## Private Pilot Practical Test Eligibility Determination Checklist Required Personal Documents (for an initial attempt at Practical Exam; retests and continuances see below)

☐ Photo ID (61.3(a)(1)(2), AC 61.65 A		=			•					
<ul> <li>U.S. State issued driver's license or ID, Passport, or US Armed Forces ID Card, unexpired, government issued</li> </ul>										
<ul> <li>Name is consistent name on Airman's Knowledge Test Results &amp; name on 8710-1 application (full legal name)</li> </ul>										
<ul> <li>Meets minimum age requirement (private: 17 years of age per 61.103(a))</li> </ul>										
□ US Pilot Certificate (61.3; 61.103(j)) NumberStudent / Sport / Recreational										
☐ Current Medical Certificate (61.3(c			rt 68,	AC 61	L-8)		, ,	•		
<ul> <li>Minimum 3rd Class Medical (61.39(a)(4), or Basic Med (Part 68, AC 61-8)</li> </ul>										
□ Original Airman's Knowledge Test (AKT) results (FAA written)										
<ul> <li>MUST be the original test result (must have legible raised seal) (61.39(a)(2))</li> </ul>										
<ul> <li>Minimum score 70% (61.39, 61.35(b), FAA-G-8082-17 Test Guide)</li> </ul>										
<ul> <li>Must have been taken within 24 calendar months prior to the practical test (61.39(a)(1))</li> </ul>										
<ul> <li>Name on the test result must match Photo ID (AC 61.65)</li> </ul>										
<ul> <li>Missed test question subjects will be retested during practical exam</li> </ul>										
☐ English: read, write, & converse f		_				-				
☐ <b>IF</b> a 141 graduate: 141 Graduation	n Certi	ficate (sigr	ned wi	ithin (	60 days pri	or to test,	141 scho	ol graduates	only)	
Logbook Endorsements (AC 61.65x)	(Tab/r	nark or bo	ok ma	irk th	ese in logb	ook before	ehand – st	icky notes wo	ork well)	
□ Practical Test Prerequisites Logbo	ok en	dorsement	s (FAF	R 61.3	9, referen	ce AC 61.6	5H Page A	A6, paragraph	A1, A2):	
date of endorsement is within	2 cale	ndar mont	ths pri	ior to	test date					
<ul><li>applicant is prepared for pract</li></ul>	tical te	st								
all missed FAA Knowledge Tes	t ques	tions reme	diate	d by (	CFI					
☐ Flight Training endorsement per I										
☐ Current 90-day make and model s	•							_		-
☐ Required solo cross-country endo			_				C 61.65H	Page A7, para	agraph A6,	A9.
□ Airman Knowledge Test (FAA writ	tten) e	ndorsemei	nt (61	.105(	a)(b)) pres	ent				
Minimum Private Aeronautical Expe	erience	Total, Du	al, Sol	l <b>o</b> (61	103(f)), (6	51.109(a)):				
☐ <b>Total Minimum:</b> 40 hours	D1 C4									
Dual Training Minimum:	Fait OI		ecord of	f Pilot <sup>*</sup>		·		)). Remember: A		
Dual Training Minimum:  ☐ 20 hours dual from CFI	Total	Instruction Received	Solo	f Pilot T	Time Table (t  X-country  Instruction	o compare to X-country solo	X-country PIC	)). Remember: A Instrument Actual / Sim'd	ATD, class (i.e Night Instruction	Night Take-off
_		Instruction			X-country	X-country	X-country	Instrument	Night	
□ 20 hours dual from CFI	Total	Instruction Received	Solo	PIC	X-country Instruction	X-country solo	X-country PIC	Instrument Actual / Sim'd	Night Instruction	Night Take-off / Landing PIC
<ul> <li>20 hours dual from CFI</li> <li>3 hours dual x-country</li> <li>3 hours dual night received</li> <li>10 dual night take-offs and land</li> </ul>	Total 40 ndings	Instruction Received 20 to full stop	Solo 10 Spec	PIC 10	X-country Instruction 3	X-country solo 5	X-country PIC 5	Instrument Actual / Sim'd	Night Instruction	Night Take-off / Landing PIC
<ul> <li>□ 20 hours dual from CFI</li> <li>□ 3 hours dual x-country</li> <li>□ 3 hours dual night received</li> <li>■ 10 dual night take-offs and lane</li> <li>■ 1 dual cross-country night flig</li> </ul>	40 40 ndings ht, gre	Instruction Received 20 to full stop ater than :	solo 10 s <b>pec</b> 100 N	PIC 10 cifical M tot	X-country Instruction 3  ly reference al distance	X-country solo 5	X-country PIC 5	Instrument Actual / Sim'd 3	Night Instruction	Night Take-off / Landing PIC
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<ul> <li>□ 20 hours dual from CFI</li> <li>□ 3 hours dual x-country</li> <li>□ 3 hours dual night received</li> <li>■ 10 dual night take-offs and late</li> <li>■ 1 dual cross-country night flig</li> <li>□ 3 hours dual solely by reference to straight and level</li> </ul>	40 40 ndings ht, gre	Instruction Received 20  to full stop ater than : uments (h	10 10 5 spec 100 N 00d) s	pic 10 Sifical M tot specif	X-country Instruction  3  Ity reference and distance fically reference ngs	X-country solo 5 ced in logb erenced in	X-country PIC 5 POOK logbook, i	Instrument Actual / Sim'd  3  ncluding:  unusual at	Night Instruction 3	Night Take-off / Landing PIC
<ul> <li>□ 20 hours dual from CFI</li> <li>□ 3 hours dual x-country</li> <li>□ 3 hours dual night received</li> <li>■ 10 dual night take-offs and late</li> <li>■ 1 dual cross-country night flige</li> <li>□ 3 hours dual solely by reference to the straight and level</li> <li>■ climbs and descents</li> </ul>	40 40 ndings ht, gre o instr	Instruction Received 20  to full stop ater than : uments (h  tur nav	solo 10 spec 100 N ood) s ons to l	pic 10 M tot specif headi	X-country Instruction  3  Ity reference and distance ically refe ings communication	X-country solo  5  ced in logber renced	X-country PIC 5 POOK Rogbook, i	Instrument Actual / Sim'd  3  ncluding:  unusual at radar servi	Night Instruction 3	Night Take-off / Landing PIC
<ul> <li>□ 20 hours dual from CFI</li> <li>□ 3 hours dual x-country</li> <li>□ 3 hours dual night received</li> <li>■ 10 dual night take-offs and lan</li> <li>■ 1 dual cross-country night flig</li> <li>□ 3 hours dual solely by reference to straight and level</li> <li>■ climbs and descents</li> <li>□ 3 hours dual check ride preparation</li> </ul>	Total 40 ndings ht, gre o instr	to full storater than a uments (here now here).	solo  10  spec 100 N  ood) s  ns to l  vigation	pic 10 Sifical M total specifical heading to a construction & construction on the construction of the cons	X-country Instruction  3  Ity reference all distance ically reference ngs communicate sprior to the second	X-country solo 5  ced in logber renced in the month	X-country PIC 5 POOK Ogbook, i	Instrument Actual / Sim'd  3  ncluding:  unusual at radar servist.	Night Instruction 3 titudes	Night Take-off / Landing PIC 10
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## Private Pilot Certification ASEL POA Brett Zukowski

