintain precise control of the aircraft solely by reference to the flight instruments inside the cockpit. IFR flight, Instrument Flight Rules, is different from VFR flight, Visual Flight Rules, which relies upon being able to see the outside horizon during the flight.

To oversimplify the difference, VFR pilots must stay away from clouds and conditions of reduced flight visibility whereas IFR pilots may fly inside clouds. IFR pilots are in constant contact with Air Traffic Control, ATC; VFR pilots can fly entire trips without ever communicating with ATC.

Ideally, a Private Pilot will set his or her sights on acquiring the Instrument Rating immediately after becoming a certified Private Pilot. The requirements for an Instrument Rating are (see FAR §61.65 for full and complete text):

Hold at least a private pilot certificate  
Speak English  
Receive Ground Training and pass a Knowledge Test  
Pass a Flight Test

Before you can take the Instrument Flight Test, the pilot applicant must have accrued the following aeronautical experience (note how many of these requirements can be achieved independent of a flight instructor):

- i. 50 hours of cross-country flight time as the Pilot in Command, PIC.
- ii. 40 hours of actual or simulated instrument time practicing the eight areas of operation (specialized flight tasks specifically required for IFR flight) required by FAR §61.65. "Simulated" means flying under VFR conditions while wearing a view-limiting device and accompanied by a Safety Pilot who is qualified to fly the aircraft, monitors the safety of the flight and is prepared to take over if the other pilot becomes disoriented or otherwise confused. The Safety Pilot does not need to be an Instrument Instructor Pilot.
- iii. 15 of the 40 Actual or Simulated hours need be flown with an Instrument Instructor pilot, a CFI-I ("C-F double I" is how it is pronounced).
- iv. A single 250-mile cross-country flight flown with an Instrument Instructor. Certain criteria must be met during this flight.

IFR Costs, page two

So, what is the most cost-efficient way to become an Instrument Rated Pilot?

Immediately after your Private Pilot certificate is earned...

1. Fly 10 hours VFR cross-country. "Cross-country" is defined as, "at least a straight-line distance of more than 50 nm from the original point of departure."
2. For the next 25 hours, fly VFR cross-country wearing a view-limiting device and with a safety pilot aboard. Use Flight Following to become accustomed to the ATC system.
3. At 35 hours cross-country, begin 15 hours of instructional flight with your Instrument Instructor. Three of 15 hours to include your required 250nm required cross-country flight.

If you accept that a new Private Pilot is going to fly anyway, then you understand that the Instrument Rating can be achieved with only 15 hours of dual instruction- **if you fly frequently and study diligently.**

Aircraft rental: 15 hours @ \$112/ hour =	\$1680
CFI-I: 15 hours @ \$ 45/ hours =	<u>\$ 675</u>
Total, Aircraft and Instructor:	<b>\$2355</b>

**Additional, Non-Flight Required Costs**

Ground School Study

Same options available as with the Private Pilot; but you really do not want to take shortcuts with your Instrument Rating Ground School. **\$350** for Ground School.

Knowledge Test fee

Same as the Private Pilot test, **\$150** Knowledge Test

The Flight Test Another trip to Tulsa to fly with a DPE. The checkride should be a little briefer than your Private checkride. Flight Test Costs: Examiner fee- \$250. Aircraft rental- (1.5 hour to/from Tulsa plus 1.5 hour checkride with the DPE = 3 hour @ \$112/ hour) \$336. **\$586** Checkride Cost

Miscellaneous Stuff: Cool IFR charts (maps), a subscription to keep your charts current, and a fancy new IFR clipboard. **\$175 Misc. stuff**

**GRAND TOTAL: \$3616**

