

Instrument Rating - Airplane Pretest Checklist

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

| | | | |
|-----------------|--|----------------|--|
| TEST DATE: | | Applicant FTN: | |
| Applicant Name: | | Certificate #: | |

*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 Instrument Rating - Airplane 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 61.65:

- Hold at least a current private pilot certificate
- Be able to read, speak, write, and understand the English language
- Passed the required knowledge test on the aeronautical knowledge areas listed in 61.65(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 Airmen 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.

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; Instrument Flying Handbook, Instrument Procedures Handbook, 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.

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2) Integrated Airmen Certification and Rating Application - IACRA

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

3) WINGS Pilot Proficiency Program

The FAA has a free pilot proficiency program that has a full catalog of courses and activities for pilots to participate. Those courses and activities can count toward, and even *be*, your biennial flight review. After the successful completion of your practical test, your evaluator will give you completion credits by validating your checkride activity.

- TASK:** If you haven't already participated in this program, go to FAASafety.gov and complete the 3-minute setup of your free account. Use your pilot certificate number while registering.

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4) 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 5, 6, and 7 explain what to bring to the Practical Test

5) 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.

A/C Tail #: _____ **A/C Type:** _____ **Hobbs:** _____ **Tach:** _____

| Inspection Type | Airframe Log Date / Hours | Engine Log Date / Hours | Propeller Log Date / Hours |
|--------------------------|---------------------------|-------------------------|----------------------------|
| Annual | | | |
| VOR ✓ Log (IFR Only) | | | |
| 100 Hour (as applicable) | | | |
| AD Compliance | Demonstrate Compliance | | |
| Transponder 91.413 | | N/A | N/A |
| ELT | | ELT Battery Due: | |
| 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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6) 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 10)

7) 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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8) Flight Plan, Weight & Balance, Performance

Scenario 1: After passing your Instrument Rating practical test, you decide to fly your significant other, and a bridesmaid to Monterey (KMRY) for a rehearsal dinner the night before a wedding, in which you're the Best-Man/Maid-of-Honor. Your front seat passenger weighs 165 lbs, and your rear seat passenger weighs 140 lbs. There are overnight bags and tuxes/gowns weighing 50 lbs total. There is also a 35 lbs gift. Please plan this flight, considering weight and balance, performance, airspace, and actual weather. (Omit bridesmaid if 2-seater.)

Scenario 2: After passing your Instrument Rating practical test, you decide to fly your significant other to San Luis Obispo (KSBP) to celebrate their birthday. You have reservations at their favorite hotel and restaurant. This is all a big surprise, and you told them to meet you at the airport at noon. Plan for their weight to be 130 lbs, plus your overnight bags that weight 50 lbs total. Please plan this flight, considering weight and balance, performance, airspace, and actual weather.

Scenario 3: After passing your Instrument Rating practical test you decide to save time and fly, rather than drive, to Sacramento for a meeting with your most important business client. You want to introduce him in person to your business partner, who weighs 180 lbs. This will be an overnight trip, so you both have overnight bags weighing 60 lbs total. 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: If the DPE gave you specific weather for your scenario, be prepared to answer questions based on that weather scenario.

Note: Neatness and accuracy will be graded.

(Ref. Private/Commercial 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: 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.

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9) Aeronautical Experience & Logbook Verification - Instrument Rating

AERONAUTICAL KNOWLEDGE – 14 CFR 61.65(b)

Note: Ensure the requirements for 61.65(b)(1-10) are all specifically annotated in the applicant's logbook (if they do not possess a graduation certificate from a home study course, or similar curriculum).

TASK: Read and become familiar with 14 CFR Part 61.65.

If you did NOT complete a home study course (or similar curriculum) with a graduation certificate, then your instructor MUST log ground instruction per 61.65(a)(3). 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. (This table is deliberately placed at the bottom of this page for double-sided printing.)

Instrument Rating Ground Log: Aeronautical Knowledge - FAR 61.65(b)

| Description | Date | Hours | CFI (or IGI) |
|---|------|-------|--------------|
| (1) Federal Aviation Regulations of this chapter that apply to flight operations under IFR; | | | |
| (2) Appropriate information that applies to flight operations under IFR in the "Aeronautical Information Manual"; | | | |
| (3) Air traffic control system and procedures for instrument flight operations; | | | |
| (4) IFR navigation and approaches by use of navigation systems; | | | |
| (5) Use of IFR en route and instrument approach procedure charts; | | | |
| (6) Procurement and use of aviation weather reports and forecasts; | | | |
| (7) Safe and efficient operation of aircraft under instrument flight rules and conditions; | | | |
| (8) Recognition of critical weather situations and windshear avoidance; | | | |
| (9) Aeronautical decision making and judgment; | | | |
| (10) Crew resource management, including crew communication and coordination. | | | |

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FLIGHT PROFICIENCY – 14 CFR 61.65(c)

Note: Ensure the requirements for 61.65(c)(1-8) are all specifically annotated in the ground portion of the applicant's logbook.

