

Commercial Pilot Airplane Practical Test Checklist

Please print this and bring it with you, COMPLETED, to the practical test. Thank you!

TEST DATE:		Applicant FTN:	
Applicant Name:		Certificate #:	
Email:		Mobile:	
Instructor:		CFI Certificate #:	
CFI Email:		CFI Mobile:	
Retest Y / N:		Location:	
Aircraft Type:		Part 61 or 141:	
Flight Deck: <small>(Steam / Electric / Glass)</small>		<i>If 141, School's FAA Designation</i>	

*IACRA username & password information is private. However, you must know it as you will login during the practical test to sign your application. Have it **written down** somewhere handy, perhaps in your logbook.*

Welcome to your Commercial Pilot Practical Test!

This guide has been developed to ensure that you (the applicant) meet all FAA requirements for the rating sought. Print and read this document in its entirety to ensure you are, administratively, fully prepared prior to the practical test. As you read this guide, please note that accuracy is critical. Take your time and complete all of the required information while utilizing all necessary FAA guidance (FAR/AIM, ACS, etc.) to ensure compliance with all regulations. Doing so will be very helpful in ensuring the first 60 minutes of our appointment time moves efficiently.

Before we dive in, let's make sure you meet these initial eligibility requirements:

ELIGIBILITY REQUIREMENTS – 14 CFR 61.123:

- ☐ Be at least 18 years of age (on the date of the Practical Test)
- ☐ Be able to read, speak, write, and understand the English language
- ☐ Passed the required knowledge test on the aeronautical knowledge areas listed in 61.125(b)
- ☐ **No drug convictions within the previous 12 months!**

Did you check all four boxes? Great! You passed the first quiz. Let's dive in...

1) Airman Certification Standards - Language from the ACS

The Airman Certification Standards (ACS) book has been published by the Federal Aviation Administration (FAA) to establish the standards for pilot certification practical tests. If you do not have knowledge and understanding of the information in the ACS you will not be prepared for the practical test. FAA inspectors and designated pilot evaluators shall conduct practical tests in compliance with these standards.

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Flight Instructors and applicants shall read and become familiar with this document before presenting the applicant for a practical test. Becoming familiar with this document will increase the applicant's chances of receiving a temporary airman certificate. **Thoroughly know the ACS.** The ACS lists reference materials at the top of each Task that will help you acquire knowledge to thoroughly understand the tasks in the ACS. Use the reference materials listed in the ACS to study (ie; Airplane Flying Handbook, Pilot's Handbook of Aeronautical Knowledge, FAR/AIM, etc.). DPEs will at a minimum test at least one knowledge element, one risk management element, and every skill element of every Task within the ACS to ensure the applicant's mastery of knowledge and the aircraft pertinent to the certificate or rating sought.

2) Integrated Airmen Certification and Rating Application - IACRA

TASK: Complete an IACRA application prior to arriving to the practical test.

TASK: Write down the IACRA FTN number into the table provided at the top of this document.

TASK: Write down your IACRA username & password and bring it with you to the practical test. *Have your username and password written down (your logbook is a safe place).*

This information is important and necessary. The evaluator is required to input the information in order access the IACRA system. Ensure all personal information is correct, including the existing pilot certificate information, medical certificate, and flight times. After completing your application in IACRA, **print the generated 8710-1 form and carefully review it.**

Note: The name on your IACRA application, Pilot Certificate, and Medical Certificate must match exactly. Contact me in advance if there is a concern.

Note: If you've moved within the past 30 days and have not notified the FAA of your change of address yet, you may use your new address on the application and it will be processed.

Note: Block F, Citizenship / Nationality, must match the applicant's existing pilot certificate or student pilot certificate. A change in citizenship must be filed with the FSDO separately.

Note: If you are a Foreign Applicant AND have a foreign address, you MUST register an Agent for Service at usas.faa.gov. This also applies to Foreign Pilots with a foreign address applying for an FAA certificate based on their foreign pilot license.