□ 8710-1 application via IACRA properly completed (61.39(a)(7))

(Important Note: When an applicant initially creates an 8710-1 application in IACRA, the applicant must save it and then ask the recommending CFI to digitally sign it. The DPE cannot access the application until this has been completed)

- Created, signed, and saved by applicant in IACRA
- Signed in IACRA by recommending instructor
- Submitted in IACRA by applicant
- Name on application must be consistent with applicant's name on US photo ID (full legal name)
- Flight hours entries must meet minimum hours per regulations (see checklist below)
- No convictions for the violation of any federal or state statute relating to drugs per FAR 61.15
- If a retest after unsatisfactory tasks:
  - Applicant needs a new pilot logbook endorsement per 61.49 by the recommending CFI
  - Applicant must complete a new 8710-1 application as before
  - the remedial training hours in preparation for the retest must be listed in IACRA and applicant's pilot logbook
- □ 8710-1 Paper Form copy (61.39(a)(7)) (**Recommended** in case of IACRA failure)
  - Signed by applicant
  - Signed by recommending instructor

Required Equipment (aircraft): Note: applicant must demonstrate that aircraft used for the practical test is an eligible aircraft

☐ Required aircraft documents valid, current and available on board the aircraft (AROW)

- Airworthiness Certificate (readable, applicable by serial number)
- Registration Certificate (unexpired)
- Owner's Manual, POH, or AFM as applicable to aircraft
- Current Weight and Balance
- ☐ A/C maintenance logs available on test day (to be used for airworthiness determination)
- ☐ Annual, 100-hour, or progressive inspections current as required by operation
- ☐ AD compliance list available, current, showing one-time and reoccurring AD compliance
- ☐ Aircraft must be acceptable per FAR 61.45:
  - US Registry with Standard or Special Airworthiness certificate
  - Category and class acceptable for certificate or rating sought (ASEL)

## **Personal Equipment**

- ☐ Hood (view limiting device)
- □ Completed cross country and weigh and balance scenario assignment from DPE including:
  - flight log (checkpoints, course, heading, altitude, distances, and time etc. using actual weather for the day)
  - fuel calculations for the assigned cross country using actual weather for the day
  - weather and go-no-go decision using actual and simulated weather for the day
  - FAA flight plan form filled out in its entirety for the assigned cross country
  - Aircraft performance using actual weather for the day
  - Completed weight and balance per DPE scenario
- ☐ Appropriate Aeronautical charts for the area and cross-country planning
- ☐ Appropriate Chart Supplement for the area and cross-country planning
- ☐ E6B or equivalent and plotter or equivalent
- ☐ Flight Log & FAA Flight Plan form
- ☐ Airman's information Manual (AIM) & Current 14 CFR
- ☐ Current Airman Certification Standards (ACS)

## Common errors that delay the start of a practical test or cause rescheduling issues:

- 1. Forgetting the 61.39 logbook endorsement that is always required even when 61.127 & 61.129 are given.
- 2. Using the lower portion of the AKT (FAA written) as a *practical* test endorsement. This form was designed for retests of the AKT (FAA written) not the practical exam.
- 3. Failure to construct endorsements essentially per AC 61.65H (or current version).
- 4. Failure to cite appropriate FARs in endorsements.
- 5. Failure to meet all Total, Dual, and Solo/supervised PIC requirements and document in the pilot logbook.
- 6. Failure to provide the ORIGINAL Airman Knowledge Test (AKT) results (must have raised seal).

Let's not waste a perfectly good flying day on documentation errors!