Instrument Rating Training Log: Flight Proficiency - FAR 61.65(c)

| Description | Date | Hours | CFII |
|--|------|-------|------|
| (1) Preflight Preparation; | | | |
| (2) Preflight Procedures; | | | |
| (3) Air Traffic Control Clearances and Procedures; | | | |
| (4) Flight by Reference to Instruments; | | | |
| (5) Navigation Systems; | | | |
| (6) Instrument Approach Procedures; | | | |
| (7) Emergency Operations; | | | |
| (8) Postflight Procedures | | | |

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

TASK: Check your logbook...if you don't see the training logged that specifies these Areas of Operation [e.g., "61.65(c)(6)"], then your instructor should add them. Just like on the previous page, you can print this table, have your instructor record your training sessions, and insert it in your logbook.

*If in doubt, print the above table, complete it, and attach into back of applicant's logbook.
It meets the requirement. (This table is deliberately placed at the top of this page for double-sided printing.)*

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AERONAUTICAL EXPERIENCE - 14 CFR 61.65(d)

TASK: Complete the following tables to verify that ALL aeronautical experience requirements have been met per 14 CFR 61.65.

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

50 Hours PIC Cross Country Total - 61.65(d)(1) TOTAL PIC X/C: _____

(Solo X/C as a Student Pilot counts towards this requirement.)

10 Hours must be in Airplanes TOTAL PIC X/C Airplanes: _____

40 Hours Actual or Simulated Instrument Time - 61.65(d)(2) TOTAL Instrument _____

May log time with a CFII in a FAA approved: BATD (10 hours) or AATD (20 hours)

FLIGHT TRAINING

15 Hours Instrument Flight Training - 61.65(d) TOTAL Instrument Training: _____

35 Hours Instrument Training (Part 141 Only)

3 Hours Dual Cross-Country IFR-Filed and Flown Training - 61.65(d)(2)(ii)
250nm along airways or directed routing by ATC, IAPs at each airport, and

3 different kinds of approaches with use of navigation systems.

One segment must be 100nm straight line distance between airports (Part 141 Only)

Note: You must have landed at each airport to a full stop.

| Date | From | To | Distance | Dual | Total Flight | Approach Type |
|------|------|----|----------|------|--------------|---------------|
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3 Hours Dual Flight Instruction within 2 Calendar Months of Practical Test – §61.65(d)(2)(i)

| Date | From | To | Dual | 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 61.109 and **AC 61-65**.

- Log of training per §61.65(a)(5) in areas of operation noted in §61.65(c)
- Logbook endorsement(s) - **Reference: AC 61-65 (as revised)**
 - Conducted ground training or reviewed home study course in areas (§61.65(b)(1-10)) certifying applicant is prepared for the knowledge test (§61.65(a)(4))
 - Flight training in areas §61.65(c) and certifying applicant is prepared for the 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 and/or Recency pertinent to Aircraft Type used for Practical Test
 - Additional Aircraft Category §61.63(b) or Class §61.63(c)
 - Complex §61.31(e)
 - High Performance §61.31(f)
 - Pressurized & High Altitude §61.31(h)
 - Conventional Gear §61.31(i)
 - Night PIC §61.57(b) (in the event the practical test extends into night)**

10) 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 these fees. **You may pay the Test fees using either cash or Zelle.**

\$1000 - Private, Instrument

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

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

Retest and Continuances are \$500, unless it's a full retest (oral & flight).

Travel Fees

Fee + \$250 - Travel Fee outside KWHP or KVNY, but within greater Los Angeles area.

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

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11) Pilot's Bill of Rights and the Privacy Act Statement Documents

On the day of your Practical Test, your evaluator will present you with the following two documents prior to your signing of the 8710 application in IACRA. These two documents are faithfully displayed below so you may read them if you are interested in their contents.

Your signature on this form (FAA Form 8710-1) acknowledges that you received the Pilot's Bill of Rights Written Notification of Investigation at the time of this application.

PILOT'S BILL OF RIGHTS WRITTEN NOTIFICATION OF INVESTIGATION

The information you submit on the attached FAA Form 8710-1, Airman Certificate and/or Rating Application, will be used by the Administrator of the Federal Aviation Administration as part of the basis for issuing an airman certificate and/or rating to you under Title 49, United States Code (U.S.C.) section 44703(a), if the Administrator finds, after investigation, that you are qualified for, and physically able to perform the duties related to the certificate and/or rating for which you are applying. You also submit FAA Form 8710-1 with documentation to the Administrator to identify and validate flight instructor recent experience (recency). Therefore, in accordance with the Pilot's Bill of Rights, the Administrator is providing you with this written notification of investigation of your qualifications for an airman certificate and/or rating, or flight instructor recency:

- The nature of the Administrator's investigation, which is precipitated by your submission of this application, is to determine whether you meet the qualifications for the airman certificate and/or rating you are applying, or flight instructor recency information you are submitting, as applicable, under Title 14, Code of Federal Regulations (CFR) part 61.
- Any response to an inquiry by a representative of the Administrator by you in connection with this investigation of your qualifications for an airman certificate and/or rating, or flight instructor recency may be used as evidence against you.
- A copy of your airman application file for this date is available to you upon your written request addressed to:

Federal Aviation Administration
Airmen Certification Branch,
AFB-720 P.O. Box 25082
Oklahoma City, OK 73125-0082

(If you make a written request for your airman application file, please provide your full name, date of birth or airman certification number for identification purposes, and the date of application.)

