

# Practical Test Checklist

## Commercial Pilot ASEL

**Please Print this and bring it with you, completed, to the practical test. Thank you!**

### Applicant Information

Name:

Phone:

Email:

Application ID:

FTN:

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, maybe in your logbook.

### CFI Information

Name:

Phone:

Email:

Certificate# \_\_\_\_\_

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 fully prepared prior to presenting yourself for 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 guidance (FAR/AIM, ACS, etc.) to ensure compliance with all regulations. Doing so will be very helpful and will ensure better results and performance. Flight Instructors must use care while recommending the applicant for ratings, ensuring they meet all requirements.

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### 1) Airmen 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 examiners 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. Failure to become familiar with this document will greatly increase the applicant's chances of receiving a notice of disapproval.

**Thoroughly know the ACS.** Appendix 9 of the ACS lists reference materials that will help you acquire knowledge to thoroughly understand the tasks in the ACS. Use these reference materials to study (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 to ensure applicant's mastery of the aircraft.

### 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 assigned FTN number in the space provided.

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

This information is important and necessary. The examiner 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. **Print the 8710 form** and carefully review it. At the beginning of the practical test, you (the applicant) will login to IACRA to sign your application.

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

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

**Note:** Block B (SSN): enter DO NOT USE 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.

### 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 examiner 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**

**TASK:** Locate and explain to the examiner the following:

**You must bring the records that demonstrate airworthiness to the practical test.**

**Note:** If your aircraft is on a **Phase Inspection Program**, have appropriate documentation to demonstrate airworthiness, however, the completion of the following table is not required.

☐ Aircraft Logbook(s): Complete the table.

Inspection Type	Airframe Date / Hours	Engine Date / Hours	Propeller Date / Hours
Annual			
Transponder 91.413		N/A	N/A
ELT		N/A	N/A
Pitot-Static (IFR Only) 91.411		N/A	N/A
VOR (IFR Only)		N/A	N/A
AD Compliance	Demonstrate Compliance	Demonstrate Compliance	Demonstrate Compliance

**NOTE:**

**Not all aircraft inspections are required for certain practical tests.**

**A separate propellor log is not required.**

**A 100 hour inspection is not required for a practical test. An Annual Inspection is.**

☐ AROW Documents

☐ Airworthiness Certificate

☐ Aircraft Registration – Check Expiration (expires every three years): Date:

☐ Operating Limitations (Typically POH/AFM)

☐ Weight and Balance (N number specific)

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**5) Airmen Documents**

**TASK:** Bring the **ORIGINALS**, as well as color **COPIES (Where \* is noted)** of the following:

☐ Pilot Certificate \*

☐ Medical Certificate \*

☐ Government-Issued Photo Identification \*

☐ FAA 8710-1 form or IACRA copy \*

☐ Knowledge Test Results – Original (Old style with PLT codes have raised seal)

\* ☐ 141 Certificate (if applicable)\*

☐ Pilot Logbook

☐ Name in from of logbook

☐ All pages signed

^^^ **EVERY page and every column on every page totaled** ^^^

## 6) Personal Equipment

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

Flight Computer and Plotter

Flight Plan Form

Current resources, as appropriate:

- FAR/AIM
- Airplane Flying Handbook / Pilot's handbook of Aeronautical Knowledge
- ACS
- Chart Supplement
- Appropriate Charts and Publications or iPad with ForeFlight or similar

## 7) Flight Plan, Weight & Balance and Performance

**TASK:** Contact the examiner for a flight plan assignment. The flight plan may be paper or electronic. 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 and the aircraft must be clean and free of all mechanical problems. **The applicant is solely responsible to create the flight plan without instruction.**

**Note:** Neatness and accuracy will be graded.

(Ref. ACS 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 by either calling FSS or logging on to [1800WXBRIEF.COM](http://1800WXBRIEF.COM) (\*website preferred). Please take written notes on your briefing to discuss during the test.

**TASK:** Complete a weight and balance for the conditions on the day of your practical test. Please use 145 lbs for the examiner weight. 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). Use the following blank spaces to help yourself, however, if you have your own form that you/your school prefer, that will work as well.

Empty Weight: Takeoff CG:

Front Seats Weight: Landing CG:

Rear Seats Weight: Takeoff Weight: Baggage Weight: Category: Normal or Utility (Circle one) Fuel

at Takeoff: Fuel at Landing: Legal Reserves (minutes and gallons): Personal Reserves:

Risk Management (PAVE) is a large part of the practical test. Know the difference in legal vs. personal minimums and **proficiency vs. currency**.

Use the above to help determine Weight & Balance. You may bring your own forms to explain your weight and balance depending on if your aircraft manufacture uses tables or charts / graphs. In any case, be able to determine and explain weight and balance, the effects on a forward and aft CG and whether your CG moves forward or aft as you burn fuel.

