Checkride Day Checklist

DPE plan-of-action style checklist for every level. Use it the night before to confirm your paperwork, the morning-of to brief yourself on oral topics, and during the ride as a maneuvers checklist. Walk in prepared.

Helicopter (Rotorcraft)

Private Pilot — Helicopter

ACS: FAA-S-ACS-29 (Private Pilot — Rotorcraft, Helicopter) · **Est. duration:** Oral ~2.5–3.5 hr · Flight ~1.5–2 hr

Applicant Documents

- ■ Government-issued photo ID (e.g., driver's license, passport)
- ■ Pilot certificate (or Student Pilot certificate for Private)
- ■ Current medical certificate (or BasicMed qualification documents if eligible)
- ■ Original FAA Knowledge Test report — valid (24 calendar months)
- ■ Logbook with all required endorsements tabbed and dated
- ■ IACRA application — confirmation number printed; printed 8710-1 for review
- ■ Graduation certificate (Part 141 only) — if applicable
- ■ TSA citizenship documentation (if non-US citizen)
- ■ Examiner's fee (cash, check, or per DPE agreement)

Aircraft Documents

- ■ Airworthiness certificate (visible to passengers)
- ■ Registration certificate (current; not expired)
- ■ Radio Station License (international ops only)
- ■ Operating limitations / RFM / POH (with current revisions)
- ■ Weight and Balance — current envelope; today's flight computed
- ■ Aircraft maintenance logbooks — engine and airframe (and prop where applicable)
- ■ Annual inspection — current (or 100-hour if applicable)
- ■ Airworthiness Directives — complied with
- ■ Transponder inspection — current within 24 calendar months
- ■ Pitot-static / Altimeter — current within 24 calendar months (IFR ops)
- ■ ELT inspection — current within 12 calendar months; battery within service life
- ■ VOR check log — within 30 days (IFR ops)
- ■ ADS-B Out — operational (per §91.225)
- ■ RFM compliance with SFAR 73 if R22/R44 (instructor and pilot endorsements)
- ■ 100-hour inspection if used for hire or for instruction provided by the owner

Oral Exam Areas

Pre-Test Briefing & Documents

© Walter Dusseldorp · North Country Heli Flight · flyheliadk.com

- ■ Confirm applicant eligibility per §61.103
- ■ Review medical (or BasicMed), knowledge test report, endorsements (A.32 / A.33 / A.35)
- ■ Verify aircraft documents (ARROW) and inspections (AAV1ATE)
- ■ Establish ground rules: take your time, use references, ask for clarification

I — Preflight Preparation

- ■ Pilot qualifications: §61.23 medical, §61.31 endorsements, §61.56 flight review, §61.57 currency
- ■ Airworthiness: §91.7, §91.203, §91.213 inoperative equipment, MEL vs §91.213(d), preventive maintenance §43 App. A
- ■ Weather: surface analysis, METAR, TAF, AIRMETs, SIGMETs, PIREPs, area forecast discussion
- ■ Cross-country planning: assigned XC — sectional, plotter, E6B/EFB, time/fuel/distance, terrain, weather minima
- ■ Performance & W&B: density altitude, hover power available vs required (HIGE/HOGE), CG limits, today's W&B
- ■ Operations of systems: rotor system, transmission, engine, fuel, electrical, flight controls, hydraulics — specific to your helicopter
- ■ Human factors: PAVE, IM SAFE, hazardous attitudes & antidotes, fatigue, alcohol/drugs §91.17

III — Airport & Heliport Operations

- ■ Class B/C/D/E/G airspace differences, helicopter VFR exceptions
- ■ Tower comms, light gun signals, runway incursion avoidance, hot spots
- ■ Helipad markings vs. runway markings

IV — Hovering Maneuvers

- ■ Hover aerodynamics: induced flow, ground effect, translating tendency, ETL
- ■ Anti-torque awareness; LTE wind regions

V — Takeoffs, Landings, Go-Arounds

- ■ Normal vs max performance vs running takeoff; when to use each
- ■ Steep approach; shallow approach & running landing — purposes
- ■ Confined area & pinnacle planning (high recon, low recon, escape route)
- ■ Slope operations and dynamic rollover risk

VII — Navigation

- ■ Pilotage, dead reckoning, lost procedures (5 C's), diversion procedure
- ■ Use of GPS; database currency; degraded modes

VIII — Emergency Operations

- ■ Autorotation aerodynamics (driving/driven/stall regions)
- ■ Settling with power: three conditions, recovery (traditional & Vuichard)
- ■ LTE recognition and recovery
- ■ Dynamic rollover prevention
- ■ Anti-torque failure procedures (forward flight vs hover)
- ■ Rotor RPM management

IX — Night Operations (knowledge)

- ■ Aircraft & airport lighting; night vision physiology; required equipment FLAPS

X — Postflight

- ■ Securing the aircraft; reporting discrepancies; logbook entries

© Walter Dusseldorp · North Country Heli Flight · flyheliadk.com

Flight Portion

Preflight & Departure

- ■ Preflight inspection (DPE observes — narrate)
- ■ Cockpit setup, before-start, engine start, run-up
- ■ Radio calls; taxi to takeoff position; before-takeoff brief
- ■ Vertical lift to a hover (heading ±10°, ±100 ft of spot)
- ■ Hover taxi; pedal turns; surface taxi if applicable
- ■ Normal takeoff from a hover; depart pattern

Cross-Country Segment

- ■ First 5–15 NM of the assigned XC
- ■ Position checks, ETA validation
- ■ Radar services request (if applicable)
- ■ DPE will assign a diversion to a new airport — execute

Performance Maneuvers

- ■ Rapid deceleration (quick stop) to a designated spot
- ■ Steep approach to a hover
- ■ Shallow approach & running landing

Confined Area / Pinnacle / Slope (DPE will pick at least one)

- ■ High recon (4 S's): size, shape, surface, surroundings
- ■ Low recon
- ■ Approach with positive escape route
- ■ Slope landing — left, right, or nose-up
- ■ Maximum performance takeoff with abort point briefed

Emergency Operations

- ■ Simulated engine failure at altitude → straight-in autorotation (power recovery)
- ■ Settling with power recognition; recovery initiated
- ■ Anti-torque failure at altitude (or as briefed)
- ■ Emergency equipment knowledge check

Return & Landing

- ■ Pattern entry, communications
- ■ Crosswind or normal approach to a hover
- ■ Hover to landing on parking spot
- ■ Engine shutdown, postflight inspection, logbook entry

Possible Scenarios

• Mid-flight: "You smell fuel in the cockpit — what do you do?" (Apply checklist; consider precautionary landing.)

• Diversion: "The destination is reporting weather below minimums — pick an alternate from the chart and explain."

• Lost: "You can't see your next checkpoint and the GPS is unreliable — what's your sequence?" (Apply 5 C's.)

• Engine failure on departure below transition altitude: "What's your immediate action?" (Per RFM — typically straight ahead, autorotate, find a clear area.)

