

Safety Regulation Group

Licensing and Training Standards



Standards Document 1, Version 07

EASA Flight Crew Licensing

**Notes for the Guidance of Examiners and Applicants taking the
Initial Instrument Rating Skill Test (Aeroplanes)**

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Foreword

This document sets out the requirements for the Instrument Rating Skill Test (IRT) for the grant of an Instrument Rating (IR) (Aeroplanes). The information is designed to assist both the applicant and examiner prepare for the flight test. The information is of a general nature and does not include precise details of each exercise or manoeuvre.

It is intended as a reference document for pilots, instructors and examiners; to explain the administrative procedures required to undertake the flight test for IR and to ensure that the manner in which skill tests are conducted is standardised across the aviation community.

Nothing in this document is intended to conflict with the EASA Aircrew Regulation or UK statute law where applicable. Whilst every effort is made to ensure that all information is correct at the time of publication, the CAA reserves the right to amend this document as required to accommodate changes to the primary authority documents, to correct errors and omissions or to reflect changes in national policy and best practice.

The Civil Aviation Authority is the competent authority of the UK for the issue of pilot licences, ratings and certificates in accordance with the Aircrew Regulation and for the oversight of their implementation and use. In fulfilling this role, the CAA is required to provide oversight documentation, including standards documents, guidance material and acceptable means of compliance that may be used by relevant personnel and organisations to allow them to perform their tasks, discharge their responsibilities and establish compliance with the Basic Regulation.

This document and other Civil Aviation Authority (CAA) Standards Documents are available on the CAA web site at: www.caa.co.uk/standardsdocuments

These may be downloaded without charge. The CAA Scheme of Charges and application and report forms are also available from the website at www.caa.co.uk.

If, after reading this document, there are any queries or comment, please contact CAA Flight Crew Standards (FCS) in Licensing & Training Standards (L&TS), CAA Safety Regulation Group.

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Glossary of Abbreviations and Terms

AI or ADI	Attitude Indicator or Attitude Direction Indicator
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
AMC	Acceptable means of compliance
ANO	Air Navigation Order
APV	(Instrument) Approach with Vertical Guidance
ATC	Air Traffic Control
ATO	Approved Training Organisation
ATPL	Airline Transport Pilots Licence
CDFA	Continuous Descent Final Approach
CPL	Commercial Pilot Licence
CRE	Class Rating Examiner
CRE/IRR	Class Rating Examiner with Instrument Rating Revalidation/Renewal Privileges
CRI	Class Rating Instructor
CRM	Crew Resource Management
CRMI	Crew Resource Management Instructor
DA/H	Decision Altitude/Height
EASA	European Aviation Safety Agency
EFATO	Engine Failure After Take-off
EU-OPS	European Union Requirements - Commercial Air Transport (Aeroplanes)
FCS	CAA Flight Crew standards
FEH	Flight Examiners Handbook
FE (CPL)	Flight Examiner Commercial Pilot Licence (Aeroplanes)
FE (PPL)	Flight Examiner Private Pilot Licence (Aeroplanes)
FI	Flight Instructor
FIE	Flight Instructor Examiner
FNPT or FNPT II	Flight Navigation Procedures Trainer
FS or FFS	Flight Simulator or Full Flight Simulator
FSTD	Flight Simulation Training Device
FTO	Flight Training Organisation
GE	Ground Examiner
GPS	Global Positioning System
GM	Guidance Material
GNSS	Global Navigation Satellite System
HPA	High Performance Aeroplane
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
IR	Instrument Rating
IRE	Instrument Rating Examiner
IRI	Instrument Rating Instructor
L&TS	CAA Licensing & Training Standards
LNAV	Lateral Navigation
LPC	Licensing Proficiency Check

