



FEE SCHEDULE

(Effective October 1st, 2022)

Please advise your Operations, Recruiting and Instructor staff as necessary.

Tests administered at KMLB. (FBO fees, if applicable, are not included)

PRACTICAL TESTS:	ADMINISTRATIVE FUNCTIONS: (minimum 1 hour)																		
<p><u>Airplane Single land initial test:</u> Private, Instrument, Commercial, add-on: \$700.00</p> <p>Retests (original disapproval issued by me) minimum. (Flight portion only) * \$350.00</p> <p>Retests (from another examiner) \$700.00</p> <p style="text-align: center;">-0-0-</p> <p><u>Airplane Multi-Engine Land initial test:</u> Private, Instrument, Commercial, add-on: \$800.00</p> <p>Retests (original disapproval issued by me) minimum. (Flight portion only) * \$400.00</p> <p>Retests (from another examiner) \$800.00</p> <p>*Retests requiring Oral <i>and</i> Flight test will incur full fee.</p>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Student Pilot Certificate</td> <td style="text-align: right; padding: 2px;">\$25.00</td> </tr> <tr> <td style="padding: 2px;">Remote Pilot Certificate:</td> <td style="text-align: right; padding: 2px;">\$125.00</td> </tr> <tr> <td style="padding: 2px;">Military Competency Check:</td> <td style="text-align: right; padding: 2px;">\$125.00</td> </tr> <tr> <td style="padding: 2px;">SOE Restriction Removal</td> <td style="text-align: right; padding: 2px;">\$125.00</td> </tr> <tr> <td style="padding: 2px;">SIC Type Rating Application</td> <td style="text-align: right; padding: 2px;">\$125.00</td> </tr> <tr> <td style="padding: 2px;">Ground Instructor Certificate:</td> <td style="text-align: right; padding: 2px;">\$125.00</td> </tr> <tr> <td style="padding: 2px;">Flight Instructor (CFI) Renewal</td> <td style="text-align: right; padding: 2px;">\$125.00</td> </tr> <tr> <td style="padding: 2px;">Foreign Pilot Certificate (61.75):</td> <td style="text-align: right; padding: 2px;">\$125.00</td> </tr> <tr> <td style="padding: 2px;">Other unspecified function:</td> <td style="text-align: right; padding: 2px;">Call for fee.</td> </tr> </table> <p>Please ensure you have ALL required supporting documentation and properly completed forms in IACRA (8710-1 etc.) at time of processing.</p> <p>Application processes requiring more than 1 hour to complete will be billed at \$100/hr. for each additional hour or part thereof in excess of the initial hour.</p>	Student Pilot Certificate	\$25.00	Remote Pilot Certificate:	\$125.00	Military Competency Check:	\$125.00	SOE Restriction Removal	\$125.00	SIC Type Rating Application	\$125.00	Ground Instructor Certificate:	\$125.00	Flight Instructor (CFI) Renewal	\$125.00	Foreign Pilot Certificate (61.75):	\$125.00	Other unspecified function:	Call for fee.
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<p>CFI/MEI add-on test: CFI-I: \$900.00 add-on only MEI: \$1000.00</p>																			

Cancellation and "Unprepared" Policy

Your test date is scheduled, not a surprise! Come prepared to pass! Cancellation Fee: minimum: **\$200.00**

See Page 2 for details

Tests administered **away from KMLB** incur a pro-rated **minimum** travel expense: (per applicant) **\$90.00**

"Paper" applications (not submitted through IACRA) subject to a processing fee:	\$50.00
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Forms of payment: Cash, Cash App, Flight School check, Credit Card. (NO PERSONAL CHECKS). Credit card payment subject to 3% processing fee.

Fees for DPE services are NON-REFUNDABLE.

Fees are subject to change without notice! First Responders and Active Military may be eligible for 10% discount on all services, if requested. Thank you for your service! Please don't hesitate to ask! (Valid ID required).

Schedule Policy and Procedures

Please have your instructor or scheduler [contact me](#) about two weeks prior to your desired test date to schedule. To ensure that my schedule remains flexible, I typically do not confirm reservations more than two weeks prior. **AFTER** agreeing to a test date and time with me, you must submit applicant information online here for confirmation. https://www.modineaviation.com/dpe_request.