© Walter Dusseldorp · North Country Heli Flight · flyheliadk.com

DPE Tips

• Don't make up answers. If you don't know, say so and use your references (FAR/AIM, RFM/POH, ACS, charts).
• The DPE wants to see your judgment as much as your knowledge. Show your work — talk through your decision-making.
• Brief the examiner on your safety procedures: positive exchange of controls, sterile cockpit during critical phases, abort criteria.
• Bring a watch, a backup pen, snacks, and water. Use the bathroom before each portion.
• If a maneuver doesn't go well, ask if you may try it again — most DPEs allow one re-do per maneuver.
• Pay attention to the discontinuance vs. failure rules; a discontinuance allows you to resume on a future date.
• After the test: temporary airman certificate is valid 120 days; permanent comes by mail. Keep all paperwork.

© Walter Dusseldorp · North Country Heli Flight · flyheliadk.com

Commercial Pilot — Helicopter

ACS: FAA-S-ACS-16 (Commercial Pilot — Rotorcraft, Helicopter) · **Est. duration:** Oral ~3 hr · Flight ~1.5–2 hr

Applicant Documents

- ■ Government-issued photo ID (e.g., driver's license, passport)
- ■ Pilot certificate (or Student Pilot certificate for Private)
- ■ Current medical certificate (or BasicMed qualification documents if eligible)
- ■ Original FAA Knowledge Test report — valid (24 calendar months)
- ■ Logbook with all required endorsements tabbed and dated
- ■ IACRA application — confirmation number printed; printed 8710-1 for review
- ■ Graduation certificate (Part 141 only) — if applicable
- ■ TSA citizenship documentation (if non-US citizen)
- ■ Examiner's fee (cash, check, or per DPE agreement)

Aircraft Documents

- ■ Airworthiness certificate (visible to passengers)
- ■ Registration certificate (current; not expired)
- ■ Radio Station License (international ops only)
- ■ Operating limitations / RFM / POH (with current revisions)
- ■ Weight and Balance — current envelope; today's flight computed
- ■ Aircraft maintenance logbooks — engine and airframe (and prop where applicable)
- ■ Annual inspection — current (or 100-hour if applicable)
- ■ Airworthiness Directives — complied with
- ■ Transponder inspection — current within 24 calendar months
- ■ Pitot-static / Altimeter — current within 24 calendar months (IFR ops)
- ■ ELT inspection — current within 12 calendar months; battery within service life
- ■ VOR check log — within 30 days (IFR ops)
- ■ ADS-B Out — operational (per §91.225)
- ■ Class A/B/C/D external load familiarization (§133) — knowledge only
- ■ SFAR 73 endorsements current if R22/R44

Oral Exam Areas

Pre-Test Briefing & Documents

- ■ Verify §61.129(c) hours: 150 total, 100 powered, 50 helicopter, 100 PIC, 35 PIC heli, 10 PIC XC heli, 20 dual, 10 solo with the long XC and 5 night with 10 T/L
- ■ Verify endorsements A.38 and A.39

I — Preflight Preparation

- ■ §61.133 commercial privileges and limitations
- ■ Part 119/133/135/137 differences — when does an operating certificate apply?
- ■ External load classes A, B, C, D under Part 133

- ■ SFAR 73 (R22/R44) if applicable
- ■ Aeromedical — fatigue, fitness for commercial duty

V — Performance Maneuvers

- ■ Steep approach (≥13°) — purpose, techniques, common errors
- ■ Shallow approach & running landing — when to use
- ■ 180° autorotation — energy management

VIII — Emergency Operations

- ■ Tighter tolerances on autorotation; 180° auto to a designated spot
- ■ Settling with power, LTE, dynamic rollover — review with commercial-level precision

Flight Portion

Preflight & Departure

- ■ Preflight, run-up, before-takeoff
- ■ Departure with maximum performance takeoff
- ■ Climb to area

Performance Maneuvers (Commercial tolerances)

- ■ Hover taxi/heading control: ±5°, ±50 ft of spot
- ■ Steep approach to a hover (≥13°)
- ■ Shallow approach & running landing
- ■ Rapid deceleration to a designated spot

Cross-Country Segment

- ■ First 5–10 NM of assigned XC
- ■ Diversion to alternate

Confined Area / Pinnacle / Slope

- ■ At least one of: confined area approach & departure, pinnacle, slope landing
- ■ Power check; positive escape route

Emergency Operations

- ■ 180° autorotation to a designated spot (touchdown within ACS tolerance)
- ■ Straight-in autorotation
- ■ Settling with power recognition + recovery
- ■ Anti-torque failure (forward flight or hover)

Return & Landing

- ■ Pattern entry, normal or crosswind landing
- ■ Postflight

Possible Scenarios

• You're asked to fly a Part 91 sightseeing flight for hire — under what authority can you?

• An R22 owner asks you to fly his ship — what SFAR 73 considerations apply?

• Class B external load opportunity — what's required of pilot, aircraft, and operator?

DPE Tips

© Walter Dusseldorp · North Country Heli Flight · flyheliadk.com

- Don't make up answers. If you don't know, say so and use your references (FAR/AIM, RFM/POH, ACS, charts).
- The DPE wants to see your judgment as much as your knowledge. Show your work — talk through your decision-making.
- Brief the examiner on your safety procedures: positive exchange of controls, sterile cockpit during critical phases, abort criteria.
- Bring a watch, a backup pen, snacks, and water. Use the bathroom before each portion.
- If a maneuver doesn't go well, ask if you may try it again — most DPEs allow one re-do per maneuver.
- Pay attention to the discontinuance vs. failure rules; a discontinuance allows you to resume on a future date.
- After the test: temporary airman certificate is valid 120 days; permanent comes by mail. Keep all paperwork.

© Walter Dusseldorp · North Country Heli Flight · flyheliadk.com

Instrument Rating — Helicopter

ACS: FAA-S-ACS-14 (Instrument Rating — Airplane and Helicopter — helicopter task table) · **Est. duration:** Oral ~2.5–3 hr · Flight ~1.5–2 hr (helicopter or approved FFS/FTD)

Applicant Documents

■ Government-issued photo ID (e.g., driver's license, passport)

■ Pilot certificate (or Student Pilot certificate for Private)

■ Current medical certificate (or BasicMed qualification documents if eligible)

■ Original FAA Knowledge Test report — valid (24 calendar months)

■ Logbook with all required endorsements tabbed and dated

■ IACRA application — confirmation number printed; printed 8710-1 for review

■ Graduation certificate (Part 141 only) — if applicable

■ TSA citizenship documentation (if non-US citizen)

■ Examiner's fee (cash, check, or per DPE agreement)

Aircraft Documents

■ Airworthiness certificate (visible to passengers)

■ Registration certificate (current; not expired)

■ Radio Station License (international ops only)

■ Operating limitations / RFM / POH (with current revisions)

■ Weight and Balance — current envelope; today's flight computed

■ Aircraft maintenance logbooks — engine and airframe (and prop where applicable)

■ Annual inspection — current (or 100-hour if applicable)

