

# Checkride Checklist

## Personal Documents & Identification

**Government-Issued Photo ID:** Such as your driver's license/passport .

**FAA Medical Certificate:** Ensure it is the current, signed copy and that you meet the validity requirements based on your age .

**Pilot Certificate:** Your student pilot certificate .

**FAA Knowledge Test Report:** Your passing result from the written exam .

**IACRA FTN (or 8710 Form):** Have your FAA Tracking Number (FTN) ready. If your instructor couldn't submit the application electronically, bring a printed and signed FAA Form 8710 .

**Pilot Logbook:** This must have all your required endorsements, including:

- Ground and flight training for the knowledge test .
- A logbook endorsement for the knowledge test .
- 3 hours of flight training within the preceding 2 calendar months .
- A final review and endorsement from your instructor for the checkride .

**Examiner's Fee:** Ask your instructor about the preferred method of payment (cash, check, or Venmo) to avoid any issues .

## Aircraft Paperwork & Status

You are acting as the Pilot in Command, so you must verify the airplane is airworthy. Have these documents organized and ready to show the examiner .

**Aircraft Logbooks:** You need the airframe, engine, and propeller logbooks to show compliance with all inspections .

Airworthiness Certificate

Registration Certificate

Operating Limitations (POH)

## Weight and Balance data

**Inspections:** Be prepared to prove that the aircraft has had a current Annual Inspection. Also, know the status of VOR checks (if you'll be using VOR navigation) and transponder/altimeter/pitot-static checks

## Oral Exam Preparation

The oral exam is "open book," so organization is key . The examiner wants to see that you know how to find the right answer.

**Current FAR/AIM:** Have a physical or digital copy that is up to date. Bookmark important sections like 61.23 (Medical Certificates), 61.113 (Private Pilot Privileges and Limitations), 91.103 (Preflight Action), and 91.205 (VFR Equipment) .

**Navigation Charts:** Bring all the sectional charts and terminal area charts you might need for your planned cross-country .

**Flight Plan:** Come with a fully planned cross-country flight, even if you don't end up using it. Include weather reports, NOTAMs, performance data (takeoff and landing distances), and weight and balance calculations .

**Plotter, E6B, and Nav Log:** Even if you use an EFB, have the backup tools to show you understand the fundamentals of flight planning .

**Copy of the ACS** - you are required to be familiar with the standards you are being held to. Know the ACS inside and out.

## Extras

View-limiting device (foggles, hood, etc.)

POH or AFM for the aircraft to be used in the practical test

A light snack and a bottle of water – up to you!

## Tips to get off on the right foot with the examiner

**Dress professionally** - First impressions matter a lot. The examiner only has a few hours to determine if you are going to be a liability to the national aerospace system.

**Personal hygiene** - don't stink and shower the night before. Brush your teeth.

**Be on time** - By that I mean be early. Plan to be sitting in the airplane with the engine off and choked 30mins prior to when you're meeting the DPE. Build in more time than you think.

**The night before.** Study till 8 or 9 pm then go to bed. Cramming at this point is not going to help you.

**Try to relax,** the examiner wants to pass you as much as you want to pass. Your instructor would not recommend you for the practical if you were not ready. Have confidence in your skills and be the pilot in command.