I conduct Practical Tests on at Monday 1230, Tuesday through Thursday at 0830 and 1300. No tests on Federal or Biblical holidays. Times and days may be adjusted due to weather or extenuating circumstances.

Tests are normally conducted at The Melbourne Orlando International Airport. If testing schedule allows, I can travel to other airports to conduct a Practical Test (case by case basis). Travel fees (separate from test fee) will apply. If you would like to locate an examiner closer to your home base, the FAA maintains a list of Designated Pilot Examiners here. [Federal Aviation Administration - Designee Locator \(faa.gov\)](#)

Cancellation and "Unprepared" Policy:

If you will be unable to make your scheduled appointment, please cancel your appointment no sooner than 48 hours prior to your scheduled start time. Cancellations made within 48 hours of the scheduled start may incur a cancellation fee, as noted in the [fee schedule](#). Items that will incur a cancellation fee include applicant not meeting the prerequisites for the test, missing required endorsements ([AC 61.65 H](#)), showing up unprepared for the test, for example, no view limiting device, no cross-country plan with timely weather briefing (when applicable), aircraft ineligibility, missing aircraft documents, training course not finished in time, etc. If you show up for the test and the weather FORECAST was not suitable for testing or is outside your personal limits you will incur a cancellation fee. Unexpected change in weather will not generate a fee. FLIGHT SCHOOLS WITH DEDICATED TEST DAYS ARE RESPONSIBLE FOR FILLING SLOTS OR PAYING CANCELLATION FEES DIRECTLY PER POLICY.

No-Show Policy:

Applicants who no-show for a test will be charged the full test fee. If you arrive with a problem that prevents the test from being completed, you will incur a cancellation fee. PLEASE review all logbooks, both pilot and aircraft maintenance logs, well in advance of the test. Information and entries used to verify pilot qualifications or required aircraft maintenance are legal and I require them to be documented in ink. I will not accept pencil entries. Ask your instructor to review them with you (as they should). Lack of documented Airworthiness Directive (AD) compliance is a common issue. The night before the test should not be the first time you have reviewed the aircraft's maintenance records. If I am unable to do my job because you (and your instructor) have not done your job, expect a cancellation or disapproval and presume that a cancellation fee will be incurred!

Test Completion Expectation:

It is expected that the test will be completed in one event. If we know prior to starting the test that we will not be able to finish (e.g., inclement weather, insufficient daylight, broken aircraft) then we will reschedule the test for another date. The FAA makes it clear to DPEs that we must start the test with the intent to finish the test on the same day. (Certain rare exceptions). If we know we cannot finish, then we should not start the test. So, we can't just "get the oral out of the way" and then deliberately reschedule the flight portion. For example, if we are planning to do a private pilot test, and the weather forecast says that we will have IMC conditions for the entire day, then we will have to reschedule the entire test. Additionally, the FAA requires that the oral exam *must* be satisfactorily completed before the flight portion of the test. We can't fly first, no matter what the TAF looks like.

Flight Delay Policy:

Initial tests are typically scheduled for 4 hours maximum, Add-on tests 3 hours and CFI tests 6-8 hours block. Occasionally delays occur due to weather or maintenance issues. In general, I am willing to delay the test up to one hour to allow for the weather to improve or for maintenance issues to be corrected. After one hour of delay, I will add an additional hourly charge (see fee schedule) to "wait" or discontinue the test and reschedule for a later date. However, delays are not always available. Please remember that I may have someone scheduled after you, and it isn't fair to delay their test just because yours is running late

Weather Policy:

You (the applicant) determine if the weather is suitable to conduct the flight test. Your go/no-go decision is part of the test. I will not tell you to fly, or not to fly. A proper weather briefing at least 24-48 hours prior to the test should help avoid surprises or delays. I am willing to conduct instrument tests after sunset or in actual instrument conditions with certain limitations. Aircraft type, installed avionics and actual weather conditions will determine if we fly in IMC. I reserve the right to require the test be conducted in daylight or VMC. Contact me if you have any questions.