■ Airworthiness Directives — complied with

■ Transponder inspection — current within 24 calendar months

■ Pitot-static / Altimeter — current within 24 calendar months (IFR ops)

■ ELT inspection — current within 12 calendar months; battery within service life

■ VOR check log — within 30 days (IFR ops)

■ ADS-B Out — operational (per §91.225)

Oral Exam Areas

Pre-Test Briefing & Documents

■ Verify §61.65 eligibility (50 hr XC PIC ≥10 in helicopter, 40 hr instrument, 15 hr instrument in helicopter, the long IFR XC ≥100 NM with three approaches)

■ Verify endorsements A.36 and A.37

I — Preflight Preparation

■ IFR weather sources: METAR/TAF, area forecasts, AIRMET / SIGMET / convective SIGMET, freezing levels, icing/turbulence

■ IFR alternates (helicopter §91.169 rule and Part 97 alternate minimums)

■ Helicopter IFR fuel reserve (§91.167: dest + alt if req'd + 30 min)

■ Cold-temperature corrections at CTRA airports (AIM 7-3-1)

© Walter Dusseldorp · North Country Heli Flight · flyheliadk.com

- ■ Aircraft IFR equipment: AAV1ATE; transponder, altimeter/pitot-static, RAIM/WAAS, GPS database currency
- ■ Aeromedical — spatial disorientation, illusions, IIMC procedures

III — ATC Clearances

- ■ CRAFT clearance readback
- ■ DP/STAR awareness; pilot-nav vs vector
- ■ Holding procedures (entries, timing, max airspeeds)

VI — Approaches

- ■ Briefing flow (TANT-EM); 5 Ts at every fix
- ■ Precision (ILS) and non-precision; LP/LNAV/LPV; circling
- ■ Copter-only approaches (70 KIAS, 90 KIAS segment limits)
- ■ PinS approaches: 'Proceed VFR' vs 'Proceed Visually' (AIM 5-4-5)
- ■ Visual references required to descend below MDA/DA (§91.175(c))

VII — Emergency Operations

- ■ Lost communications IFR (§91.185, AVE-F + MEA)
- ■ Partial panel: AHRS / ADC failure; standby instruments; helicopter-specific concerns
- ■ Inadvertent IMC in a VFR-only helicopter — immediate level, climb, declare, vectors

Flight Portion

Preflight & Clearance

- ■ File IFR (typically pre-filed by school)
- ■ Pickup clearance, readback, copy
- ■ Departure brief, takeoff brief, abort criteria

Departure & Enroute

- ■ IFR departure or DP
- ■ Climb to assigned altitude; intercept and track
- ■ Holding pattern at a fix — at least one entry

Approaches (DPE will assign three different kinds)

- ■ Precision approach (ILS or LPV) to DA — go-around at minimums
- ■ Non-precision approach (VOR / LP / LNAV) to MDA — landing or low approach
- ■ Copter-only or RNAV approach (PinS if available)
- ■ Circling approach (if airport has separate circling minima)
- ■ Missed approach with full procedure

Emergency / Partial Panel

- ■ Simulated AHRS or ADC failure during a portion of flight or an approach
- ■ Recoveries from unusual attitudes under hood
- ■ Lost-comms simulation discussion (or actual on training freq)

Return & Landing

- ■ Cancel IFR or close the flight plan
- ■ Visual approach to landing
- ■ Postflight

© Walter Dusseldorp · North Country Heli Flight · flyheliadk.com

Possible Scenarios

- Loss of GPS RAIM mid-approach — what are your options?
- Forecast was VFR; you've encountered IMC in a non-IFR-equipped helicopter — sequence?
- ATC clears you to a hold not on your route — copy, read back, fly it.
- Alternate is now reporting below alternate minimums — what do you do?

DPE Tips

- Don't make up answers. If you don't know, say so and use your references (FAR/AIM, RFM/POH, ACS, charts).
- The DPE wants to see your judgment as much as your knowledge. Show your work — talk through your decision-making.
- Brief the examiner on your safety procedures: positive exchange of controls, sterile cockpit during critical phases, abort criteria.
- Bring a watch, a backup pen, snacks, and water. Use the bathroom before each portion.
- If a maneuver doesn't go well, ask if you may try it again — most DPEs allow one re-do per maneuver.
- Pay attention to the discontinuance vs. failure rules; a discontinuance allows you to resume on a future date.
- After the test: temporary airman certificate is valid 120 days; permanent comes by mail. Keep all paperwork.

© Walter Dusseldorp · North Country Heli Flight · flyheliadk.com

Flight Instructor — Helicopter (Initial CFI)

ACS: FAA-S-8081-7 (or current ACS) Flight Instructor — Rotorcraft, Helicopter · **Est. duration:** Oral ~5–7 hr · Flight ~1.5–2 hr

Applicant Documents

- ■ Government-issued photo ID (e.g., driver's license, passport)
- ■ Pilot certificate (or Student Pilot certificate for Private)
- ■ Current medical certificate (or BasicMed qualification documents if eligible)
- ■ Original FAA Knowledge Test report — valid (24 calendar months)
- ■ Logbook with all required endorsements tabbed and dated
- ■ IACRA application — confirmation number printed; printed 8710-1 for review
- ■ Graduation certificate (Part 141 only) — if applicable
- ■ TSA citizenship documentation (if non-US citizen)
- ■ Examiner's fee (cash, check, or per DPE agreement)
- ■ Lesson plan binder for every CFI ACS task
- ■ Master ground school syllabus and lesson schedule
- ■ Sample student record / progress folder

Aircraft Documents

- ■ Airworthiness certificate (visible to passengers)
- ■ Registration certificate (current; not expired)
- ■ Radio Station License (international ops only)
- ■ Operating limitations / RFM / POH (with current revisions)
- ■ Weight and Balance — current envelope; today's flight computed
- ■ Aircraft maintenance logbooks — engine and airframe (and prop where applicable)
- ■ Annual inspection — current (or 100-hour if applicable)
- ■ Airworthiness Directives — complied with
- ■ Transponder inspection — current within 24 calendar months
- ■ Pitot-static / Altimeter — current within 24 calendar months (IFR ops)
- ■ ELT inspection — current within 12 calendar months; battery within service life
- ■ VOR check log — within 30 days (IFR ops)
- ■ ADS-B Out — operational (per §91.225)

Oral Exam Areas

Pre-Test Briefing & Documents

- ■ Verify §61.183 eligibility: Commercial heli + IRH; FOI and FIH knowledge tests; A.40, A.41, A.42 endorsements
- ■ Helicopter applicants are exempt from spin training (§61.183(i)) — be ready to cite

I — Fundamentals of Instructing (FOI)

- ■ Domains and levels of learning; laws of learning (REEPIR)
- ■ Demonstration-Performance method (5 phases)
- ■ Hazardous attitudes and antidotes; PAVE / 5 Ps / DECIDE

