

Additional Category and Class (add on rating)

Examiner Weight: 180 Pounds

Baggage Weight: 10 pounds, plus whatever you normally keep in the airplane.

Test Fee: Please refer to the [Fee schedule](#) page for current test fee information.

Scheduling and Weather Policy: Please refer to the [Schedule Policy](#) page for details.

Required Endorsements:

Please refer to the [current edition](#) of advisory circular 61-65 (H). You will need the following endorsements (as applicable) to qualify for the 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. (min. \$300.00). Other endorsements may apply, but at minimum we will need the following:

- A.1 Prerequisites for practical test: (14 CFR) part 61, § 61.39(a)(6)(i) and (ii).
- A.65 Completion of a flight review: § 61.56(a) and (c) (or equivalent)
- A.69 To act as pilot in command in a high-performance airplane: § 61.31(f). (If applicable)
- A.72 To act as pilot in command of an aircraft in solo operations when the pilot does not hold an appropriate category/class rating: § 61.31(d)(2).
- A.74 Additional aircraft category or class rating (other than ATP): § 61.63(b) or (c).
- A.73 Retesting after failure of a knowledge or practical 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

- Completed 8710-1 application in IACRA.
- Paper copy of the 8710-1 printed from IACRA with a valid CFI signature. (Hopefully we won't need this, but if IACRA is unavailable we can conduct the test with a paper copy in hand).
- Knowledge test results (**if applicable**)
- Pilot logbook, Paper or electronic.
- Record of ground instruction received (This is missing **too often!**) I can't do the test without it. You are paying your CFI to give you flight and ground training, make them log it as required.
- Government issued photo Identification. Passport, US Driver License, Military ID, etc. Foreign Driver Licenses not acceptable.
- Valid, signed medical certificate (Original, no photocopies, Third Class or higher) OR Basic-med
- Pilot certificate and CFI certificate
- Required aircraft documents (ARROW, as applicable) and required supplements.
- Current aircraft maintenance records (AV1ATES, as applicable. Please confirm any pertinent AD compliance!) photocopies acceptable. 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 could result in a minimum \$300.00 rescheduling fee.

Test Advice: Review the "add on" table in the applicable ACS to determine the required Tasks in each Area of Operation to be completed! KNOW YOUR PERFORMANCE PARAMETERS!

-Go through the aircraft maintenance records with your instructor prior to the test date. Verify that all the inspections are up to date, ESPECIALLY the airworthiness directives. Remember, CFR 91.7 says that it is your responsibility as PIC to make sure the airplane is documented airworthy. Please review 91.417 carefully. AD Compliance, or lack of, is a consistent issue. If compliance is 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 REQUIRED airworthiness information, I will discontinue or disapprove (DPE discretion) the test and you may incur a cancellation fee to reschedule.

****CLEAN THE AIRCRAFT WINDSHIELD AND WINDOWS! (No explanation needed) ****

-Bring some snacks, or lunch. Sometimes tests run long, especially if we get a weather delay. No one flies well when they're hungry.

Flight Portion: Be comfortable with each maneuver. Think about foundational skills here. If you're going to do a Chandelle, what basic skills are involved? The Power Off 180, think energy management. **Multiengine** applicants pay close attention to the critical maneuvers such as VMC demo, Accelerated Stall, OEI operation (actual or simulated)

Stalls: Be comfortable taking the airplane all the way to the break or first indication (DPE discretion depending on the type of stall). Avoid spins, however if we spin, which way will it go? How do you recover? Don't rush! Many pilots seem to be afraid of stalls. FLY the airplane!

Engine Failure: Pilots are terrible at managing engine failures. If your test requires it, (simulation) it will most likely occur with a suitable landing spot (runway) within range. Find it. You will be expected to put the wheels on the ground in a controllable manner, and not come up short or overrun the runway.

Landings: Landings are a part of flying. The landings don't need to be perfect, but they do need to be technically correct. Main wheels first, proper crosswind correction, centerline, etc. as stated in the ACS.

-Slips and Skids: Know the difference.

Questions?

Review the ACS! Ask your CFI for clarification. Remember this is a test! I am not allowed to teach. Therefore, have your questions answered PRIOR to test day. We can certainly discuss items AFTER the test is completed. Should you have an administrative question, you may call or text me.