

Private Pilot Test Information (Jan 2025)

Cross Country Destination: Your destination will be assigned when you schedule your test. Plan to depart two hours after the start time of your test. Gather all the information you will need to discuss the trip.

Test Fee: Please call for current test fee information. (subject to change)

Scheduling and Weather Policy: Please check the weather frequently prior to test day, and plan accordingly. Refer to the [Scheduling](#) page for details.

Required Endorsements:

Please refer to the current edition of advisory circular [61-65](#). You will need the endorsements listed to take your Private Pilot Practical Test. Please have your instructor review your logbook to ensure that these endorsements are complete and current. Missing endorsements may cause a cancellation/reschedule and incur a cancellation fee. Other endorsements may apply, but at minimum we will need the following:

- A.1 Prerequisites for Practical Test (61.39)
- A.2 Review of deficiencies on Knowledge Test (61.39)
- A.3 Pre-solo Aeronautical Knowledge Test (61.87b)
- A.4 Pre-solo flight training (61.87 C1 and C2)
- A.6 Solo flight for initial 90-day period (61.87 n). You must have a current (A.7) solo endorsement (61.87p) to take the practical test if the initial is more than 90 days past.
- A.9 Solo Cross-Country flights (61.93 C1 and C2)
- A.10 Solo Cross-Country flight planning reviewed (61.93 C3), for each solo cross country.
- A.32 Aeronautical Knowledge Test (61.35 A1, 61.103d, and 61.105) (NOTE: Your knowledge test results is not sufficient. We need this endorsement too!)
- A.33 Flight proficiency/Preparation for test (61.103f, 61.107b and 61.109)
- A.73 Retesting after failure of a practical or knowledge test (61.49) (IF APPLICABLE)

Required Documents:

Please ensure that you have ALL the following (applicable) documents, in addition to the required endorsements listed above. If you are missing documents or endorsements, I won't be able to conduct your test and we will need to reschedule for another day. This will result in a minimum \$300.00 rescheduling fee.

- Completed application in [IACRA \(8710-1\)](#)
- Paper copy of the 8710-1 printed from IACRA after CFI signature. (Hopefully we won't need this, but if IACRA is unavailable the paper copy allows us to continue the test.)
- Knowledge test results
- Pilot logbook with **all** pages totaled
- Record of [ground instruction](#) received (This is often missing!) I can't do the test without it. You are paying your CFI to give you ground and flight training, make them log it. ([Ground](#), [Flight](#))
- Government issued photo Identification. Passport, US Driver License, Military ID, etc.
- Student pilot certificate and valid, signed medical certificate (Original, no photocopies), Third Class or higher OR Basic-med
- All aircraft documentation (AR(R)OW, as applicable) and required supplements.
- All aircraft maintenance records (AV1ATES), as applicable. **Please confirm all pertinent AD compliance!** Photocopies of aircraft CURRENT maintenance records are acceptable. ([Airworthiness checklist link](#))
- Completed cross-country NavLog, with supporting documentation (charts, weather briefing information, performance data, etc). If you are using an Electronic Flight Bag, (EFB) with ForeFlight, Garmin Pilot etc. you must demonstrate operational and functional knowledge of the device. The navlog from the map page of ForeFlight is NOT acceptable for discussion. **Print the NavLog generated from the "Flights" tab in ForeFlight, or whichever EFB you are planning to use. YOU ARE NOT REQUIRED TO PRINT THE WEATHER BRIEF.**

Test Advice:

-Go through the maintenance records with your instructor well in advance of the test date. Verify that all the inspections are up to date, ESPECIALLY the Airworthiness Directives. Remember, 91.7 says that it is your responsibility as PIC to make sure the airplane is airworthy. While it is the owner's responsibility to keep it airworthy under 91.405, it is your job to make sure the owner is doing their job. Please review 91.417 carefully. AD Compliance is a consistent issue. If they are not documented correctly, I cannot and will not fly your airplane, which means your test is cancelled. Blanket statements such as "All ADs are current" are not acceptable. The FAA is very clear about the requirements. Remember that recurring ADs need to have their next due date listed too.