© Walter Dusseldorp · North Country Heli Flight · flyheliadk.com

■ Effective communication; barriers; defense mechanisms

■ Assessment: traditional vs authentic; effective oral questions

■ Instructor responsibilities; student supervision; endorsements responsibility

II — Technical Subject Areas

■ FAR Parts 61, 91, 119, 133, 135 as applicable

■ Aerodynamics: helicopter-specific items in depth (rotor regions, ETL, settling-with-power, LTE, dynamic rollover, mast bumping, ground resonance, retreating blade stall)

■ Aircraft systems: rotor, transmission, engine, fuel, electrical

■ Weather; performance; navigation; airspace; aeromedical

III — Preflight Preparation

■ Endorsement language verbatim from AC 61-65 (current revision)

■ Pre-solo, solo XC, knowledge test, practical test, IPC, flight review

■ Required hours for each certificate; how to verify by category/class/condition

IV — Preflight Lesson on a Maneuver

■ Teach a complete lesson on one maneuver (DPE picks): objective, content, completion standards, common errors

■ Use of a model, photos, whiteboard, and references

Flight Portion

Preflight Briefing & Aircraft Walk-Around

■ Conduct a preflight ground briefing for a chosen lesson

■ Walk-around with student-style explanation

■ Pre-takeoff briefing including emergency procedures

Teach Maneuvers from the Instructor's Seat (typically left in helicopter)

■ Hover, hover taxi, pedal turns — teach common errors

■ Normal/crosswind takeoff & landing — teach errors

■ Slope, confined area, pinnacle — high recon discipline

■ Steep approach, shallow approach & running landing

■ Rapid deceleration to a spot

■ Settling-with-power recognition (per RFM/SOP)

■ Autorotation entries and recoveries (per RFM/SOP)

Emergency Procedures Teaching

■ Demonstrate and teach simulated engine failure and autorotation

■ Anti-torque failure scenarios

■ Dynamic rollover prevention (taught — never demonstrated)

Postflight Debrief

■ Conduct a debrief of a 'student' performance

■ Identify weak areas; assign follow-up work

■ Endorsement decision discussion

Possible Scenarios

- A student lies about a previous medical denial — what are your obligations?
- A student is showing signs of impulsivity on every approach — how do you address it?
- You're 5 minutes from your student's first solo and the wind picks up — what's your call?
- A student fixates on the airspeed indicator under hood — diagnose and correct.

DPE Tips

- Don't make up answers. If you don't know, say so and use your references (FAR/AIM, RFM/POH, ACS, charts).
- The DPE wants to see your judgment as much as your knowledge. Show your work — talk through your decision-making.
- Brief the examiner on your safety procedures: positive exchange of controls, sterile cockpit during critical phases, abort criteria.
- Bring a watch, a backup pen, snacks, and water. Use the bathroom before each portion.
- If a maneuver doesn't go well, ask if you may try it again — most DPEs allow one re-do per maneuver.
- Pay attention to the discontinuance vs. failure rules; a discontinuance allows you to resume on a future date.
- After the test: temporary airman certificate is valid 120 days; permanent comes by mail. Keep all paperwork.
- Initial CFI rides are long — pace yourself, take breaks when offered, and stay hydrated.
- Have a complete lesson plan binder ready — the DPE may pick any task and ask you to teach it cold.

© Walter Dusseldorp · North Country Heli Flight · flyheliadk.com

Flight Instructor Instrument — Helicopter (CFII)

ACS: FAA-S-8081-9 (or current ACS) Flight Instructor Instrument — Helicopter · **Est. duration:** Oral ~3–4 hr · Flight ~1.5–2 hr

Applicant Documents

- ■ Government-issued photo ID (e.g., driver's license, passport)
- ■ Pilot certificate (or Student Pilot certificate for Private)
- ■ Current medical certificate (or BasicMed qualification documents if eligible)
- ■ Original FAA Knowledge Test report — valid (24 calendar months)
- ■ Logbook with all required endorsements tabbed and dated
- ■ IACRA application — confirmation number printed; printed 8710-1 for review
- ■ Graduation certificate (Part 141 only) — if applicable
- ■ TSA citizenship documentation (if non-US citizen)
- ■ Examiner's fee (cash, check, or per DPE agreement)
- ■ Instrument lesson plan binder
- ■ Sample IFR cross-country plans
- ■ Sample IPC outline

Aircraft Documents

- ■ Airworthiness certificate (visible to passengers)
- ■ Registration certificate (current; not expired)
- ■ Radio Station License (international ops only)
- ■ Operating limitations / RFM / POH (with current revisions)
- ■ Weight and Balance — current envelope; today's flight computed
- ■ Aircraft maintenance logbooks — engine and airframe (and prop where applicable)
- ■ Annual inspection — current (or 100-hour if applicable)
- ■ Airworthiness Directives — complied with
- ■ Transponder inspection — current within 24 calendar months
- ■ Pitot-static / Altimeter — current within 24 calendar months (IFR ops)
- ■ ELT inspection — current within 12 calendar months; battery within service life
- ■ VOR check log — within 30 days (IFR ops)
- ■ ADS-B Out — operational (per §91.225)

Oral Exam Areas

Pre-Test Briefing & Documents

- ■ Verify CFI Helicopter + IRH; FII knowledge test; CFII practical endorsement

I — FOI Refresh (typically lighter than initial CFI)

- ■ Same FOI principles; emphasis on adult learning, scenario-based training
- ■ Single-Pilot Resource Management in IFR teaching context

II — Technical Subject Areas (IFR)

- ■ IFR regulations: §91.167, §91.169, §91.171, §91.175, §91.183, §91.185

© Walter Dusseldorp · North Country Heli Flight · flyheliadk.com

- ■ IFR weather: TAF/METAR/AIRMET/SIGMET, freezing levels, icing/turbulence
- ■ ATC: clearances, departures, holds, approaches, missed
- ■ Equipment: GPS/WAAS, RAIM, AHRS, ADC, alternate static, transponder/ADS-B
- ■ Aeromedical: spatial disorientation, illusions, hypoxia

III — Preflight & Lesson Plans

- ■ Teach a lesson on attitude instrument flying scan
- ■ Teach a holding pattern lesson
- ■ Teach an approach lesson — choose precision or non-precision

Flight Portion

Teach IFR Skills

- ■ Teach scan technique with 'student' under hood
- ■ Teach holding entries (direct, parallel, teardrop)
- ■ Teach a precision approach (ILS or LPV) to DA
- ■ Teach a non-precision approach (VOR / LP / LNAV) to MDA
- ■ Teach a Copter-only or PinS approach if available
- ■ Teach a missed approach

Emergency / Partial Panel

- ■ Teach AHRS / ADC failure response
- ■ Teach unusual-attitude recovery under hood
- ■ Discuss IIMC procedures for a VFR-only student

Possible Scenarios

• Your student descends below MDA without visual references — what do you do, and how do you debrief it?

• Your student loses orientation in IMC — recovery sequence and lesson takeaway.

• A pilot wants an IPC after 18 months of non-currency — what's your plan?

