

# Commercial Pilot ASEL Practical Exam Eligibility Determination Checklist

(things DPE will check BEFORE the exam can begin, so CFI and Applicant please be prepared)

## Documents: Eligibility Determination

- Photo ID (61.3(a)(1)(2), AC 61.65 Appendix 2)
  - U.S. State issued driver's license or ID, Passport, or US Armed Forces ID Card: Must be unexpired, government issued
  - Name is consistent with name on Airman's Knowledge Test Results & with name on 8710-1 application
  - Meets minimum age requirement (private: 18 years of age per 61.123(a))
- US Private Pilot Certificate (61.123(h)) **Number** \_\_\_\_\_
- Current Medical Certificate (61.3(c)(1)(2), 61.39(a)(4))
  - Minimum 3rd Class Medical (for testing purposes) 61.23(a), or Basic Med (61.113(i), 61.23(c)(3), Part 68, AC 61-8)
- Original Airman's Knowledge Test (AKT) results (FAA written)
  - AKTs taken prior to January 13, 2020: the original paper test result with legible raised seal MUST be presented (61.39(a)(2))
  - AKTs taken on or after January 13, 2020: the AKT result may be displayed in IACRA only
  - Minimum score 70% (61.39, 61.35(b), FAA-G-8082-17 Test Guide)
  - Must have been taken within 24 calendar months prior to the practical test (61.39(a)(1))
  - Name on the test result must match Photo ID (AC 61.65)
  - **Missed test question subjects will be retested during practical exam**
- English: read, write, & converse fluently in English, 61.103(b), AC 60-28, 61.65a).
- IF 141 Grad:** 141 Graduation Certificate (signed within 60 days prior to test, **141 school graduates only**)
- IF Retest:** provide a copy of *Notice of Disapproval, New endorsed 8710-1, and logbook endorsement as below*
- IF resuming a practical test under a Letter of Discontinuance,** provide a copy of the *Letter of Discontinuance*

## Logbook Endorsements (AC 61.65x)

- Practical test prerequisites logbook endorsement (FAR 61.39, reference AC 61.65H Page A6, paragraph A1, A2)
  - date of endorsement is within 2 calendar months prior to test date
  - applicant is prepared for practical test
  - all missed FAA Knowledge Test questions remediated by CFI
- Flight Training endorsement (proficiency/practical test ((61.123(e), 61.127, 61.129, ref. AC 61.65H Page A12, para. A35).
- Current Flight Review per FAR 61.56, reference AC 61.65H Page A18, paragraph A65), or if and added category applicant (i.e., Commercial Rotorcraft applicant seeking Commercial Airplane), a 61.31(d)(2) endorsement.
- Evidence of ground training of 61.125 in logbook or on home study course.
- Airman Knowledge Test (AKT) endorsement (FAA written) ((61.35(a), 61.123(c), 61.125 (to take AKT), reference AC 61.65, page A12, paragraph A34 (if available in logbook))
- If a retest after an unsatisfactory practical test: Logbook endorsement per 61.49, ref. AC 61.65H p. A19 para. A73.*

## Part 61 Minimum Commercial Aeronautical Experience for Total, Dual, Solo categories (61.103(f)), (61.109(a)):

- Total Flight Time:** 250 total hours pilot flight time (61)

Part 61 <b>Minimum</b> Record of Pilot Time Table (to compare to IACRA 8710) ("V" = variable per applicant logbook)									
Total	Instruction Received	Solo	PIC	X-country Instruction	X-country solo	X-country PIC	Instrument Actual / Sim'd	Night Instruction	Night Take-off / Landing PIC
250	20	10	100	V	V	50	10	V	10

Remember: AATD (across bottom row) and class (i.e. SEL PIC) (right side) to be recorded below

- 100 powered, **50 of which is airplane time**
- 100 hours PIC (**50 in airplanes AND 50 cross-country, 10 of which must be in airplanes**)
- A maximum of 50 hours of FFS, FTD dual time per 61.129(i)(i) or,
- A maximum of 50 hours of ATD dual time per AC 61.136B Appendix C, PP C2 and the ATD device LOA may be credited to total time. Applicant will provide proof of applicability of device in all cases.

