**INSTRUMENT RATING IN 7-10 DAYS**

**Instrument Rating Requirements**

Earning your Instrument Rating in 7-10 days thru accelerated training is an affordable and achievable program for those motivated to do the prerequisite work. While obtaining an Instrument Rating while simultaneously earning your Private pilot certificate is technically possible according to regulations, it is rarely done. And since nearly all candidates for an Instrument Rating possess, at minimum, their Private Pilot Certificate, preparing for accelerated training is feasible. Let’s first take a look at the requirements spelled out in 61.65:

* Complete a ground school program and receive an endorsement for the knowledge test
* Take and pass the written knowledge test
* Take and pass a required practical test (your checkride)
* Complete the following aeronautical experience requirements (airplane):
  + Minimum 50 hours of cross country Pilot In Command
  + Minimum 40 hours of actual or simulated instrument time (min 15 hrs required with a CFI-I)
  + A 250nm xc flight with a CFI-I directed by ATC (filed IFR) w 3 diff points of landing with a different instrument approach at each airport
  + 3 hours of dual instruction checkride prep within 2 months of checkride

**Prerequisite Work**

The following items must be completed prior to starting accelerated training:

* Take and pass your written exam – I can help with this by providing the required endorsement after completing a ground school review with you. Also, most online ground schools will provide you an endorsement for the test after completing their program
* Come to me having already logged a minimum of 40 of the required 50 hours of cross country Pilot In Command. I will get you the other 10hrs during our training.
* Come to me having already logged a minimum of 25 hours of the required 40 hours of instrument time. I will get you the other 15hrs during our training. My website describes what safety pilot flying is to assist you in getting the prerequisite hood time.

**Training Activities**

When you sign up for my Instrument Rating training, you’ll be provided with materials designed to assist you with preparation for the checkride, you will be given a copy of my airplane’s POH and checklists, and you will also be scheduled for a practical exam date with our DPE of choice in the Florence SC area. We will fly daily during your training, making several cross country trips from my base area of operations (KCRE/5J9) to Florence airport (KFLO) to focus your instrument approach work using the actual approaches you’ll fly during your checkride. During our cross country flights, we’ll focus training on all the aeronautical knowledge and flight proficiency requirements of 61.65. We will brief and debrief every flight/session, reviewing ground school items with an objective of emulating likely checkride scenarios. Mock checkride activities will round out your training in the final lead up to your actual checkride with the DPE.

**Costs and Conditions**

* My fee of $4,950.00 ($1,000 deposit when scheduled. Balance due at start of training) – includes my instruction, use of my airplane including fuel, and use of airplane during checkride. Also includes use of headsets, view limiting devices, etc.
* In event student fails first checkride attempt, my fee also includes retraining on deficient items and use of airplane during that time as well as during second attempt of checkride. If more training is required beyond second attempt, additional fees will apply based on training requirements. Although it has never occurred with any of my students, there is the rare possibility a student may not be able to obtain an Instrument Rating despite our best efforts.
* The cost of any ground school products and the knowledge testing fees are the responsibility of the student
* If student comes to training from out of town, all food, lodging, and travel are students responsibility.
* DPE exam fees including RE-exam fees are students responsibility
* And finally, weather and/or unexpected airplane maintenance issues are factors outside the control of all parties. We will reschedule the training if required.

**Additional Fees**

In the event student needs access to our airplane for hood time or cross country time, fees will apply on an hourly basis beyond the program cost. I am also available for additional dual instruction time should a student wish to have it, or should the student have trouble finding another pilot willing to serve as a safety pilot for hood time training. Access to additional training obviously increases costs, but it will also extend training time. I am able to do the Instrument Rating training on a non-accelerated basis if needed.

**Schedule Your Training**

Contact me to discuss your current flight times. We will develop a roadmap of additional prerequisite training and get you on schedule to complete your Instrument Rating. I’m here to help you pass what many consider the second hardest checkride in aviation.

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