This has been enough of an issue recently that I have adopted an "unprepared policy". If your test is delayed or can't be conducted because of missing information REQUIRED for the test it means you came unprepared. I will discontinue or disapprove the test and you will incur a cancellation fee to reschedule. **YOU CAN PREFLIGHT THE AIRCRAFT IF YOU ARRIVE EARLY AND ARE WAITING FOR ME TO RETURN FROM A TEST.**

CLEAN THE AIRCRAFT WINDSHIELD AND WINDOWS! (No explanation needed) If you arrive early or are waiting for me to return from an earlier test, PRE-FLIGHT the aircraft we will be using!

-Read the ACS. The entire document. It is the Test! Especially appendix 1,2,3. **(as applicable)**. This describes how your test will be conducted and what the expectations are. The testing parameters that YOU must be familiar with are here. Remember you must demonstrate mastery, NOT mediocrity.

-Read the manual for your airplane, especially the systems section. Know the operating parameters, V speeds, fuel capacity, weight and balance information etc.

-I strongly recommend getting an "official" weather briefing from Flight Service, Foreflight, or some equivalent approved source. Get enough information as required to make a safe go/no go determination. Don't forget to look at the NOTAMs!

-Know where to find extra information about airports, airspaces, etc. Hot spots are a great example. What exactly is the problem in that hot spot? How much runway will you have if LAHSO is in effect? Will you have enough runway for takeoff if assigned an intersection departure?

-Please dress comfortably. If you are a smoker or suffer from halitosis, please be considerate. I have respiratory issues that do not respond well to either.

-Bring a snack or some lunch. Sometimes the test runs long, especially if we have weather delays. Hunger can be a distraction.

-Take your time. A lot of the mistakes I see during tests are simply the result of people rushing into things without thinking about what they're doing. If you take an extra 10 minutes to finish the test, that's fine. Watch the details.

-If it doesn't look right, go around. Let me say that again: Go around. Many accidents can be avoided simply by going around.

-You're going to have a simulated engine failure during your flight. There will most likely be a runway nearby when that happens. You will be expected to touchdown on that runway. Plan accordingly. Many people fly their approach with no intention of landing, which totally defeats the point of the exercise. Pick a touchdown spot, and then fly an approach that will get you there.

-Landings: Not all landings are "graceful", but they should be technically correct. The ACS is very clear about the expectations on landings. You should be on centerline, pointed down the runway, with the proper crosswind corrections applied. You must land on the main wheels first. You must be within the specified touchdown limits! Example: the short field landing allows for +200 feet, -0 feet from the identified touchdown point. Your 200 feet must be the same as mine. (Runway stripes and spaces?) Don't force the aircraft to the ground if it isn't ready to touch down! That's how we break airplanes.

-Stalls: You should be comfortable demonstrating stalls to a full aerodynamic stall. "To the break", basically. The power on stall is going to happen at full throttle, not at a reduced power setting. The ACS has a provision that allows for reduced power settings, but that's up to the DPE and it's in place to allow for airplanes with more powerful engines than your average trainer. Remember we can do stalls either straight ahead or in a turn. Practice stalls both ways. Remember as well that there are other types of stalls that may not be on the check ride. Discuss them with your CFI to ensure complete training. Make sure you go through things like the cross-controlled stall, accelerated stalls, secondary stalls etc. The point is to be able to recognize the warning signs of these stalls and take corrective action before they happen.

-Slips and Skids: Know the difference! You must demonstrate a forward Slip. It would be unsatisfactory if you skid when asked to show a slip.

Questions?

FIRST, review this information with your CFI. He/she should be able to answer all questions regarding preparation for the FAA Practical Test to ACS standards. If you have an administrative question or need further clarification, you may call and leave a message or text me. I'm here to help facilitate the process of you getting your Pilot Certificate. I do spend a lot of time in airplanes and I'm not always available to answer. A text message is the most reliable and preferred way to reach me.