



## Practical Exam Details:

I want to ensure you have a smooth evaluation experience. Accordingly, here is an informal discussion about what to expect when taking your evaluation with me as a designated pilot examiner. This should provide a good amount of background, answer some of your questions, and set us both up for a successful experience together. If anything, herein conflicts with official FAA guidance, that guidance takes precedence.

During the course of the exam, I will be looking for good judgment, safety, reasonable decision making, and proficiency with respect to the ACS (or PTS when appropriate). Perfection is **not** the standard. The ACS will serve as the guide. Check rides can be nerve racking (I have taken plenty of them myself). Stay calm and relaxed. Anytime you need to take a break to use the restroom or stretch your legs, please let me know. However, the FAA doesn't allow you to speak with others or use your cell phone to contact others, even during a break.

Your checkride is scheduled for a total of 6 hours which includes paperwork, ground, and the flight portions combined. To ensure we can complete the checkride within this timeframe, it is crucial that we use this period effectively.

The initial step of validating the eligibility of both the applicant and the airplane for the checkride should be completed within the first hour. Below are some recommendations to help speed up this process:

- Verify that your full legal name is exactly the same on all of the following documents: government-issued ID, pilot certificate, medical certificate, and knowledge test results.
- Ensure that each column of each page of your logbook is complete and correctly added up. Make sure those numbers substantiate what you have put into the 8710 application and that the 8710 contains sufficient hours to meet the requirements
- Ensure you have your medical and knowledge test
- I suggest that you mark with post-it notes the logbook entries that are to be used to meet requirements for the check ride
- Ensure all endorsements are correct and complete. Your instructor pilot should ensure all endorsements are consistent with the guidance in the latest version of AC 61.65J
- Validating Aircraft: Makes sure you have all necessary documents and maintenances log entries necessary to demonstrate the aircraft is airworthy. Bring your aircraft documents and maintenance logs that demonstrate the aircraft is legal to fly for our exam flight.

Failing to complete the validation process will prevent us from starting the checkride.

After validation of eligibility, we will begin the actual exam. We will use the ACS as a guide for a ground/oral session together. This is generally an “open book” discussion, so if something in particular needs to be looked up, please use your resources. However, don’t allow your reference material becomes a “crutch” as material needs to be known and you can’t look up all answers in a book while in the middle of a future flight you are on. If the question relates to an “in flight scenario”, pulling resource material out might not be appropriate as you wouldn’t be able to do so on a real flight.

Assuming the ground portion is satisfactory, we will then fly. It is my expectation that you will begin our real flight using a scenario I provided you. It is likely we will discontinue that scenario at some point and evaluate the various maneuvers and profiles required by the ACS.

At any time if you aren’t clear about what’s being asked, just query me. It is important there is never a doubt about what I’m asking. Remember your CFI has given you their endorsement of approval because they feel you are ready. There are no “gotchas” or “secret questions”. I look forward to our flight together.