Note: The medical evaluator's name must be input *exactly as it appears on the certificate, including punctuation*. The Class is as stated at the top of the medical certificate.

Note: Block B, (SSN): Enter "DO NOT USE" (user profile section), or *NONE if not a US Citizen*.

Note: Class of medical should match what the certificate says, even if it's only valid for Third Class privileges. Example: First Class medical that's 15 months old can still be used to exercise the privileges of a Third Class. It's still a First Class and should be put into IACRA as a First Class.

Note: A commonly missed box in filling out the hours table is the small PIC SEL box on the far right of the 8710-1.

STOP: DID YOU READ AND COMPLY WITH ALL THE NOTES ABOVE?

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3) Knowledge Test Codes

Federal Aviation Regulations require that flight instructors review all subject areas associated with incorrect answers. Therefore, the Flight Instructor must provide additional instruction on the areas where the applicant was found deficient.

TASK: List and define all deficient subject codes in the spaces provided below. If more spaces are required, use the back of this page. Be prepared for the evaluator to test the applicant on the specific deficient subject codes.

Subject Code	Definition

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Sections 4, 5 and 6 explain what to bring to the Practical Test

4) Aircraft Documents

- ☐ Aircraft Documents - (**ARROW**) “R” is for Radio Station License (International only)
- ☐ Aircraft Maintenance Records - §91.417
- ☐ Airworthiness Inspections - §91.409 (see table below)
- ☐ AD compliance records - §91.417(a)(2)(v)
- ☐ FAA approved AFM or POH
- ☐ GPS AFM Supplement (if GPS installed)

Note: The aircraft must be clean and free of any mechanical problems.

TASK: Complete the table without help from an instructor. You must be able to locate and explain the inspections for the aircraft you bring to the practical test.

Inspection Type	Airframe Log Date / Hours	Engine Log Date / Hours	Propeller Log Date / Hours
Annual			
VOR ✓ Log (IFR Only)	N/A		
100 Hour (as applicable)			
AD Compliance	Demonstrate Compliance		
Transponder 91.413		N/A	N/A
ELT		N/A	N/A
Static (IFR Only) 91.411		N/A	N/A

*100 hour inspection is not required for a practical test.
However, if there happens to be a 100 hour AD (ex. seat tracks), it must be complied with.*

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5) Applicant Documents

TASK: Bring the *ORIGINALS*:

- ☐ Pilot Certificate
 - ☐ Medical Certificate
 - ☐ Government-Issued Photo Identification
 - ☐ Written Test Results within 24 months (physical copy)
 - ☐ Application - IACRA copy, or completed FAA 8710-1 form
 - ☐ Logbook
 - ☐ Name in front of logbook
 - ☐ All pages signed
 - ☐ *Every page and every column* on every page totaled. DOUBLE-CHECK your math!
 - ☐ Exam Fee (see Section 9)
-

6) Personal Equipment

TASK: Arrive to the practical test with the following personal equipment:

- ☐ Corrective Lenses (if applicable)
- ☐ Flashlight (if required)
- ☐ View Limiting Device
- ☐ Computer & Plotter
- ☐ Flight Plan form
- ☐ Flight Logs
- ☐ Current Aeronautical Charts *and/or* iPad with ForeFlight, Garmin Pilot, or similar EFB app
- ☐ Chart Supplement, ACS, 14 CFR & AIM, and any other FAA-Approved resources

Note: ForeFlight EFB users should download the entire FAA “Drive”, as well as the entire ForeFlight “Drive”. Having these Drives downloaded for offline use means all supplements, legends, handbooks, and other FAA reference materials are accessible in the flight deck...which means it's accessible to you on both the ground and flight portions of the checkride. The Drives can be found in the Documents tab in the ForeFlight app. After selecting the Drive, look for a blue download arrow (with memory required) in the upper-right corner of Drive's library window. That is the batch download button, and will download the entire Drive's contents onto your EFB. Once downloaded, any file updates are automatically queued with your data/map downloads.

