

CHECKRIDE PREP CHECKLIST & ENDORSEMENTS

1.1 Student actions (This checklist is to be completed AT MINIMUM 48 HOURS PRIOR to exam.)

- Review applicable ACS standards
- Logbook Review
 - **Private 61.109**
 - 40 hours total & 20 hours training OR (35hrs total & 30hrs training if 141)
 - 3hrs XC
 - 3hrs night
 - One 100nm night XC
 - 10 full stop night landings
 - 3hrs SIM IFR
 - 10hrs solo OR (5hrs solo if 141)
 - 5hrs solo XC (EXEMPT IF 141)
 - Solo long XC
 - 3 Towered solo landings
 - 3hrs in preceding 2 calendar months
 - **Instrument 61.65**
 - 35hrs flight training & 14hrs simulator allowed per 141.41(b)
 - 50hrs XC, 10 in airplane
 - 40hrs of SIM IFR or IMC
 - 3hrs IFR training in airplane prior 2 calendar months
 - 250nm XC w/ one 100nm leg & 3 different IAPs at each destination
 - **Commercial 61.129**
 - 250hrs total OR 120hrs if 141
 - 20hrs of training OR 55hrs training if 141
 - 100hrs PIC

- 50hrs XC PIC
 - 10hrs TAA 61.129(J) or Complex
 - One 2hr DAY XC to an airport 100nm away
 - One 2hr NIGHT XC to an airport 100nm away
 - 10hrs solo
 - One 300nm total XC w/ one 250nm leg with landings at 3 points
 - Only 250nm XC w/ 3 stops if 141
 - 10 Solo towered night landings
 - 5hrs night solo if 141
 - 3hrs flight training in airplane prior 2 calendar months
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- Graduation certificate (141)
 - Endorsements (see section 1.2)
 - IACRA (Student)
 - IACRA (Chief Affiliated)
 - IACRA (Instructor sign off)
 - Flying to other airport for exam? (**This checklist is to be completed AT MINIMUM 2 HOURS PRIOR to DEPARTURE**)
 - Review Flight Plan and Briefing to Airport of Checkride (not scenario planned for the exam).
 - Does you have?...
 - Proper Airport Diagrams
 - Chart Supp, Sectional, & E6B (foreflight...current & downloaded plates/info)
 - Fuel Stick
 - Fuel cup
 - Foggles/Hood
 - Spare Oil
 - Personal Docs
 - Proper Payment Method & Amount
 - FAR/AIM

You are responsible for showing up at minimum an hour early to account for maintenance or weather delays. You are also responsible for creating the plan to their destination and **SHOULD** be able to do so independently.

Stay in contact with DPE, notify ASAP after an issue occurs prior to departure or enroute.