LST	Licensing Skill Test
LTS	Licensing and Training Standards
MDA/H	Minimum Descent Altitude/Height
ME	Multi-Engine
MEP	Multi-Engine Piston Aeroplane
MP or MPA	Multi-Pilot or Multi-Pilot Aeroplane
OPC	Operator Proficiency Check
Part FCL	Annex 1 – Part-FCL - to the Aircrew Regulation
Proficiency Check	Demonstration of skill for the revalidation or renewal of a licence or rating, including such oral examinations as may be required.
RF	Registered Facility
RNAV	Area Navigation
RT or RTF	Radiotelephony
RTC	Regional Test Centre
RTO	Rejected Take-off
SE	Single-Engine
SEP	Single-Engine Piston Aeroplane
SET	Single-Engine Turboprop Aeroplane
Skill Test	Demonstration of skill for the issue of a licence or rating
SP or SPA	Single-Pilot or Single-Pilot Aeroplane
SP HPCA	Single-pilot high performance complex aeroplane
TMG	Touring Motor Glider
TRE	Type Rating Examiner
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions
VNAV	Vertical Navigation

Editorial Convention

Throughout these notes the following editorial practices and definitions shall apply:

- "Shall" and "Must" are used to indicate a mandatory requirement.
- "Expect" and "Should" are used to indicate strong obligation.
- "May" is used to indicate discretion.
- "Examiner" is used to indicate a person who is authorised by the CAA to conduct the appropriate skill test or aeroplane inspection.
- "Applicant" is used to indicate a person who is seeking the issue or renewal of a pilot's licence or rating.
- A Skill Test is a demonstration of skill for the initial licence issue, licence renewal, rating issue or rating renewal. Such tests include oral examination and flight test as appropriate.
- "He/She". The pronoun 'he' is used throughout for ease of reading.
- "Test" is used in this document to describe licensing skill tests and proficiency checks

Part 1- General Information

- 1.1 If the IRT is taken in a multi-engine aeroplane then no further test is required for single engine IR privileges. If the IRT is taken in a single engine aeroplane then a further IRT is required for the multi-engine aeroplane.
- 1.2 A pilot who is current in multi-pilot operations may take the IRT in an aeroplane certified within JAR-FCL for multi-pilot operations. Annex 4 to these notes will cover the required procedures.
- 1.3 An Instrument Rating (Aeroplanes) is valid for 12 months.
- 1.4 EASA Part FCL directs that an IR(A) may be revalidated up to 3 months before the rating expires, without any reduction from the original date of expiry. Standards Document 14 details the requirements for revalidation and renewal of an IR(A) including the cross-crediting arrangements between multi-pilot and single-pilot IRs.

Part 2 - Preparation, Provision of Aeroplanes and Test Bookings

2.1 Flight Test Preparation

2.1.1 *Requirements*

It is important that all of the pre-test requirements are completed before entry into the Flight Test Programme so that test slots are not wasted. A cancellation fee equivalent to the test fee may be charged if a test is cancelled due to a pre-test requirement not being completed.

2.1.2 *Ground examinations and training*

Applicants shall have passed the associated theoretical knowledge examinations before undergoing the flight test though, with prior approval, exceptions may be made by the CAA for applicants undertaking a course of integrated training. Instruction for the associated theoretical examinations shall always have been completed before the flight test is taken. Students commencing modular IR courses must hold the night qualification prior to commencing IR training.

2.1.3 *Flight training*

The applicant for the IRT shall have satisfactorily completed any training necessary and shall have received instruction on the same type/class of aeroplane being used for the flight test.

2.1.4

An applicant for the IR Skill Test shall be recommended for the test by the organisation/person responsible for the training once the training is completed. The training records shall be made available to the Examiner if requested. Each applicant for a skill test must provide written evidence to the examiner that they have been recommended for the test in accordance with EASA Part FCL.030 and the procedures at their ATO. This recommendation must be signed by the person making the recommendation, with the name and the date of the authorising signatory.

2.1.5 *Experience*

An applicant for a modular IR(A) course shall be the holder of a PPL(A) or a CPL(A), either licence to include the privileges to fly by night, issued in accordance with ICAO Annex 1. Additionally, when applying for issue of the IR, evidence must be provided of 50 hours cross-country time as PIC in aeroplanes or helicopters, of which at least 10 hours shall be in aeroplanes. Applicants for integrated training are referred to CAP 804 and EASA Part FCL.

2.1.6 *Previous tests - F173 or SRG 2131*

Applicants who have previously attempted the IRT must produce to the Examiner the previous test result form FCL 173 (pre 17/09/2012) or SRG 2131 (from 17/09/2012), or equivalent document from another EASA state, which shows the sections failed and any re-training requirement.

