

Instrument Rating (ASEL) Practical Exam Eligibility Determination Checklist

(things DPE will check BEFORE the exam can begin, so CFI and Applicant please be prepared)

Documents: Eligibility Determination

- Photo ID (61.3(a)(1)(2), AC 61.65 Appendix 2)
 - U.S. State issued driver's license or ID, Passport, or US Armed Forces ID Card
 - Must be unexpired, government issued
 - Name is consistent with name on Airman's Knowledge Test Results
 - Name is consistent with name on 8710-1 application
 - Meets minimum age requirement (private: 18 years of age per 61.123(a))
- US Private Pilot Certificate (61.123(h)) **Number** _____
- Current Medical Certificate (61.3(c)(1)(2), 61.39(a)(4))
 - Minimum 3rd Class Medical (for testing purposes) 61.23(a), or Basic Med (61.113(i), 61.23(c)(3), Part 68, AC 61-8)
- Original Airman's Knowledge Test (AKT) results (FAA written)
 - AKTs taken prior to Jan. 13, 2020: original paper test result with legible raised seal MUST be presented (61.39(a)(2))
 - AKTs taken on or after January 13, 2020: the AKT result may be displayed in IACRA only
 - Minimum score 70% (61.39, 61.35(b), FAA-G-8082-17 Test Guide)
 - Must have been taken within 24 calendar months prior to the practical test (61.39(a)(1))
 - Name on the test result must match Photo ID (AC 61.65)
 - **Missed test question subjects will be retested during practical exam**
- English: read, write, & converse fluently in English, 61.103(b), AC 60-28, 61.65a).
- IF 141 Grad:** 141 Graduation Certificate (signed within 60 days prior to test, **141 school graduates only**)
- IF Retest:** provide a copy of *Notice of Disapproval, New endorsed 8710-1, and logbook endorsement as below*
- IF** resuming a practical test under a *Letter of Discontinuance*, provide a copy of the *Letter of Discontinuance*

Logbook Endorsements (AC 61.65H)

- Practical test prerequisites logbook endorsement per FAR 61.39, reference AC 61.65H Page A6, paragraph A1, A2 and page A13 paragraph A40 which is another example of the 61.39 endorsement.
 - date of endorsement is within 2 calendar months prior to test date
 - applicant is prepared for practical test
 - all missed FAA Knowledge Test questions remediated by CFI
- Flight Training endorsement for proficiency/practical test per 61.65(a)(5) & Aeronautical Experience per 61.65(a)(6) regarding **(61.65(c)(d))**, ref. AC 61.65H Page A13, para. A39.
- Current Flight Review per 61.56, reference AC 61.65H Page A18, paragraph A65.
- Evidence of ground training of 61.65(3) in logbook or on home study course.
- Airman Knowledge Test (AKT) endorsement (FAA written) ((FAR 61.35(a), 61.65(a)(4) to take AKT, reference AC 61.65H, page A12, paragraph A38 (if available in logbook)).

Part 61 Based Tests Minimum Instrument Aeronautical Experience for PIC, Actual/Simulated, and Dual categories FAR 61.65(d) (*Logbook and 8710-1*):

- Pilot-in-Command: 50**
hrs. PIC X-country >
50nm (min 10 in
airplanes)

Part 61 Minimum Record of Pilot Time Table (to compare to IACRA 8710) ("V" = variable per applicant logbook)									
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
V	15	V	V	V	V	50	40	V	V

Remember: AATD (across bottom row) and class (i.e. SEL PIC) (right side) to be recorded below

- Actual or Simulated Instrument Hours Total:** 40 hours, including:
 - 15 hours dual instruction in actual or simulated conditions by CFI in subjects prescribed by FAR 61.65(c)
 - 3 hours airplane dual actual or simulated instrument by CFI of test preparation previous 2 calendar months
 - Instrument flight training on IFR cross country procedures including:
 - A long IFR cross country dual instrument flight > 250nm with 3 different IAPs, one at each airport used along airways or ATC directed route and so noted in the pilot logbook.
 - Maximum 20 hours ground trainer hours (61.64)