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FAA Form 8710-1, AIRMAN CERTIFICATE AND/OR RATING APPLICATION

PRIVACY ACT STATEMENT:

This statement is provided pursuant to 5 U.S.C. § 552(a):

The authority for collecting this information is contained in 49 U.S.C. §§ 40113, 44702, 44703, 44709, 44710, 44711 (a)(2) and 14 CFR Part 61. The principal purpose for which the information is intended to be used is to identify and evaluate your qualifications and eligibility for the issuance of an airman certificate and/or rating. A person holding a flight instructor certificate also submits this form to the Administrator with documentation to identify and evaluate establishment of recent experience (recency). Submission of the data is mandatory, except for the applicant's/individual's social security number which is optional. Failure to provide all required information will result in the FAA being unable to issue you a certificate and/or rating, or accept a flight instructor's submission to validate a new recency period. The information collected on this form will be included in a Privacy Act System of Records known as DOT/FAA 847, titled "Aviation Records on Individuals" and will be subject to the routine uses published in the System of Records Notice for DOT/FAA 847 (www.dot.gov/privacy/privacyactnotices), including:

- (a) Providing basic airmen certification and qualification information to the public upon request. Examples of basic information include:
 - The type of certificate(s) and/or rating(s) held, limitations, date of issuance and certificate number;
 - The status of the airman's certificate (i.e., whether it has been amended, modified, suspended or revoked for any reason);
 - The airman's home address, unless requested by the airman to be withheld from public disclosure per 49 U.S.C. 44703(c);
 - Information relating to an airman's physical status or condition used to determine statistically the validity of FAA medical standards, the date, class, and restrictions of the latest physical;
 - Information relating to an individual's eligibility for medical certification, requests for exemption from medical requirements, and requests for review of medical certificate denials.
- (b) Using contact information to inform airmen of meetings and seminars conducted by the FAA regarding aviation safety.
- (c) Disclosing information to the National Transportation Safety Board in connection with its investigation responsibilities.
- (d) Providing information about airmen to Federal, State, local and tribal law enforcement agencies when engaged in an official investigation in which an airman is involved.
- (e) Providing information about enforcement actions, or orders issued thereunder, to Federal agencies, the aviation industry, and the public upon request.
- (f) Making records of delinquent civil penalties owed to the FAA available to the U.S. Department of the Treasury and the U.S. Department of Justice (DOJ) for collection pursuant to 31 U.S.C. 3711(g).
- (g) Making records of effective orders against the certificates of airmen available to their employers if the airmen use the affected certificates to perform job responsibilities for those employers.
- (h) Making airmen records available to users of FAA's Safety Performance Analysis System (SPAS), including the Department of Defense Commercial Airlift Division's Air Carrier Analysis Support System (ACAS) for its use in identifying safety hazards and risk areas, targeting inspection efforts for certificate holders of greatest risk, and monitoring the effectiveness of targeted oversight actions.
- (i) Making records of an individual's positive drug test result, alcohol test result of 0.04 or greater breath alcohol concentration, or refusal to submit to testing required under a DOT-required testing program, available to third parties, including current and prospective employers of such individuals. Such records also contain the names and titles of individuals who, in their commercial capacity, administer the drug and alcohol testing programs of aviation entities.
- (j) Providing information about airmen through the Civil Aviation Registry's Comprehensive Airmen Information System to the Department of Health and Human Services, Office of Child Support Enforcement, and the Federal Parent Locator Service that locates noncustodial parents who owe child support. Records in this system are used to identify airmen to the child support agencies nationwide in enforcing child support obligations, establishing paternity, establishing and modifying support orders and location of obligors. Records listed within the section on Categories of Records are retrieved using Connect: Direct through the Social Security Administration's secure environment.
- (k) Making personally identifiable information about airmen available to other Federal agencies for the purpose of verifying the accuracy and completeness of medical information provided to FAA in connection with applications for airmen medical certification.
- (l) Making records of past airman medical certification history data available to Aviation Medical Examiners (AMEs) on a routine basis so that AMEs may render the best medical certification decision.
- (m) Making airman, aircraft and operator record elements available to users of FAA's Skywatch system, including the Department of Defense, the Department of Homeland Security (DHS), DOJ and other authorized Federal agencies, for their use in managing, tracking and reporting aviation-related security events.
- (n) Other possible routine uses published in the Federal Register (see Prefatory Statement of General Routine Uses for additional uses (65 FR 19477-78) For example, a record from this system of records may be disclosed to the United States Coast Guard (Coast Guard) and to the Transportation Security Administration (TSA) if information from this system was shared with either agency when that agency was a component of the Department of Transportation (DOT) before its transfer to DHS and such disclosure is necessary to accomplish a DOT, TSA or Coast Guard function related to this system of records.

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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