2.1.7 *Flight Simulation Training Devices (FSTDs)*

Where a course of training includes the use of an FSTD it is important to remember that each FSTD must have been approved for the IR course by the CAA and awarded a qualitative credit that specifies the maximum hours which applicants may claim towards their instrument training.

2.1.8 *Medicals*

Applicants must be in possession of a JAA/EASA medical certificate appropriate to their licence type at the time of the test. PPL (IR) applicants require at least JAA/EASA Class 2. The medical certificate shall be shown to the Examiner. If the certificate is out of date the Examiner may still conduct the test, but the applicant is to be made aware that, regardless of the outcome, he will not be permitted to use his licence or rating until the certificate is renewed. UK armed forces personnel must hold a valid and current military aircrew medical category.

2.1.9 *Flight Radiotelephony Operators (FRCO) Licence*

An applicant will be required to hold an FRCO licence or have passed the examinations required for the issue of an FRCOL prior to attempting the IRT.

2.2 Provision of Aeroplanes

2.2.1 Applicants must provide an aeroplane for the IR Skill Test that meets the requirements for training aeroplanes and for test. Details regarding of the provision of aeroplanes and the required equipment are given in Standards Document 7(AH), which is available on the CAA website. Further advice may be sought from the CAA Flight Examiners.

2.2.2 Standards Document 7(AH) details the aircraft equipment requirements for the IRT. The ATO is responsible for presenting an aircraft that meets these requirements in fit condition for any test. The appropriate test fee may be forfeit should the examiner find that the programmed event cannot proceed.

- 2.2.3 The CAA shall not be responsible for the provision of insurance for the applicant taking the IRT. However, it is necessary for the aircraft operator to maintain an insurance policy which adequately covers the aircraft, applicant and the Examiner during the conduct of the flight test and which complies with European law and the requirements set out in Standards Document 7(AH)

2.3 Test Booking

- 2.3.1 Applications for test must be made through the ATO conducting the training to FCS Flight Test Bookings at Gatwick. An examiner will be allocated to each test: some applicants will be tested by CAA examinersinspectors as the CAA in its absolute discretion thinks fit. Tests are normally arranged for a date as close as possible to the date of the application for a test but applicants will be expected to accept a delay where necessary. The fee for the IRT is prescribed in the CAA Scheme of Charges for Personnel Licensing which is available on the CAA web-site. Fees must be paid at the time of the booking. Applicants will be required to show evidence of payment for their test before the flight can proceed.

Part 3 - Conduct of the Test

3.1 Preview of Events

- 3.1.1 This section outlines those items that the Examiner considers as he constructs the profile. Section 3.2 will give details of the content of the Initial Briefing; Section 3.3 and 3.4 describe the Planning and Weather considerations that are required. Sections 3.5 to 3.7 detail the Main Briefing, Flight and Debrief.
- 3.1.2 The skill test for the grant of the IR will be conducted by a Flight Examiner or Inspector authorised by the CAA. The test schedule and standards required are set by EASA and the CAA. The Examiner will conduct each test to meet the required schedule and to achieve a meaningful, fair and valid assessment. He will determine the flight profile in order to cover all required sections of the test and will expect the applicant to conduct the flight in a practical and expeditious manner. Flight profiles may vary depending upon many influences outside the control of the Examiner such as ATC requirements, weather conditions, serviceability of navigation or approach aids etc. However, the Examiner will ensure that the applicant is given every opportunity by giving clear and unhurried instructions and he will check that the applicant has understood what he has been asked to do.
- 3.1.3 Applicants must remain adaptable and flexible without compromising safety and it is important that they clearly understand the briefing before the flight. The Examiner's assessment will take into account each section, procedure or manoeuvre of the flight as well as the overall conduct, management, airmanship and general captaincy.
- 3.1.4 The IRT is divided into six main sections:

Section 1	Departure
Section 2	General Handling – Instruments
Section 3	En-route IFR
Section 4*	Precision Approach and go-around or landing
Section 5*	Non-precision approach and go-around or landing
Section 6	Simulated Asymmetric Flight

Note *Either of Section 4 or 5 must be flown following an ATC procedural clearance.

