

Private Pilot Practical Test (Check-Ride) Preparation Checklist

- Ensure you are qualified to take the Private Pilot practical test! Ref: §61.109(a)
 - 20 hours with an instructor-
 - 3 hours cross country
 - 3 hours night
 - One cross country over 100nm total distance
 - 10 takeoffs and landings to a full stop
 - 3 hours instrument
 - 3 hours test prep within preceding 2 calendar months
 - 10 hours solo flight-
 - 5 hours cross country
 - One cross country 150nm total distance with 3 full stop landings at 3 points with one leg greater than 50nm
 - 3 takeoffs and landings to a full stop at an airport with an operating control tower

*Your ForeFlight Logbook Report “Private Pilot ASEL (FAR Part 61)” should have checkmarks on each requirement. If not, review with your instructor for accuracy, and accomplish training until requirements met.

- Start an IACRA application. (<https://iacra.faa.gov/IACRA/Default.aspx>)

*Your IACRA 8710-1 needs to have the required hours in each column. Don’t forget to update Class totals.

III. RECORD OF PILOT TIME *(Do not write in the shaded areas)*

	Total	Instruction Received	Solo	PIC and SIC	Cross Country Instruction Received	Cross Country Solo	Cross Country PIC/SIC	Instrument	Night Instruction Received	Night Take-Off / Landing	Night PIC/SIC	Night Take-Off/Landing PIC/SIC
Airplanes	+40	+20	+10	PIC: _____ SIC: _____	+3	+5	PIC: _____ SIC: _____	+3	+3		PIC: _____ SIC: _____	PIC: _____ SIC: _____

- Get on a DPE’s schedule (<https://designee.faa.gov/designeeLocator>)
- Be prepared for the three parts of the practical test:
 - Administration Portion – this portion must be 100% complete before moving to ground portion. This is where your DPE checks out your IACRA and all associated training documents to ensure both you and the airplane are eligible for the practical test. Usually takes around 45 minutes.
 - Tab all airplane maintenance inspections. Ref: §91.409
 - Tab your pilot logbook with all requirements (solo time, solo cross country, night takeoffs and landings to a full stop, and etc.). If you are not 100% sure you meet an eligibility requirement, bring it up early with your CFI. If you are within 2 takeoffs or landings or within 0.5 hours of a requirement, be certain your flight time does indeed meet the requirement(s).
 - Ground Portion – this is the oral evaluation. Usually takes about an hour or so. Your DPE is checking to see that you have the required knowledge of a Private Pilot. This portion must be satisfactory before continuing to the flight portion. This is your time to shine and prove you have studied thoroughly. Your goal is for your DPE to cut off your answers not dig them out of you.
 - The oral Private Pilot (or other certificate sought) Oral Exam Guide as well as practice with your CFI is a great preparation for this portion. Expect to be questioned on at least 1 knowledge, 1 risk, and all skill elements of the 8 tasks (A thru H) of the Area of Operation I. Preflight Preparation. The ground portion will be scenario based and will test your ability to critically think and apply what you have

learned into realistic scenarios. Be prepared to explain, in detail, your navigation log, weight and balance and effects on performance characteristics.

- Flight Portion – the exact flight profile will depend on the DPE, weather and traffic so be flexible on the order of events. Usually lasts between 1.5-2.0 hours.
 - This is the flight evaluation and will include all required tasks in the Airman Certification Standards. Make sure you feel very comfortable with all maneuvers and are proficient on the day of your flight. Highly recommend flying 1-2 times within the week of the practical test. Be familiar with the tolerances and ensure you consistently can be within the tolerances allowed. The flight has more similarities to a solo flight than a dual flight with a CFI, as the DPE is not allowed to instruct. Be prepared to give the DPE a passenger brief. The S.A.F.E.T.Y. format works great. The initial portion of the flight is the cross-country scenario planned. After that the DPE will have a list of items to complete. Generally, this includes instrument flying, then stalls, and steep turns. Be prepared to handle an emergency and aviate, navigate, and communicate in that order. Next is usually ground reference maneuvers then the landings and takeoffs. For the landings, focus on pattern entry and flying precise approach speeds. A lot of people think that landings are based on smoothness. The DPE is not looking for perfect landings that are smooth. They are examining your ability to control the aircraft. Focus on getting on centerline and glideslope early and then focus on aimpoint and airspeed. In the flare maintain centerline and apply appropriate crosswind controls. Attempt to land upwind tire, downwind tire, then nose gear. Practice short field landings until you consistently land within 200 feet. Try landing within with 1,000 aimpoint to challenge yourself even more. Do not push the nose down in an attempt to stick the landing. Go-arounds are always free, even on a check-ride!

Note: There are 3 Outcomes to the Practical Test

- Pass – Temporary Airman Certificate – Congrats! While your permanent plastic certificate is processed in Oklahoma, printed in California, and mailed to you, it's good for 120 days.
- Timeout! – Letter of Discontinuance –If you feel, for any reason, the test should not continue you can take a timeout. This can be for illness, winds, airplane issue, clouds, anything that takes your attention away from the test. You gain credit for tasks completed satisfactorily for 60 days.
- Fail – Notice of Disapproval –Private Pilot ACS tolerances have been consistently exceeded such as poor or wrong answers in the ground. Altitude consistently 200 feet off or landing 20 knots fast. You do gain credit for tasks completed satisfactorily for 60 days.