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IACRA

- 8710-1 application via IACRA properly completed (61.39(a)(7))
 - Signed by applicant
 - Signed by recommending instructor
 - Name on application must be consistent with name on ID
 - Flight hours entries must meet minimum hours per regulations (see checklist herein)
 - Note: for retest appointments, a separate 8710-1 & additional CFI logbook endorsement per 61.49 is required

Required Equipment (aircraft): Note: applicant must demonstrate that aircraft used is an eligible aircraft:

- Required aircraft documents valid, current and available on board the aircraft (ARROWS)
 - Airworthiness Certificate (readable, applicable by serial number)
 - Registration Certificate (unexpired); Radio Station License and Restricted Telephone Operator's Permit (RRTOP) intern'l ops
 - Owner's Manual, POH, or AFM as applicable to aircraft
 - Weight and Balance: Current and applicable
 - Supplements: Applicable Aircraft Flight Manual Supplements (AFMS) (i.e., added instruments or equipment like GPS, ADS-B, G5)
- Original 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, appropriate category and class (ASEL)), standard or special airworthiness certificate)
- Transponder, Pitot-Static Certs, ELT (if FLOWN under IFR)
- VOR Tests Last 30 Days (IMC) / GPS Database Currency (IMC)
- Owner's Manual, POH or FAA approved AFM accessible in the aircraft
- Aircraft must be acceptable per FAR 61.45: (US Registry, appropriate category and class (ASEL)), standard or special airworthiness certificate)

Personal Equipment

- Appropriate Aeronautical charts for the area and cross-country planning
- Appropriate Chart Supplement for the area and cross-country planning^{E6B} or equivalent
 - Plotter or equivalent
 - Flight Log
 - Flight Plan form
 - Airman's information Manual (AIM)
 - Current 14 CFR
 - Current Airman Certification Standards (ACS)

Pre-assigned Cross-country Scenario:

- You are a newly rated instrument pilot (the check ride was a week ago), private pilot privileges, with 225 hours total flight time, 3.0 actual. You are taking your best friend to the KAND area for an important business meeting.
- The weather for this scenario is:
 - KGMU: **KGMU [TODAY, +/- 2 HOURS OF DEPARTURE] 26012 1/2SM BR BKN002 OVC007 09/12 A2985**
 - KAND TAF: **KAND [TODAY, +/- 2 HOURS OF ARRIVAL] 26011G16KT 3SM VCTS RA SCT017 BKN016 OVC32**
 - KAND METAR: **09/12 A2985 RMK AO2 PK WND 26022/1818 LTG DSNT N RAB18 P0007 T082129**
- Weather everywhere east of the Mississippi is:
 - **K "ALL" [TODAY, +/- 2 HOURS OF DEPARTURE] 1803KT 3SM -RA FG HZ BKN007 OVC32 09/12 A2985**
 - All other data will be per real time data at the time of the test or as specified by the examiner
- Plan the flight from KGMU to KAND including:
 - Flight Log
 - Fuel calculations
 - FAA IFR Flight Plan Form
 - Show compliance with all FAR and AIM considerations

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 61.107 & 61.109 endorsements 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 experience **requirements** and document in the pilot logbook.
6. Failure to provide the **ORIGINAL** Airman Knowledge Test (AKT) results (must have raised seal) if AKT taken prior to January 13, 2020.
7. Failure to properly **record AATD** (bottom row of record of pilot time), and **class totals block** (i.e. **Airplane SEL PIC**) on the 8710 (record of pilot time) IACRA application.
8. Failure to provide current **Flight Review** documentation
9. Failure to meet and or record **ALL** the requirements of the **long IFR cross-country requirements** per the regulations
10. Failure to record **some quantity of ground training** in the pilot log
11. Failure to tab **ALL** the preceding FAR requirements in the logbook for quick reference **BEFORE** test day.

If you can't prove it you can't test! Let's not waste a perfectly good flying day on documentation errors!