# ***BEING PREPARED FOR YOUR CHECK RIDE***

Version 3.5 (Dec 2025)

## QUALIFICATIONS - *APPLICANT*

Please review this document carefully to ensure you come prepared with all the required items to avoid any delays or inability for me to qualify you or the test. If we have to contact the CFI and/or school to get the information, this likely results in delays or even an inability to complete the check ride. Please have all the required experience flights tabbed or marked in some way to expedite my audit for qualification. Electronic logbooks are great, but the ForeFlight *"Private Pilot ASEL progress toward check ride"* can be misleading due to the way flights are entered. We still need to verify each and every requirement with the individual flight data. The day of the check ride is not the day to find out that you are missing items, lost your medical certificate etc. Make sure that you have all your documents in order and ready for the check ride.

## QUALIFICATIONS - *AIRCRAFT*

Please do not wait until the day of the practical exam to review the aircraft logbooks for the first time. Sometimes it can be difficult for applicants to find the required inspections since different maintenance shops log the maintenance differently. Spend time with your CFI and get familiar with the logbooks. For example, some airplanes have an avionics logbook that is separate from the airframe logbook. In order to avoid confusion or being sent home for an aircraft that does not meet the requirements for a check ride, make sure to review and tab/mark the required inspections so they are easy to find.

## PAPERWORK COMPLETION

Make sure all the required paperwork is completed, especially IACRA and endorsements. Some applicants arrive without a completed or signed IACRA from their CFI. Also, make sure everything in IACRA is correct. **You can select "DO NOT USE" for your social security number to help protect your personal information**. If something in IACRA does not match your other documents, please reach out to your school, instructor, or me ahead of time so we can go over everything else you might need. Make sure you have your medical and pilot certificate ready for your checkride as well.

## TECHNICAL

Getting locked out of IACRA due to an incorrect password can create delays. Many people use electronic flight bags (EFB) and iPads etc, with their password saved. You will need to access IACRA as part of your check ride. Please have your password written down or saved ahead of time. If you plan to use an iPad to access IACRA, a common issue is that pop ups are blocked.

## EQUIPMENT FOR THE EXAM

If you are using an EFB, make sure all charts and reference materials are downloaded ahead of time and current. Make sure that your EFB has enough battery life. It's a good idea to have a backup as well, (current paper charts). If taking an Instrument Rating checkride, make sure the aircraft database is current and ready for your check ride. An out of date database is a **NO GO!** Make sure to bring a view limiting device (if required) and/or instrument covers for the partial panel portion of your exam (if required).

## REQUIREMENTS FOR THE EXAM

When you schedule your exam, you will receive a web link wit information detailing a scenario that often includes a cross country and weight and balance. While electronic methods of flight planning area allowed, you will likely be asked to perform performance calculations manually and perform cross country flight planning.

## ***Tips for Success:***

- Come to the briefing room with all required documents. This includes the airworthiness, registration, and POH from the aircraft.
- Ensure the aeronautical experience requirements and endorsements are easy to find in your logbook (i.e. tabbed in advance.)
- The oral portion of the exam will be tailored to your experience, background, and the deficient areas on your knowledge test. Make sure you are proficient in the areas missed on your knowledge test.
- If you will be using a reference publication or tool (such as an EFB), make sure you know how to use it and find the information you're looking for.

If a flight plan or weight and balance is required, you will be given the information in advance so you can have it prepared and completed for the oral and flight portions.

**Please make sure to bring along the following as required:**

- Government Photo ID
- IACRA username/password & FTN #
- Current Medical
- Pilot Certificate
- Logbook (with the aeronautical experience requirements and endorsements tabbed and easy to find)
- Knowledge test results
- Required endorsements tabbed and easy to find- (i.e., 3 hours in the preceding 60 days, prepared for practical test, and deficient areas on the knowledge test)
- IACRA 8710 filled out with recommending instructor (print and bring in case of an IACRA outage)
- Previous Letter of Discontinuance, Letter of Disapproval and Training Required, if applicable.

**Aircraft requirements:**

- Required documents (AROW) – Bring the airworthiness and registration with you to the briefing room.
- Maintenance logbooks, with the requirements easy to find (tabbed), including proof of:
    - Annual inspection
    - Transponder (if required)
    - Static (if required)
    - 100 hour inspection (if required)
    - AD compliance list
    - AFM or POH
    - Aircraft suitable for practical test

**Applicant required equipment:**

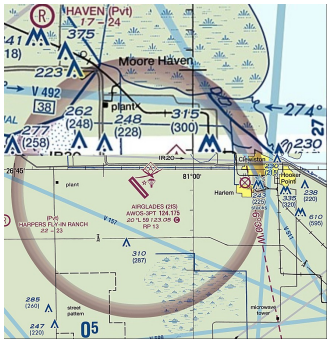
- View limiting device (if required)
- Current charts/EFB
- Flight plan form, flight log, weight & balance, computer & plotter
- Other required current documents, books, manuals, etc.

**Notes:**

EFBs will be allowed to meet all ACS tasks. All equipment in the airplane is allowed to be used, however you may be evaluated on systems failures and malfunctions as detailed in the ACS. If using an EFB, it is recommended that you also bring a form of backup (current paper charts as required) in the event of a failure of your EFB. If your EFB fails due to heat, dead battery, or mechanical failure and the required ACS tasks are unable to evaluated, then that will result in an unsatisfactory outcome. All electronic devices must comply with CFR 91.21.