Garmin Pilot EFB users can accomplish the same task by tapping the Home icon —> Documents —> “Catalog” (top menu bar). In the Catalog, there is a “FAA Documents” section, followed by “Garmin Manuals” section. You will need to tap each catalog title to enter a sub-catalog of that title, and individually select each file you wish to download for offline use. Garmin Pilot does not have a batch download feature.

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7) Flight Plan, Weight & Balance, Performance

Scenario 1: Your doctor friend, who's a pilot, needs to depart no later than 5pm. She has surgeries scheduled all day, so she doesn't feel that she'll be fit to fly. She hires you to fly her in her (insert make/model) to a seminar in (SMO) (TRK) (PHX) (SEA). She is making a weekend out of it, so she will be bringing her husband (180 pounds) and daughter (120 pounds). Please plan this flight, considering weight and balance, performance, airspace, and actual weather.

Scenario 2: You just started an airplane ferrying business. Your first client needs you to pick up a used (insert make/model) up in Seattle (BFI) and bring it to Los Angeles (WHP). The client also wants to ride along and weighs 170 lbs. Both your bags weigh a total of 50 lbs. Please plan this flight, considering weight and balance, performance, airspace, and actual weather.

Scenario 3: You just got a job as a power line and pipeline patrol pilot. Your first assignment to use your brand new Commercial Pilot certificate is to take the company (insert make/model) to Reno (RNO) to begin your southbound patrol down the US 395 to Inyokern (IYK). Please plan this flight, considering weight and balance, performance, airspace, and actual weather.

TASK: Flight plan one of the above scenarios. There is no need to create a return flight plan. The flight plan may be paper or electronic. Through basic observation I have concluded that applicants with a paper nav log and paper chart typically have a better understanding of their flight plan including route selection and aircraft performance charts. The applicant shall use the weather at the time the flight plan is created and shall determine all elements of flight planning, including all items listed under 14 CFR 91.103. The flight plan must be fully developed, meaning all elements that go into the creation of a flight plan. The flight must be legal.

Note: The applicant is responsible to create the flight plan without instruction.

Note: Neatness and accuracy will be graded.

*(Ref. Commercial Pilot ACS - AOO I. Task H. Human Factors PA.I.H.K4: Aeronautical Decision-Making)
"If you can't read your own handwriting in the cockpit, how is it useful to you?"*

TASK: The morning of your practical test, receive a standard weather briefing from an FAA-approved source. Save the PDF brief on a tablet (no need to print the 80+ page document). We will review this weather briefing during the ground portion.

TASK: Complete a weight and balance for the practical test scenario provided by the DPE. Please use 165 lbs for the DPE weight.

TASK: Please bring your aircraft with full fuel, or if this is an issue, enough for 3.0 hours endurance (2.0 hour flight plus comfortable reserve).

Note: Depending on the vintage of your aircraft, engine oil may or may not be included in the empty weight of the aircraft.

Note: Know your aircraft. Is unusable fuel included in the empty weight?

TASK: Determine takeoff and landing distance using the W&B and conditions above.

Takeoff distance: _____ Takeoff distance to clear 50 foot obstacle: _____

Landing distance: _____ Landing distance to clear 50 foot obstacle: _____

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8) Aeronautical Experience & Logbook Verification - Commercial Pilot

AERONAUTICAL KNOWLEDGE – 14 CFR 61.125

Note: Ensure the requirements for 61.125(b)(1-15) are all specifically annotated in the applicant's logbook. *[Item 16 (not shown) is for Lighter-Than-Air only.]*

TASK: Read and become familiar with 14 CFR Part 61, Subpart F – specifically 61.123, 61.125, 61.127, 61.129, and 61.133.

If you did NOT complete a home study course with graduation certificate,
then your instructor MUST log ground instruction per 61.125(a).
When making entry, reference the specific FAR.