- Dual Flight Time:** 20 hours dual received from CFI from 61.127(b)(1) **INCLUDING:**
  - 10 hours dual maneuvering solely by reference to instruments (MSRI) by CFI (**5 of the 10 must be in ASEL**): 1) attitude instrument flying; 2) Partial Panel Skills; 3) Interception and tracking navigational systems; 4) Recovery from unusual attitudes
  - 10 hours dual complex time, or 10 hours dual TAA time, or 10 hours Turbine dual time or any combination thereof.  
*Note: a pair of Garmin G5 flight instruments installed to an instrument panel does not constitute PFD/MFD TAA time (61.129(j)).*
  - 2-hour daytime cross-country flight greater than 100 NM from point of departure
  - 2-hour nighttime cross-country flight greater than 100 NM from point of departure
  - 3 hours ASEL test preparation within the preceding 2 calendar months
- Solo or Supervised PIC Flight Time:** 10 hours solo (or supervised PIC) flight time ASEL including
  - Solo cross-country => 300 NM total, landings min of three points, one leg => than 250 NM.
  - Solo 5 hours night VFR with 10 take-offs & landings each with a **flight in airport pattern with an operating control tower.**

## **Commercial Pilot ASEL Practical Exam Eligibility Determination Checklist** (things DPE will check BEFORE the exam can begin, so CFI and Applicant please be prepared)

### **IACRA**

- 8710-1 application via IACRA properly completed (61.39(a)(7))
    - Signed by applicant
    - Signed by recommending instructor
    - Name on application must be consistent with name on ID
    - Flight hours entries must meet minimum hours per regulations (see checklist herein)
    - Note: for retest appointments, a separate 8710-1 & additional CFI logbook endorsement per 61.49 is required
  - 8710-1 Paper Form copy (61.39(a)(7)) (**Recommended** in case of IACRA unavailability)
    - Signed by applicant
    - Signed by recommending instructor
- Required Equipment (aircraft):** Note: applicant must demonstrate that aircraft used for the practical test is an eligible aircraft
- Required aircraft documents valid, current and available on board the aircraft (ARROWS)
    - Airworthiness Certificate (readable, applicable by serial number)
    - Registration Certificate (unexpired); Radio Station License and Restricted Telephone Operator's Permit (RRTOP) if operated internationally
    - Owner's Manual, POH, or AFM as applicable to aircraft
    - Weight and Balance: Current and applicable
    - Supplements: Applicable Aircraft Flight Manual Supplements (AFMS) (i.e., added instruments or equipment like GPS, ADS-B, G5)
  - Original A/C maintenance logs available on test day (to be used for airworthiness determination)
  - Annual, 100-hour, or progressive inspections current as required by operation
  - AD compliance list available, current, showing one-time and reoccurring AD compliance
  - Aircraft must be acceptable per FAR 61.45: (US Registry, appropriate category and class (ASEL)), standard or special airworthiness certificate)

### **Personal Equipment**

- Completed cross country and weight and balance scenario assignment from DPE including:
  - flight log (checkpoints, course, heading, altitude, distances, and time etc. using actual weather for the day)
  - fuel calculations for the assigned cross country using actual weather for the day
  - weather and go-no-go decision using actual and simulated weather for the day
- FAA flight plan form filled out in its entirety for the assigned cross country (be aware ICAO is now the required flight plan).
  - Aircraft performance using actual weather for the day
  - Completed weight and balance per DPE scenario
- Appropriate Aeronautical charts and appropriate Chart Supplement for the area and cross-country planning
- E6B or equivalent, Plotter or equivalent
- Flight Log and Flight Plan form
- Airman's information Manual (AIM), Current 14 CFR, Current Airman Certification Standards (ACS)

### **Common errors that delay the start of a practical test or cause rescheduling issues:**

1. Forgetting the 61.39 logbook endorsement that is always required even when 61.127 & 61.129 are given.
2. Using the lower portion of the AKT (FAA written) as a **practical** test endorsement. This form was designed for retests of the AKT (FAA written) not the practical exam.
3. Failure to construct endorsements essentially per AC 61.65H (or current version).
4. Failure to cite appropriate FARs in endorsements.
5. Failure to meet all Total, Dual, and Solo/supervised PIC requirements and document in the pilot logbook.
6. Dual and Supervised Solo experience may not be mixed during the 10 required hours of 61.129(a)(4).
7. The cross-country requirements of 61.129 may not be credited on the basis of other cross-country time accomplished for other certificates and ratings (i.e., instrument long cross-country per 61.65(d)(2)(ii)(A)(B)(C)).
8. Failure to provide the **ORIGINAL** Airman Knowledge Test (AKT) results with raised seal if taken prior to Jan. 13, 2020.
9. Failure to meet the 5 hours SOLO, Night, VFR **hours** per 61.129(a)(4)(ii) (can be supervised PIC if noted as such),
10. Failure to meet the **10 SOLO, Night, VFR take-off & landings airport with operating control tower** per 61.129(a)(4)(ii)
11. Failure to tab ALL the preceding FAR requirements in the logbook for quick reference **BEFORE** test day.

***If you can't prove it you can't test! Let's not waste a perfectly good flying day on documentation errors!***