DPE Tips

• Don't make up answers. If you don't know, say so and use your references (FAR/AIM, RFM/POH, ACS, charts).
• The DPE wants to see your judgment as much as your knowledge. Show your work — talk through your decision-making.
• Brief the examiner on your safety procedures: positive exchange of controls, sterile cockpit during critical phases, abort criteria.
• Bring a watch, a backup pen, snacks, and water. Use the bathroom before each portion.
• If a maneuver doesn't go well, ask if you may try it again — most DPEs allow one re-do per maneuver.
• Pay attention to the discontinuance vs. failure rules; a discontinuance allows you to resume on a future date.
• After the test: temporary airman certificate is valid 120 days; permanent comes by mail. Keep all paperwork.

© Walter Dusseldorp · North Country Heli Flight · flyheliadk.com

Airplane (ASEL)

Private Pilot — Airplane (ASEL)

ACS: FAA-S-ACS-6 (Private Pilot — Airplane) · **Est. duration:** Oral ~2.5–3 hr · Flight ~1.5–2 hr

Applicant Documents

- ■ Government-issued photo ID (e.g., driver's license, passport)
- ■ Pilot certificate (or Student Pilot certificate for Private)
- ■ Current medical certificate (or BasicMed qualification documents if eligible)
- ■ Original FAA Knowledge Test report — valid (24 calendar months)
- ■ Logbook with all required endorsements tabbed and dated
- ■ IACRA application — confirmation number printed; printed 8710-1 for review
- ■ Graduation certificate (Part 141 only) — if applicable
- ■ TSA citizenship documentation (if non-US citizen)
- ■ Examiner's fee (cash, check, or per DPE agreement)

Aircraft Documents

- ■ Airworthiness certificate (visible to passengers)
- ■ Registration certificate (current; not expired)
- ■ Radio Station License (international ops only)
- ■ Operating limitations / RFM / POH (with current revisions)
- ■ Weight and Balance — current envelope; today's flight computed
- ■ Aircraft maintenance logbooks — engine and airframe (and prop where applicable)
- ■ Annual inspection — current (or 100-hour if applicable)
- ■ Airworthiness Directives — complied with
- ■ Transponder inspection — current within 24 calendar months
- ■ Pitot-static / Altimeter — current within 24 calendar months (IFR ops)
- ■ ELT inspection — current within 12 calendar months; battery within service life
- ■ VOR check log — within 30 days (IFR ops)
- ■ ADS-B Out — operational (per §91.225)

Oral Exam Areas

Pre-Test Briefing & Documents

- ■ Confirm §61.103 eligibility
- ■ Review medical (or BasicMed), knowledge test (PAR), endorsements (A.32 / A.33 / A.35)
- ■ Verify aircraft documents (ARROW) and inspections (AAV1ATE)

I — Preflight Preparation

- ■ Pilot qualifications: §61.23, §61.31, §61.56, §61.57
- ■ Airworthiness: §91.7, §91.213, ARROW, AAV1ATE; MEL vs §91.213(d); preventive maintenance
- ■ Weather: METAR, TAF, AIRMETs, SIGMETs, PIREPs, fronts, stability, fog, thunderstorms, icing

- ■ Cross-country planning: assigned XC — sectional, plotter, E6B/EFB, time/fuel/distance, terrain, weather
- ■ Performance & W&B: density altitude, takeoff/landing distance, cruise performance, today's W&B
- ■ Operations of systems: powerplant, fuel, electrical, flight controls, vacuum/electric, pitot-static
- ■ Human factors: PAVE, IM SAFE, hazardous attitudes & antidotes, fatigue, alcohol/drugs §91.17

III — Airport Operations

- ■ Airspace classes; VFR weather minimums (§91.155); transponder & ADS-B requirements
- ■ Tower comms, light gun signals, runway incursion avoidance, hot spots, taxi diagrams
- ■ Wake turbulence avoidance (AIM 7-3)

IV — Takeoffs, Landings, Go-Arounds

- ■ Normal, crosswind, soft-field, short-field T/L — when to use each
- ■ Forward slip to a landing; go-around / rejected landing

V — Performance & Ground Reference

- ■ Steep turns at 45° — load factor, stall speed in turns
- ■ Ground reference: turns around a point, S-turns, rectangular course

VII — Slow Flight & Stalls

- ■ Slow flight definition (post-2017 ACS)
- ■ Power-off and power-on stalls; spin awareness
- ■ Cross-controlled stall on the base-to-final turn — DEADLY

VIII — Basic Instrument Maneuvers (under hood)

- ■ Straight-and-level, climbs, turns to a heading
- ■ Recovery from unusual attitudes
- ■ Loss of vacuum / partial panel awareness

IX — Emergency Operations

- ■ Engine failure (ABCD): airspeed, best field, checklist, declare
- ■ Emergency descent
- ■ System malfunctions; emergency equipment

Flight Portion

Preflight & Departure

- ■ Preflight inspection (DPE observes)
- ■ Engine start, run-up, before-takeoff
- ■ Normal takeoff or short-field/soft-field as assigned
- ■ Climb to area, clearing turns

Cross-Country Segment

- ■ First 5–15 NM of the assigned XC
- ■ Position checks, ETA validation
- ■ Diversion to a new airport
- ■ Lost procedures simulation if assigned

Performance & Ground Reference

- ■ Steep turns 45° both directions (±100 ft, ±10 kt, ±10° rollout)

- ■ Ground reference: at least one (turns around a point, S-turns, or rectangular)

Slow Flight & Stalls

- ■ Maneuvering during slow flight
- ■ Power-off stall (recovery at first sign)
- ■ Power-on stall (with bank or coordinated)

Basic Instrument (under hood)

- ■ Straight-and-level under hood
- ■ Climbs, descents, turns to heading
- ■ Recovery from at least one unusual attitude (nose-high or nose-low)

Emergency

- ■ Simulated engine failure at altitude — best glide, field, checklist flow
- ■ Emergency descent simulation

Return & Landing

- ■ Pattern entry, communications
- ■ Crosswind or normal landing as assigned
- ■ Possibly soft-field or short-field landing
- ■ Possibly forward slip to a landing
- ■ Postflight

Possible Scenarios

• Diversion mid-flight: "The destination weather just dropped below VFR — pick an alternate from the chart."

• Engine failure at cruise: walk through the ABCD flow.

• Lost: GPS unreliable — apply the 5 C's.

• Taxi diagram: "Show me the route from parking to runway 27 at this towered airport — what hot spots will you watch?"

DPE Tips

• Don't make up answers. If you don't know, say so and use your references (FAR/AIM, RFM/POH, ACS, charts).
• The DPE wants to see your judgment as much as your knowledge. Show your work — talk through your decision-making.
• Brief the examiner on your safety procedures: positive exchange of controls, sterile cockpit during critical phases, abort criteria.
• Bring a watch, a backup pen, snacks, and water. Use the bathroom before each portion.
• If a maneuver doesn't go well, ask if you may try it again — most DPEs allow one re-do per maneuver.
• Pay attention to the discontinuance vs. failure rules; a discontinuance allows you to resume on a future date.
• After the test: temporary airman certificate is valid 120 days; permanent comes by mail. Keep all paperwork.