- 3.1.5 All sections of the test are to be completed in the course of one flight. The sequence of sections may vary depending on circumstances and the Examiner's briefing will include the expected profile. Examiners are responsible for ensuring an efficient test but applicants must remain flexible, particularly if weather conditions, ATC 'slot' times or availability of approach aids etc. subsequently dictate a different scenario during the flight. When deciding the route the Examiner will generally arrange the test profile such that the flight can be completed within approximately 90 - 120 minutes. Applicants should not necessarily expect to fly any of the regular local routes used during training as the test is intended to be a practical exercise to a destination and/or alternate airfield, normally within 150 nms.
- 3.1.6 A practical example of the test schedule is a flight from base aerodrome via a Standard Instrument Departure (SID) to join controlled airspace. At least part of Section 3 of the test should be conducted in UK Class 'A' airspace where possible, or along a published route in Controlled Airspace. Exceptionally, in certain areas where a routing including Class 'A' airspace would require an excessively long flight, Class 'D' airspace may be acceptable. The flight continues with an instrument approach that is completed in assumed minimum operating weather conditions. Following a go-around from this instrument approach an engine emergency will be simulated. There will then be a diversion to a pre-planned alternative airfield for an asymmetric approach and go-around into an asymmetric visual circuit, or a circling approach followed by an asymmetric landing. The Examiner will require one approach to be flown procedurally following a holding manoeuvre; the other may be radar vectored or procedural at the examiner's discretion. The general handling manoeuvres, Section 2 of the profile, may be completed during the transit between bases or at the end of the flight and normally last about 20 minutes.
- 3.1.7 The IRT is very demanding. It is appreciated that even the most 'professional' or 'talented' pilots can make mistakes particularly if attention to accuracy is relaxed for a few moments. This does not necessarily mean that a failure should result.
- 3.1.8 The following notes reflect the style and sequence of the briefing that the applicant may expect to hear. However, the Examiner may make variations in the delivery of the briefing and may have to modify the sequence in which items are briefed and flown.
- 3.1.9 Where the test is for multi-pilot operations, the differences in test schedule and the Examiners briefing are shown in Appendix 4 to this document.
- 3.1.10 The Examiner may stop the test at any stage if he considers that the applicant's demonstration of skill and/or knowledge requires a complete retest.

3.2 Initial Briefing

- 3.2.1 The purpose of the initial briefing is to check that the applicant has completed the necessary training and experience requirements, establish the aim of the flight test and check that he is aware of those planning resources that he will require. This briefing will normally take about 10 minutes.
- 3.2.2 At the pre-arranged time, commonly either 0830-0845 or 1230-1245, the Examiner will meet the applicant. A check will be made to ensure that the applicant has the necessary equipment and documentation including:
- Pilot's licence (if applicable), personal flying logbook, and evidence of an aircraft rating or completion of approved training, e.g. Form LST SPA.
 - A JAA/EASA Class 1 medical certificate (Class 2 for PPL(IR)). This need not be current but the applicant will be advised that a current medical is mandatory if he is to use his ratings.
 - A form of photo identity; e.g. a valid passport, photo driving licence, UK Forces ID card or airport pass.
 - Valid F170A, or written recommendation for test from the ATO, or previous attempt form SRG 2131 (or F173 if prior to 17/09/2012)

- Current aircraft documents including the Technical Log.
- Two headsets - most Examiners will carry their own headset but a spare unit should be available for the flight.
- Two copies of the approved check list.
- ATO Ops Manual – paper copy.
- Suitable instrument flying screens including covers for the Artificial Horizon (A/H) and Horizontal Situation Indicator (HSI) or Direction Indicator (DI) and repeaters for simulating limited panel. A full description of the UK equipment requirements for the IRT are detailed in Standards Document 7(AH).
 - N.B. Applicants utilising glass cockpit displays where no rate instruments are fitted are to have their logbook annotated by an IRE or CRE/IRR showing successful completion of the limited panel exercises on a suitably equipped aeroplane or FSTD; this annotation is valid for 6 months. On test the applicant will be required to complete all the limited panel exercises using the secondary flight instruments only.
- Current publications for the routing and airfields that may be required.
- Planning material including a blank flight log and navigation equipment.
- Any relevant CAA correspondence such as a letter of assessment or retraining requirements.
- Proof of payment for the test.

