

PRETEST BRIEFING

My Mission Statement

To conduct a **Safe, Complete, Fair, and Efficient Test**, leaving both the Applicant and Recommending CFI with a positive impression of the FAA.

3 BRIEFINGS:

PRETEST

PREFLIGHT

POST TEST – “Instructional Debrief”

3 POSSIBLE OUTCOMES:

TEST PASS – Temporary Certificate Issued

or

TEST FAIL – Notice of Disapproval: “Notice of Debt” and “Additional Training Required to Meet Standards”

or

LETTER OF DISCONTINUANCE – If unable to complete the Oral or Flight Portion due to honest reasons only:

Weather, Equipment Failure, Airport Closure, Sickness, Fatigue, etc.

***Not to be used to avoid a failure due to unsat performance.**

PRETEST BRIEFING

EXAMINER RULES OF CONDUCT

I will conduct your test based on the FAA ACS or PTS. “Your battle is against the ACS/PTS, not the Examiner.”

I will maintain an open tone to ensure clear communication and will not intimidate or impose added stress.

I have a Plan of Action on my computer using as a checklist to ensure a complete test.

All scenarios will be presented as if you are PIC and hold the Certificate or Rating test for today.

Perfection is not the standard, assume you have passed until told otherwise.

I will not provide Instruction during the test. I will take notes to provide an instructional Post Test Briefing.

Audio or video recording is prohibited.

You may use all available FAA or POH resources, such as FAA Handbooks, Aircraft Manuals, Charts, Checklists, Calculators, etc.

You can also write things down to jog your memory, but may not reference notes.

CFI TEST SPECIFIC BRIEFING

Your goal today is to “Demonstrate Instructional Knowledge” on all areas tested.
Use Scenario Based Training.

I will present scenario questions throughout the test. So, no need to play the “fill in the blank game” questioning me as a student.
Teach the subject area in thorough manner.

Assume I am a Student Pilot and work up to Private Pilot and Commercial Pilot Level.

Once I have determined that Standards have been met for the specific Area of Operation, then I will intervene and guide you to the next subject area in order to ensure Test efficiency.

The FAA regards Lesson Plans as a Required Item to be used with every lesson.
Please use all available lesson plans to assist with your presentation. Although, please do not continuously read from your lesson plans.

The FAA encourages the use of all visual presentation techniques using any available training aids, miniature airplane, diagrams, marker boards and/or video display, ect. while instructing.

PRETEST BRIEFING

“IACRA Signature Successful?”

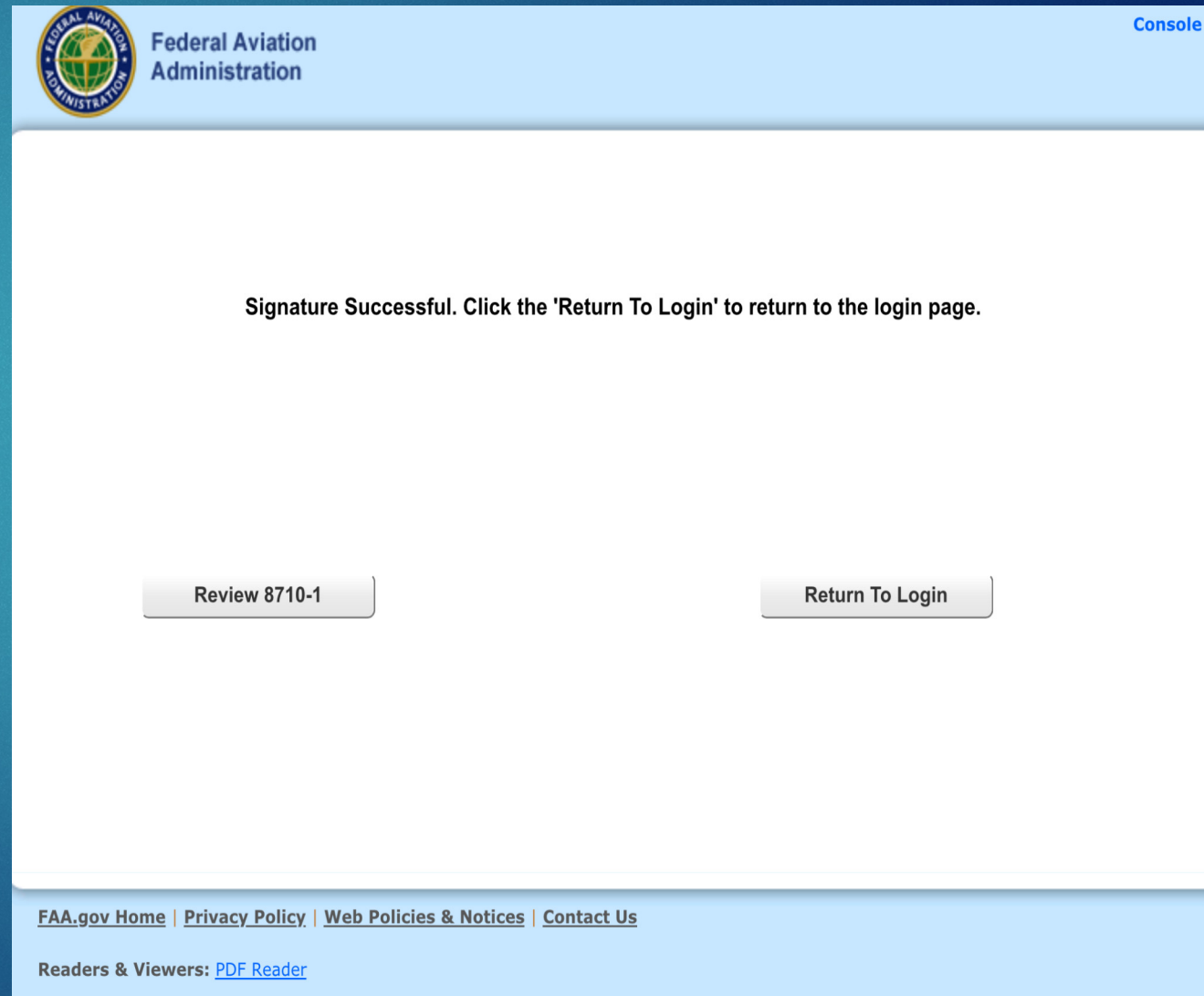
Breaks at anytime.

Questions?

Collect Fee.

“THE TEST HAS BEGUN.”

Confirm Aircraft Airworthiness



The screenshot displays the FAA website interface. At the top left is the FAA logo, and to its right is the text "Federal Aviation Administration". In the top right corner, there is a "Console" link. The main content area features a message: "Signature Successful. Click the 'Return To Login' to return to the login page." Below this message are two buttons: "Review 8710-1" on the left and "Return To Login" on the right. At the bottom of the page, there is a footer with links for "FAA.gov Home", "Privacy Policy", "Web Policies & Notices", and "Contact Us". Below the footer, it says "Readers & Viewers: PDF Reader".

Federal Aviation Administration

Console

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