*If in doubt, print the following table, complete it, and attach into back of applicant's logbook.
It meets the requirement.*

Commercial Pilot Ground Log: Aeronautical Knowledge - FAR 61.125(b)

Description	Date	Hours	CFI (or AGI)
(1) Applicable Federal Aviation Regulations of this chapter that relate to commercial pilot privileges, limitations, and flight operations;			
(2) Accident reporting requirements of the National Transportation Safety Board;			
(3) Basic aerodynamics and the principles of flight;			
(4) Meteorology to include recognition of critical weather situations, windshear recognition and avoidance, and the use of aeronautical weather reports and forecasts;			
(5) Safe and efficient operation of aircraft;			
(6) Weight and balance computations;			
(7) Use of performance charts;			
(8) Significance and effects of exceeding aircraft performance limitations;			
(9) Use of aeronautical charts and a magnetic compass for pilotage and dead reckoning;			
(10) Use of air navigation facilities;			
(11) Aeronautical decision making and judgment;			
(12) Principles and functions of aircraft systems;			
(13) Maneuvers, procedures, and emergency operations appropriate to the aircraft;			
(14) Night and high-altitude operations; and			
(15) Procedures for operating within the National Airspace System.			

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FLIGHT PROFICIENCY – 14 CFR 61.127

Note: Ensure the requirements for 61.127(b)(1)(i-xi) are all specifically annotated in the applicant's logbook.

This rule specifically states that your instructor must have logged flight ***and*** ground training in the Areas of Operation listed below. *(You will notice these Areas of Operation are exactly as they appear in the ACS.)*

TASK: Check your logbook...if you don't see any ground training logged that specifies these Areas of Operation [e.g., "61.127(b)(1)(vii)"], then your instructor needs to add them. Just like on the previous page, you can print this table, have your instructor record your ground training sessions, and insert it in your logbook.

*If in doubt, print the following table, complete it, and attach into back of applicant's logbook.
It meets the requirement.*

Commercial Pilot Ground Log: Flight Proficiency - FAR 61.127(b)(1)

Description	Date	Hours	CFI
(i) Preflight Preparation;			
(ii) Preflight Procedures;			
(iii) Airport and Seaplane Base Operations;			
(iv) Takeoffs, Landings, and Go-Arounds;			
(v) Performance Maneuvers;			
(vi) Ground Reference Maneuvers;			
(vii) Navigation;			
(viii) Slow Flight and Stalls;			
(ix) Emergency Operations;			
(x) High Altitude Operations;			
(xi) Postflight Procedures			

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AERONAUTICAL EXPERIENCE - 14 CFR 61.129

TASK: Complete the following tables to verify that ALL aeronautical experience requirements have been met per 14 CFR 61.127 and 61.129.

Note: To qualify for the Commercial Practical Test under Part 141, you are required to have in your flight training record 120 hours total training, including solo, under Part 141. Your Part 141 Private and/or Instrument Courses count toward this total training requirement.

Note: If the Part 141 training requirement is identical to the Part 61 experience requirements, this will be indicated by “(& 141)”

Note: Part 141 numbers will be indicated by “(##)”

This may seem redundant, but this is your final opportunity to ensure you and your instructor have satisfied ALL the training requirements of the CFRs for this Practical Test.

FLIGHT EXPERIENCE REQUIRED

250 Hours Total - 61.129(a) (120 hours total Part 141 training)	TOTAL TIME: _____
100 Hours in Powered Aircraft	TOTAL Powered Aircraft: _____
50 Hours in Airplanes	TOTAL Airplane: _____

PIC EXPERIENCE REQUIRED

100 Hours PIC	TOTAL PIC: _____
50 Hours PIC in Airplanes	TOTAL PIC Airplane: _____
50 Hours PIC X/C	TOTAL PIC XC: _____
10 Hours PIC X/C in Airplanes	TOTAL PIC XC Airplane: _____