© Walter Dusseldorp · North Country Heli Flight · flyheliadk.com

Commercial Pilot — Airplane (ASEL)

ACS: FAA-S-ACS-7 (Commercial Pilot — Airplane) · **Est. duration:** Oral ~2.5–3 hr · Flight ~1.5–2 hr

Applicant Documents

- ■ Government-issued photo ID (e.g., driver's license, passport)
- ■ Pilot certificate (or Student Pilot certificate for Private)
- ■ Current medical certificate (or BasicMed qualification documents if eligible)
- ■ Original FAA Knowledge Test report — valid (24 calendar months)
- ■ Logbook with all required endorsements tabbed and dated
- ■ IACRA application — confirmation number printed; printed 8710-1 for review
- ■ Graduation certificate (Part 141 only) — if applicable
- ■ TSA citizenship documentation (if non-US citizen)
- ■ Examiner's fee (cash, check, or per DPE agreement)

Aircraft Documents

- ■ Airworthiness certificate (visible to passengers)
- ■ Registration certificate (current; not expired)
- ■ Radio Station License (international ops only)
- ■ Operating limitations / RFM / POH (with current revisions)
- ■ Weight and Balance — current envelope; today's flight computed
- ■ Aircraft maintenance logbooks — engine and airframe (and prop where applicable)
- ■ Annual inspection — current (or 100-hour if applicable)
- ■ Airworthiness Directives — complied with
- ■ Transponder inspection — current within 24 calendar months
- ■ Pitot-static / Altimeter — current within 24 calendar months (IFR ops)
- ■ ELT inspection — current within 12 calendar months; battery within service life
- ■ VOR check log — within 30 days (IFR ops)
- ■ ADS-B Out — operational (per §91.225)

Oral Exam Areas

Pre-Test Briefing & Documents

- ■ Verify §61.129(a) hours: 250 total, 100 powered (50 airplane), 100 PIC (50 PIC airplane), 50 PIC XC, 20 dual incl. 10 complex/turbine/TAA and 10 instrument, 10 solo with the long XC and 5 night with 10 T/L
- ■ Verify endorsements A.38 and A.39
- ■ §61.31 endorsements as applicable: complex (e), high-performance (f), tailwheel (i), high-altitude (g)

I — Preflight Preparation

- ■ §61.133 commercial privileges and limitations
- ■ Part 119 / 135 / 137 — when does an operating certificate apply?
- ■ High-altitude / oxygen rules (§91.211)
- ■ Complex aircraft systems: retractable gear, controllable-pitch propeller, flaps

- ■ TAA / EFIS familiarization

V — Performance Maneuvers (Commercial)

- ■ Steep turns at 50°
- ■ Chandelle — pitch/bank coordination
- ■ Lazy 8 — symmetry
- ■ Eights on pylons — pivotal altitude formula

IV — Power-Off 180° Accuracy Approach & Landing

- ■ Energy management; pattern judgment; touchdown within 200 ft beyond designated point

Flight Portion

Preflight & Departure

- ■ Preflight, run-up, before-takeoff (with complex systems if applicable)
- ■ Soft-field or short-field takeoff as assigned
- ■ Climb to area

Performance Maneuvers

- ■ Steep turns 50° (±100 ft, ±10 kt, ±10° rollout)
- ■ Chandelle (one or both directions)
- ■ Lazy 8 (one or both directions)
- ■ Eights on pylons over selected ground references

Slow Flight, Stalls, Spin Awareness

- ■ Maneuvering during slow flight
- ■ Power-off and power-on stalls
- ■ Cross-controlled stall awareness (DPE may simulate setup, not full entry)

Emergency & Accuracy Landing

- ■ Simulated engine failure at altitude — best glide, field, checklist
- ■ Power-off 180° accuracy approach & landing — touchdown within 200 ft of designated point

Cross-Country Segment

- ■ First 5–15 NM of the assigned XC; possible diversion

Return & Landing

- ■ Pattern entry; possibly short-field, soft-field, or normal landing
- ■ Postflight

Possible Scenarios

• You're hired as a 'pilot for hire' but don't have an IRA — what XCs and night ops can you fly for hire?
• Complex airplane systems failure: gear won't retract — what's your plan?
• Long-line / Part 137 spraying opportunity — what additional certificates apply?
• Tailwheel ground loop on rollout — recovery and prevention discussion.

DPE Tips

• Don't make up answers. If you don't know, say so and use your references (FAR/AIM, RFM/POH, ACS, charts).
• The DPE wants to see your judgment as much as your knowledge. Show your work — talk through your decision-making.
• Brief the examiner on your safety procedures: positive exchange of controls, sterile cockpit during critical phases, abort criteria.

© Walter Dusseldorp · North Country Heli Flight · flyheliadk.com

- Bring a watch, a backup pen, snacks, and water. Use the bathroom before each portion.
- If a maneuver doesn't go well, ask if you may try it again — most DPEs allow one re-do per maneuver.
- Pay attention to the discontinuance vs. failure rules; a discontinuance allows you to resume on a future date.
- After the test: temporary airman certificate is valid 120 days; permanent comes by mail. Keep all paperwork.

Instrument Rating — Airplane

ACS: FAA-S-ACS-14 (Instrument Rating — Airplane and Helicopter) · **Est. duration:** Oral ~2.5–3 hr · Flight ~1.5–2 hr (airplane or approved FFS/FTD)

Applicant Documents

- ■ Government-issued photo ID (e.g., driver's license, passport)
- ■ Pilot certificate (or Student Pilot certificate for Private)
- ■ Current medical certificate (or BasicMed qualification documents if eligible)
- ■ Original FAA Knowledge Test report — valid (24 calendar months)
- ■ Logbook with all required endorsements tabbed and dated
- ■ IACRA application — confirmation number printed; printed 8710-1 for review
- ■ Graduation certificate (Part 141 only) — if applicable
- ■ TSA citizenship documentation (if non-US citizen)
- ■ Examiner's fee (cash, check, or per DPE agreement)

Aircraft Documents

- ■ Airworthiness certificate (visible to passengers)
- ■ Registration certificate (current; not expired)
- ■ Radio Station License (international ops only)
- ■ Operating limitations / RFM / POH (with current revisions)
- ■ Weight and Balance — current envelope; today's flight computed
- ■ Aircraft maintenance logbooks — engine and airframe (and prop where applicable)
- ■ Annual inspection — current (or 100-hour if applicable)
- ■ Airworthiness Directives — complied with
- ■ Transponder inspection — current within 24 calendar months
- ■ Pitot-static / Altimeter — current within 24 calendar months (IFR ops)
- ■ ELT inspection — current within 12 calendar months; battery within service life
- ■ VOR check log — within 30 days (IFR ops)
- ■ ADS-B Out — operational (per §91.225)

Oral Exam Areas

Pre-Test Briefing & Documents

- ■ Verify §61.65(d) hours: 50 hr XC PIC ≥10 in airplanes, 40 hr instrument, 15 hr instrument in airplane, the long IFR XC ≥250 NM with three approaches
- ■ Verify endorsements A.36 and A.37