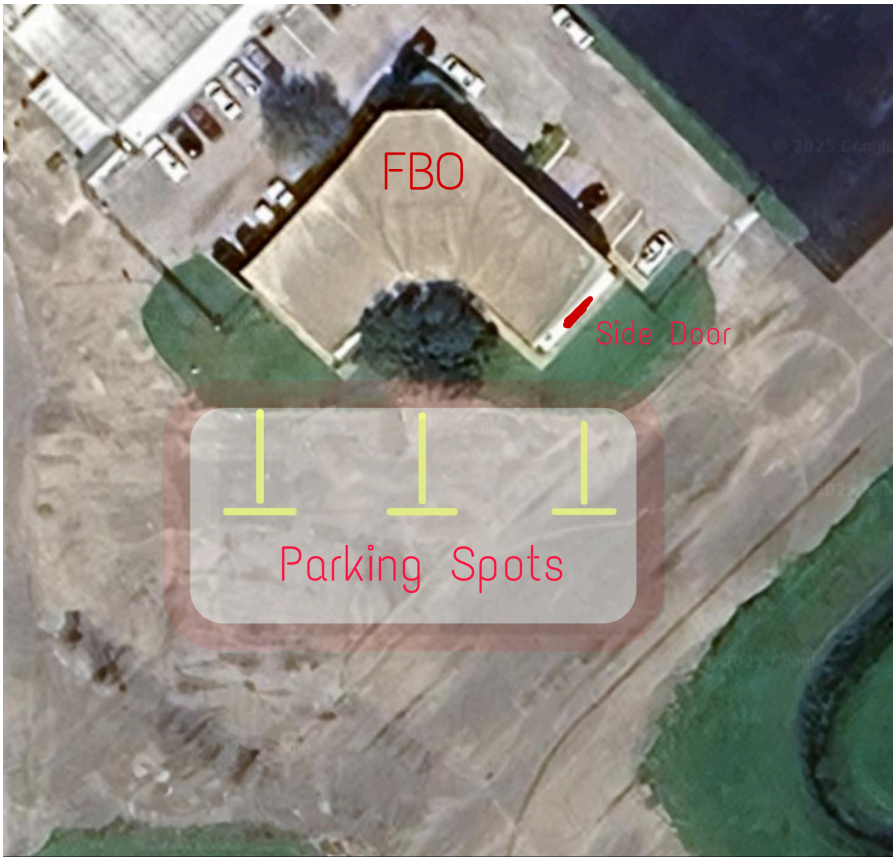
**LOCATION:**

Primary location airport is Clewiston Airglades Aiport (2IS) 1090 Airglades Blvd, Clewiston, FL




Parking at Airglades Airport:



**FEES:**

Contact examiner for current fee structure

Retest
*(Within 60 days of Notice of Disapproval)*
50% of initial fee

Continuance
*(see additional info under Policies)*
50% of initial fee

Booking/Admin Fee
Prior to booking a test, you will be required to read this document, sign confirming you've read it and place a $500 deposit via web link for VENMO on last page. If you arrive unprepared or cancel outside of cancellation guidelines, this fee is non-refundable. Otherwise, it will be deducted form checkride fee and you will be required to bring balance in cash.

**POLICIES:**

**Payment**
I accept cash (USD) and cashier's check only. I do not accept credit cards or personal checks.

**Out of Area Tests**
Tests outside my service area require individual consideration. These are handled on a case-by-case basis.

**Testing Area**
If I'm meeting you at a designated airport,you must provide a private area free of distractions. I provide my own internet and printer.

**Retest Fees**
The posted fee schedule applies only to retests for applicants who received a Notice of Disapproval on a previous practical test from me. Applicants seeking a retest after receiving a Notice of Disapproval from another examiner will be charged the full fee for the Practical Test regardless of tasks already completed on the first attempt, unless otherwise specified.

**Cancellation Fee**
The FAA requires that I provide a 24 hour minimum notice for a test. If you cancel your test in less than 24 hours, your deposit will be non-refundable.

**Continuance Fees**
In some cases I will not charge a fee to continue the test (within 60 days) in the event that a Letter of Discontinuance is issued (see the Unavoidable reasons, below.)

*Unavoidable reasons*
I recognize that sometimes, despite the best of intentions, issues which may cause a discontinuance are simply out of our hands. Therefore, I do not charge to continue a practical test at a later date (within 60 days of the Letter of Discontinuance) for the following reasons:

Unforecasted weather
Maintenance issue develops during the checkride
Unexpected illness
Other reasonable circumstances – at the examiner's discretion

**Continuance Fees (Cotinued)**

*Avoidable reasons*

In my experience, I have found that the vast majority of discontinuances are avoidable. Unless other arrangements are made, it is the applicant's responsibility to cancel the practical test in advance if there are concerns over weather or other factors. In the event that a Letter of Discontinuance must be issued, I will charge a "continuance" fee for the following reasons:

Weather is not suitable to the applicant despite checking forecast day prior, morning prior, etc

Airman presents unairworthy aircraft (issue detected after start of practical test)

Applicant chooses to discontinue for non-urgent personal reason

Others – at examiner's discretion.

**Deposit Forfeiture:**

Reasons, not limited to, for losing deposit:

The airman's logbook entries do not demonstrate that he/she has met the aeronautical experience requirements for the desired certificate or rating.

Applicant arrives without required documents including the aircraft maintenance records, proper endorsements, or identification

Applicant presents an unairworthy aircraft with an easily avoidable airworthiness issue

Cancelling inside of 24 hours

IF YOU A GREE TO THESE TERMS, SIGN BELOW AND INITIATE BOOKING DEPOSIT TO GET SCHEDULED.

Expert Aviation Inc

Tag: expertav

Zelle




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@ExpertAviationDPE

FAA Designated Pilot Examiner

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