FLIGHT TRAINING

20 Hours Dual Flight Training - 61.129(a)(3) (55)	TOTAL INSTRUCTION: _____
10 Hours Dual Complex, TAA, and/or Turbine (10)	TOTAL Dual Complex, TAA, etc: _____
10 Hours Instrument Training - 61.129(a)(3)(i) (10)	TOTAL Instrument Training: _____
5 Hours Instrument Training in Class (eg; ASEL, AMEL, etc.) (5)	TOTAL Class: _____
4 Hours Dual Cross-Country; One 2hr Day & One 2 hr Night <100nm straight line:	_____
3 Hours Dual Test Prep in preceding 2 calendar months (3 in 60 days)	TOTAL Dual Test Prep: _____

Note: Part 141 AMEL, must log 10 hours training in complex AMEL and/or turbine airplane.

Note: 61.129(a)(3)(i) (& 141) is very specific for Instrument Training. Make sure the CFI annotates in the remarks of the applicant's logbook: Attitude instrument flying, partial panel skills, recovery from unusual flight attitudes, and intercepting and tracking navigational systems.

Note: The two 2-hour dual cross-countries (day and night) listed below must occur after the applicant received their private pilot certificate, and must be greater than 100nm straight-line distance from the original point of departure.

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<100nm, 2 Hour, Dual **Day** XC Hours Dual Cross-Country Training - 61.129(a)(3)(iii) (& 141)

Date	From	To	Straight Line Distance	Dual	Total Flight

<100nm, 2 Hour, Dual **Night** XC Hours Dual Cross-Country Training - §61.129(a)(3)(iv) (& 141)

Date	From	To	Straight Line Distance	Dual	Total Flight

10 Hours Dual IFR Flight Training (Simulated or Actual), 5 in *Class* (ASEL, AMEL)

Note: Simulator time does not count towards this requirement – §61.129(a)(3)(i) (& 141)

Date	From	To	Dual Instrument	Total Flight

3 Hours Dual Flight Instruction within 2 Calendar Months of Practical Test – §61.129(a)(3)(v)
(60 Days for Part 141)

Date	From	To	Dual	Total Flight

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SOLO [OR PERFORMING THE DUTIES OF PIC (PDPIC) WITH AUTHORIZED INSTRUCTOR]

Note: The regulation specifies solo or PDPIC. *They cannot be combined.* If choosing PDPIC option, the logbook entries must be PIC only, no DUAL received, but the instructor must sign the remarks section as usual to show they were present. If possible, the solo option is much simpler. These 10 hours cannot be combined with any of the required dual in the previous section. If in doubt, contact me well prior to our appointment.

10 Hours Solo (or PDPIC) - 61.129(a)(4) (& 141) TOTAL Solo (PDPIC): _____

5 Hours Night VFR Solo (or PDPIC) - 61.129(a)(4)(ii) (& 141) TOTAL Night Solo (PDPIC): _____

One Solo (or PDPIC) Cross-Country at Least 300nm Total Distance, One Landing at Three Different Points, One Flight Leg at Least 250nm straight-line distance from original departure – §61.129(a)(4)(i)

(3 points, one at least 250nm straight line from original departure point - Part 141)

Date	From	To	Straight Line Distance	Solo (or PDPIC)	Total Flight

Note: The 300NM solo XC must occur after the applicant received their private pilot certificate.

10 Solo (or PDPIC) Takeoffs and Landings to a Full-Stop at an Airport with an Operating Control Tower – 61.129(a)(4)(ii) (& 141)

Date	Airport	# Landings	Solo (or PDPIC)	Total Flight

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REQUIRED ENDORSEMENTS

TASK: Use the following checklist to verify that ALL endorsements required for the practical test have been completed per 14 CFR 61.129 and **AC 61-65**.