I — Preflight Preparation

- ■ IFR weather sources; AIRMETs, SIGMETs, convective SIGMETs
- ■ Airplane IFR alternates — 1-2-3 rule; standard 600/2 (precision) or 800/2 (NPA)
- ■ Airplane IFR fuel reserve (§91.167: dest + alt if req'd + 45 min)
- ■ Cold-temperature corrections at CTRA airports
- ■ Aircraft IFR equipment: AAV1ATE; transponder, altimeter/pitot-static, RAIM/WAAS, GPS database currency

© Walter Dusseldorp · North Country Heli Flight · flyheliadk.com

- Airframe icing recognition and escape; pitot heat, alternate static
- Aeromedical — spatial disorientation, illusions, hypoxia, IIMC

III — ATC Clearances

- CRAFT clearance readback; pilot-nav vs vector DPs/STARs
- Holding procedures (entries, timing, max airspeeds AIM 5-3-8)

VI — Approaches

- Briefing flow (TANT-EM); 5 Ts at every fix
- Precision (ILS/LPV) and non-precision (VOR/LP/LNAV); circling
- Visual references required to descend below MDA/DA (§91.175(c))
- Loss of localizer or glide slope on a precision approach — what do you do?

VII — Emergency Operations

- Lost communications IFR (§91.185, AVE-F + MEA)
- Partial panel: vacuum vs electric AHRS; pitot/static failures
- Inadvertent IMC for a VFR-only pilot — sequence

Flight Portion

Preflight & Clearance

- File IFR (typically pre-filed)
- Pickup clearance, readback, copy
- Departure brief, takeoff brief, abort criteria

Departure & Enroute

- IFR departure or DP
- Climb to assigned altitude; intercept and track
- Holding pattern at a fix — at least one entry

Approaches (DPE will assign three different kinds)

- Precision approach (ILS or LPV) to DA
- Non-precision approach (VOR / LP / LNAV) to MDA
- Circling approach (if airport has separate circling minima)
- Missed approach with full procedure

Emergency / Partial Panel

- Simulated vacuum or AHRS failure during a portion of flight or an approach
- Recoveries from unusual attitudes under hood
- Lost-comms simulation discussion

Return & Landing

- Cancel IFR or close the flight plan
- Visual or instrument approach to landing
- Postflight

Possible Scenarios

• Loss of GPS RAIM mid-approach — options?

- Forecast was VFR; encountered IMC in a non-IFR-equipped airplane — sequence?
- ATC clears you to a hold not on your route — copy, read back, fly it.
- Alternate is now reporting below alternate minimums — decision tree?

DPE Tips

- Don't make up answers. If you don't know, say so and use your references (FAR/AIM, RFM/POH, ACS, charts).
- The DPE wants to see your judgment as much as your knowledge. Show your work — talk through your decision-making.
- Brief the examiner on your safety procedures: positive exchange of controls, sterile cockpit during critical phases, abort criteria.
- Bring a watch, a backup pen, snacks, and water. Use the bathroom before each portion.
- If a maneuver doesn't go well, ask if you may try it again — most DPEs allow one re-do per maneuver.
- Pay attention to the discontinuance vs. failure rules; a discontinuance allows you to resume on a future date.
- After the test: temporary airman certificate is valid 120 days; permanent comes by mail. Keep all paperwork.

© Walter Dusseldorp · North Country Heli Flight · flyheliadk.com

Flight Instructor — Airplane (Initial CFI)

ACS: FAA-S-ACS-25 (Flight Instructor — Airplane) · **Est. duration:** Oral ~5–7 hr · Flight ~1.5–2 hr

Applicant Documents

■ Government-issued photo ID (e.g., driver's license, passport)
■ Pilot certificate (or Student Pilot certificate for Private)
■ Current medical certificate (or BasicMed qualification documents if eligible)
■ Original FAA Knowledge Test report — valid (24 calendar months)
■ Logbook with all required endorsements tabbed and dated
■ IACRA application — confirmation number printed; printed 8710-1 for review
■ Graduation certificate (Part 141 only) — if applicable
■ TSA citizenship documentation (if non-US citizen)
■ Examiner's fee (cash, check, or per DPE agreement)
■ Lesson plan binder for every CFI ACS task
■ Master ground school syllabus and lesson schedule
■ Sample student record / progress folder
■ Spin training endorsement per §61.183(i)(1)

Aircraft Documents

■ Airworthiness certificate (visible to passengers)
■ Registration certificate (current; not expired)
■ Radio Station License (international ops only)
■ Operating limitations / RFM / POH (with current revisions)
■ Weight and Balance — current envelope; today's flight computed
■ Aircraft maintenance logbooks — engine and airframe (and prop where applicable)
■ Annual inspection — current (or 100-hour if applicable)
■ Airworthiness Directives — complied with
■ Transponder inspection — current within 24 calendar months
■ Pitot-static / Altimeter — current within 24 calendar months (IFR ops)
■ ELT inspection — current within 12 calendar months; battery within service life
■ VOR check log — within 30 days (IFR ops)
■ ADS-B Out — operational (per §91.225)

Oral Exam Areas

Pre-Test Briefing & Documents

■ Verify §61.183 eligibility: Commercial airplane + IRA; FOI and FIA knowledge tests; A.40, A.41, A.42 endorsements

■ Verify §61.183(i)(1) spin training endorsement

I — Fundamentals of Instructing (FOI)

■ Domains and levels of learning; laws of learning (REEPIR)

- ■ Demonstration-Performance method (5 phases)
- ■ Hazardous attitudes and antidotes; PAVE / 5 Ps / DECIDE
- ■ Effective communication; barriers; defense mechanisms
- ■ Assessment: traditional vs authentic; effective oral questions
- ■ Instructor responsibilities; student supervision; endorsements responsibility

II — Technical Subject Areas

- ■ FAR Parts 61, 91, 119, 135, 137 as applicable
- ■ Aerodynamics: airplane-specific in depth (4 forces, AOA/CL, stalls/spins, P-factor/torque/slipstream/precession, ground effect, wake turbulence, adverse yaw, load factor, Va, Vne)
- ■ Aircraft systems: powerplant, fuel, electrical, flight controls, vacuum/electric, pitot-static, environmental
- ■ Weather; performance; navigation; airspace; aeromedical

III — Preflight Preparation

- ■ Endorsement language verbatim from AC 61-65 (current revision)
- ■ Pre-solo, solo XC, knowledge test, practical test, IPC, flight review
- ■ §61.31 endorsements (complex, high-performance, tailwheel, high-altitude)
- ■ Required hours for each certificate; how to verify by category/class/condition

IV — Preflight Lesson on a Maneuver

- ■ Teach a complete lesson on one maneuver (DPE picks): objective, content, completion standards, common errors
- ■ Spin awareness lesson — be prepared

Flight Portion

Preflight Briefing & Aircraft Walk-Around

- ■ Conduct a preflight ground briefing for a chosen lesson
- ■ Walk-around with student-style explanation
- ■ Pre-takeoff briefing including emergency procedures