**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 weight and conditions

*Make sure you thoroughly understand density altitude and its affect on aircraft performance. Landing at a high elevation airport with calm surface winds, would your IAS on final approach be any different than at sea level? How will the altitude affect your speed at touchdown? Will this affect your landing distance? This is a good exercise to make sure you understand TAS.*

## 8) Aeronautical Experience & Logbook Verification– Commercial Pilot

**TASK:** Read and become familiar with 14 CFR Part 61, Subpart F – specifically 61.123, .125, .127, and .129.

**TASK:** Complete the following checklist to verify that ALL aeronautical experience requirements have been met per 14 CFR 61.127 and 61.129. Then, *in addition to bookmarking the experience in the applicant's actual logbook*, fill in the appropriate Aeronautical Experience tables.

### **ELIGIBILITY REQUIREMENTS – 14 CFR 61.123:**

Be at least 18 years of age

Be able to read, speak, write, and understand the English language

Pass the required knowledge test on the aeronautical knowledge areas listed in 61.125

### **AERONAUTICAL KNOWLEDGE – 14 CFR 61.125:**

**\*\*Must log ground instruction (61.125(a)). When making entry, reference the specific FAR. This means there will probably be at least 15 ground instruction entries.**

Ensure the requirements for 61.125(b)1-15

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

### **AERONAUTICAL KNOWLEDGE – 14 CFR 61.125:**

61.125(b)	Subject	Date	Ground Instruction Time	Instructor Endorsement
1	FARs			
2	Accident Reporting Requirements			
3	Aerodynamics & Principles of Flight			
4	Aviation Weather			

5	Safe & Efficient Operation			
6	Weight & Balance			
7	Performance Charts			
8	Exceeding Aircraft Performance Limits			
9	Aeronautical Charts			
10	Use of Navigational Facilities			
11	ADM & Judgement			
12	Aircraft Systems			
13	Maneuvers & Emergency Ops			
14	Night & High Alt. Operations			
15	National Airspace System			

## **AERONAUTICAL EXPERIENCE – 14 CFR 61.129** (141 requirements will vary)

### **FLIGHT EXPERIENCE REQUIRED**

- 250 Hours Total TOTAL TIME:
  - 100 Hours in Powered Aircraft POWERED AIRCRAFT TIME: • 50 Hours in Airplanes AIRPLANE TIME:

### **PIC EXPERIENCE REQUIRED**

- 100 Hours PIC TOTAL PIC:
  - 50 Hours PIC in Airplanes TOTAL PIC AIRPLANE:
- 50 Hours PIC XC TOTAL PIC XC:
  - 10 in Airplanes TOTAL PIC XC AIRPLANE:

### **FLIGHT TRAINING REQUIRED (DUAL)**

- 20 Hours Dual Flight Training TOTAL INSTRUCTION:
- 10 Hours Instrument Training (5 ASEL) TOTAL IFR DUAL:

- 10 Hours Dual Complex, Turbine, or TAA TOTAL:
- 100 NM Dual Day XC FLIGHT:
- 100 NM Dual Night XC FLIGHT:
- 3 Hours Dual in preceding 2 calendar months TOTAL:

Note: The two, 100NM XCs must occur after the applicant received their private pilot certificate.

Note: 61.129(a)(3)(i) is very specific. Make sure the CFI annotates in the remarks of the logbook attitude instrument flying, partial panel skills, recovery from unusual flight attitudes, and intercepting and tracking navigational systems.

**SOLO or while performing the duties of PIC with an authorized instructor on board • 10 Hours Solo TOTAL SOLO TIME:**

- 300 NM XC, 3 stops, 250 NM leg FLIGHT:
- 5 Hours Night Solo TOTAL NIGHT SOLO:
- 10 landings at a towered airport at night TOTAL:

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

## 9) 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**.

The following are a template only. These do not have to be used.

### **Flight Proficiency / Practical Test §61.127 & §61.129**

I certify has received the required training in accordance with §§ 61.127 and 61.129. I have determined he/she is prepared for the *Commercial Pilot* practical test.

Instructor Endorsement:

### **Review of Deficiencies Identified on Airman Knowledge Test §61.39(a)(6)(iii)**

I certify has demonstrated satisfactory knowledge of the subject areas in which he/she was deficient on the *Commercial Pilot* airmen knowledge test.

Instructor Endorsement:

### **Prerequisites for Practical Test §61.39(a)(6)(i) & (ii)**

I certify has received and logged training time within 2 calendar-months preceding the month of application in preparation for the practical test and he/she is prepared for the required practical test for the issuance of a *Commercial Pilot* certificate.

Instructor Endorsement:

Retesting after a failure

- Additional Aircraft Category or Class -

The following endorsements may be required: -



## Conventional Gear

- High Performance
- Complex
- High Altitude

For Examiner Use	
Appointment Time	
Test Begun	
Ground Portion Ended	
Engine Start	
Engine Shutdown	
End Test	01/01/2021 Revision