- ☐ Log of ground training in areas of operation noted in §61.127(a)(1-15)
 - ☐ Log of flight training in areas of operation noted in §61.127(b)(1-15)
 - ☐ Logbook endorsement(s) - **Reference: AC 61-65** (as revised)
 - ☐ Conducted ground training or reviewed home study course in areas §61.125(b)(1-15) certifying applicant is prepared for the knowledge test
 - ☐ Flight training in areas §61.127(b) and certifying applicant is prepared for practical test
 - ☐ §61.39 endorsements (as required - valid for 2 calendar months)
 - ☐ §61.49 endorsement (retesting after failure, if required)
- AND**
- ☐ Graduation Certificate (Part 141 only - valid for 60 days)
 - ☐ Other Endorsements pertinent to Aircraft Type used for Practical Test
 - ☐ Additional Aircraft Category or Class
 - ☐ Conventional Gear
 - ☐ High Performance
 - ☐ Complex
 - ☐ High Altitude

9) Fee Structure and Policy

The Evaluator's fees represent only one individual's professional structuring of the cost to conduct a practical test. Cost of living, taxes, and time commitment to each practical test is considered in the following fee structure and policy:

\$1000 - Private, Instrument, Commercial

\$1500 - Multi-Engine, Add-Ons CFI, CFII, MEI

\$2000 - ATP, Initial CFI (not available until March 2026)

Fee + \$500 - Combined Practical Tests (Private & Instrument, etc.)

Retest and Continuance Fees are 50% of the full rates.

Travel Fees

Fee + \$200 - Travel Fee outside KWHP or KVNY, but within greater Los Angeles area.

Fee + \$500 - Travel Fee outside the greater Los Angeles area.

Pilot-in-Command Agreement

The Designated Pilot Evaluator and I understand the necessity to accomplish a valid test. Certain documents, briefings, procedures, and maneuvers are required. All such elements shall be complied with in the manner required by the Administrator. Current policy references utilized are covered by the following:

1. Pretest Checklist
2. Airmen Certification Standards (ACS)
3. Plan of Action
4. Applicant Verification (this form)
5. IACRA Application / FAA Form 8710-1
6. Pilot's Bill of Rights Notice 8900.195
7. Pre-Test, Pre-Flight, and Post-Flight Briefings

Following review of the foregoing items, I presented my pilot logbook(s) to the evaluator for review. I certify their content to be accurate and sufficient, and further certify that my aeronautical (flight) and ground training experience qualify me to take the practical test for the requested certificate and/or rating sought.

I understand pursuant to 14 CFR 61.47 that I shall be the Pilot-In-Command at all times during the practical test. I understand the Designated Pilot Evaluator is specifically and legally exempt from the duties of Pilot-in-Command.

I understand the issuance of a certificate and/or rating following completion of the required practical test only represents that I met the minimum standard required by the FAA on one given date under favorable conditions. The evaluator and the FAA encourage continued study, training, and aeronautical experience to remain current and proficient, and to effectively conduct safe operations in aircraft while acting as Pilot-In-Command. I understand issuance of any certificate and/or rating implies that I can exercise the privileges of that certificate and/or rating under all conditions or circumstances. Therefore, under the burden of such, I will at all times be responsible to exercise discretion and sound judgment when acting as Pilot-In-Command of any aircraft.

I hereby indemnify the Designated Pilot Evaluator from any liability arising from any circumstance relating to this certificate and/or rating, or my operation of an aircraft.

I also agree that the fee the evaluator charged for the Practical Test is reasonable.

I have represented to the evaluator that the aircraft I have provided for the Practical Test is airworthy and that I have been authorized to use it for this purpose on this date by the owner/operator.

I understand that the Designated Pilot Evaluator is required to evaluate my performance on each of the Tasks outlined within the FAA Airmen Certification Standards for the certificate and/or rating sought. I understand it is my responsibility to be familiar with the contents the Airmen Certification Standards, and I certify that I have done so in preparation for this practical test.

During the test the evaluator is not allowed to give flight instruction, and no second chances will be provided, as mandated by FAA policy.

To the best of my knowledge, the preceding is a true and correct statement of the activities that will be conducted on this Practical Test.

Print

Signature

Date