Teach Maneuvers from the Right Seat

- ■ Pattern, normal/crosswind takeoff & landing — teach common errors
- ■ Soft-field and short-field T/L — teach errors
- ■ Slow flight at the new ACS standard
- ■ Power-off and power-on stalls — teach recognition and recovery
- ■ Spin awareness and PARE recovery (verbal)
- ■ Steep turns at 50° (Commercial level) — teach coordination
- ■ Chandelles, lazy 8s, eights on pylons — teach (Commercial maneuvers may appear)
- ■ Power-off 180° accuracy approach & landing — teach

Emergency Procedures Teaching

- ■ Demonstrate and teach simulated engine failure (best glide, field, checklist)
- ■ Forced landing scenario; emergency descent
- ■ Cross-controlled stall on base-to-final — DEADLY — teach prevention

Postflight Debrief

- ■ Conduct a debrief of a 'student' performance
- ■ Identify weak areas; assign follow-up work
- ■ Endorsement decision discussion

Possible Scenarios

- A student lies about a previous medical denial — your obligations?
- A student is showing impulsivity on every approach — diagnose and correct.
- 5 minutes from your student's first solo and the wind picks up — your call?
- A student fixates on the airspeed indicator under hood — how do you correct?
- A student enters a spin in a non-spin-approved airplane — you and the airplane survive — what's the debrief?

DPE Tips

- Don't make up answers. If you don't know, say so and use your references (FAR/AIM, RFM/POH, ACS, charts).
- The DPE wants to see your judgment as much as your knowledge. Show your work — talk through your decision-making.
- Brief the examiner on your safety procedures: positive exchange of controls, sterile cockpit during critical phases, abort criteria.
- Bring a watch, a backup pen, snacks, and water. Use the bathroom before each portion.
- If a maneuver doesn't go well, ask if you may try it again — most DPEs allow one re-do per maneuver.
- Pay attention to the discontinuance vs. failure rules; a discontinuance allows you to resume on a future date.
- After the test: temporary airman certificate is valid 120 days; permanent comes by mail. Keep all paperwork.
- Initial CFI rides are long — pace yourself, take breaks, stay hydrated.
- Have a complete lesson plan binder ready — DPE may pick any task and ask you to teach it cold.
- Be ready to discuss spin awareness in detail — airplane CFIs cannot avoid this topic.

© Walter Dusseldorp · North Country Heli Flight · flyheliadk.com

Flight Instructor Instrument — Airplane (CFII)

ACS: FAA-S-ACS-26 / current ACS for Flight Instructor Instrument — Airplane · **Est. duration:** Oral ~3–4 hr · Flight ~1.5–2 hr

Applicant Documents

- ■ Government-issued photo ID (e.g., driver's license, passport)
- ■ Pilot certificate (or Student Pilot certificate for Private)
- ■ Current medical certificate (or BasicMed qualification documents if eligible)
- ■ Original FAA Knowledge Test report — valid (24 calendar months)
- ■ Logbook with all required endorsements tabbed and dated
- ■ IACRA application — confirmation number printed; printed 8710-1 for review
- ■ Graduation certificate (Part 141 only) — if applicable
- ■ TSA citizenship documentation (if non-US citizen)
- ■ Examiner's fee (cash, check, or per DPE agreement)
- ■ Instrument lesson plan binder
- ■ Sample IFR cross-country plans
- ■ Sample IPC outline

Aircraft Documents

- ■ Airworthiness certificate (visible to passengers)
- ■ Registration certificate (current; not expired)
- ■ Radio Station License (international ops only)
- ■ Operating limitations / RFM / POH (with current revisions)
- ■ Weight and Balance — current envelope; today's flight computed
- ■ Aircraft maintenance logbooks — engine and airframe (and prop where applicable)
- ■ Annual inspection — current (or 100-hour if applicable)
- ■ Airworthiness Directives — complied with
- ■ Transponder inspection — current within 24 calendar months
- ■ Pitot-static / Altimeter — current within 24 calendar months (IFR ops)
- ■ ELT inspection — current within 12 calendar months; battery within service life
- ■ VOR check log — within 30 days (IFR ops)
- ■ ADS-B Out — operational (per §91.225)

Oral Exam Areas

Pre-Test Briefing & Documents

- ■ Verify CFI Airplane + IRA; FII knowledge test; CFII practical endorsement

I — FOI Refresh

- ■ FOI principles; emphasis on adult learning, scenario-based training, SRM in IFR teaching

II — Technical Subject Areas (IFR)

- ■ IFR regulations: §91.167, §91.169, §91.171, §91.175, §91.183, §91.185
- ■ IFR weather: TAF/METAR/AIRMET/SIGMET, freezing levels, icing/turbulence

© Walter Dusseldorp · North Country Heli Flight · flyheliadk.com

- ■ ATC: clearances, departures, holds, approaches, missed
- ■ Equipment: GPS/WAAS, RAIM, vacuum vs electric AHRS, alternate static, transponder/ADS-B
- ■ Aeromedical: spatial disorientation, illusions, hypoxia

III — Preflight & Lesson Plans

- ■ Teach a lesson on attitude instrument flying scan
- ■ Teach a holding pattern lesson
- ■ Teach an approach lesson — choose precision or non-precision

Flight Portion

Teach IFR Skills

- ■ Teach scan technique with 'student' under hood
- ■ Teach holding entries (direct, parallel, teardrop)
- ■ Teach a precision approach (ILS or LPV) to DA
- ■ Teach a non-precision approach (VOR / LP / LNAV) to MDA
- ■ Teach a circling approach (if airport has separate circling minima)
- ■ Teach a missed approach

Emergency / Partial Panel

- ■ Teach vacuum or AHRS failure response
- ■ Teach unusual-attitude recovery under hood
- ■ Discuss IIMC procedures for a VFR-only student
- ■ Teach airframe icing recognition and escape

Possible Scenarios

• Your student descends below MDA without visual references — what do you do, and how do you debrief?

• Your student loses orientation in IMC — recovery sequence and lesson takeaway.

• A pilot wants an IPC after 18 months of non-currency — your plan?

• Pitot-static blockage en route — diagnose and teach the cross-check.

DPE Tips

• Don't make up answers. If you don't know, say so and use your references (FAR/AIM, RFM/POH, ACS, charts).
• The DPE wants to see your judgment as much as your knowledge. Show your work — talk through your decision-making.
• Brief the examiner on your safety procedures: positive exchange of controls, sterile cockpit during critical phases, abort criteria.
• Bring a watch, a backup pen, snacks, and water. Use the bathroom before each portion.
• If a maneuver doesn't go well, ask if you may try it again — most DPEs allow one re-do per maneuver.
• Pay attention to the discontinuance vs. failure rules; a discontinuance allows you to resume on a future date.
• After the test: temporary airman certificate is valid 120 days; permanent comes by mail. Keep all paperwork.

© Walter Dusseldorp · North Country Heli Flight · flyheliadk.com