- 3.2.3 The Examiner will outline the content of the skill test including the routing required and the airfields where instrument approach procedures are to be flown.
- 3.2.4 The applicant will be given the Examiner's weight for his 'mass and balance' calculations and performance planning. The callsign and approach bookings will be given for the flight plan and other planning.
- 3.2.5 When the applicant is clear about the format for the flight he will be given time to complete the necessary planning and pre-flight preparation, normally 45 minutes (maximum 1 hour) depending upon the circumstances. The Examiner will specify the time to meet for the main briefing.
- 3.2.6 If circumstances prevent the Examiner meeting the applicant early enough before flight to give adequate time to plan he may leave a written briefing with the required data and indicate at what time they will meet for a full briefing. If required the examiner may pass the route to be flown sufficiently in advance to permit submission of the IFR flight plan and brief the detail of the approaches to be flown nearer the time.

3.3 Planning

- 3.3.1 Planning facilities must be made available at the ATO, or aerodrome flight planning facility. The Examiner will check that the applicant is aware of where resources are. A quiet briefing room should be used so that the planning can be completed without interruption or distraction.
- 3.3.2 Planning shall be completed without assistance from other students or instructors.
- 3.3.3 Current AIS and Met information should be obtained from the aerodrome flight planning facility or from other approved sources and the flight plan must be filed in adequate time for the 'slot' booking.
- 3.3.4 A flight navigation and radio log must be prepared and the Examiner will require a copy. The log must include provision for such items as:
- Route (including alternate aerodrome)

- En-route ATC and Navaid frequencies (note that where this information is clearly displayed on planning documents, such as charts and Approach Plates to be used, it is not appropriate to copy this information to the log)
- Level or Operating Altitudes
- Timings, ETAs and ATAs
- MSA, safety height or minimum levels/altitudes
- Fuel Plan (including alternate fuel and contingencies etc.)
- Space for logging clearances, ATIS, ATAs and events

The overall management of the flight will be assessed as well as the aircraft handling accuracy and knowledge of procedures. The navigation log and radio log must be maintained such that at the end of the test, the flight can be reconstructed from the information recorded. The Examiner is also required to keep a log of the flight for navigation as well as assessment purposes.

- 3.3.5 Any part of the route which entails flight in classes of airspace where routes or tracks may not be specified will require the applicant to consider all the necessary planning, i.e. tracks and levels of operation, to achieve a safe and efficient flight in accordance with IFR.
- 3.3.6 Pre-prepared flight logs or specially drawn routes may be used during the IRT if included in the ATO Ops Manual. Computer derived flight/navigation plans and aeroplane mass and balance calculations may be used during the allowed planning period. The applicant remains solely responsible for all planning calculations howsoever derived and the examiner will ensure that the applicant fully understands the IFR planning conducted. Diagrams and route maps not depicted on standard publications are discouraged unless drawn during the planning phase.
- 3.3.7 Applicants will be required to consider the aircraft take-off and landing performance for the conditions prevailing at all airfields used for the flight and at any nominated diversions. The minimum requirement is to calculate the take-off and landing performance at the point of departure and the landing performance at the most restrictive airfield on the planned route, e.g. departure, training, diversion(s) and final destination.

3.4 Weather Minima

- 3.4.1 The pre-flight preparation of the IRT requires the applicant to assess the weather conditions and make his decision whether to proceed with the flight. However, when extreme conditions of high wind speed, severe turbulence, icing or thunderstorms exist, the Examiner may determine that this would make the flight difficult to assess and may override the applicant's willingness to proceed. The flight should not proceed if all planned sections cannot be achieved or the forecast weather would prevent a return to base or a suitable alternate aerodrome.
- 3.4.2 FTOs are required to specify in their aircraft operating procedures the minimum weather conditions below which training and testing shall not take place. In general it is expected that published limits for the aircraft will be used as appropriate to a commercial flight. Applicants shall comply with the Aerodrome Operating Minima (AOM) given in AIP - AD 1.1.2 or the take-off and landing minima stated in their Operations Manual or other more stringent limitations if applicable (i.e. State Minima).
- 3.4.3 Awareness of icing conditions must be displayed by regularly checking the outside air temperature (OAT) and indicating this to the Examiner. At some point during the flight the Examiner may respond to this by simulating a build up of ice, the applicant should complete all the necessary precautions for 'removing' the ice. When actual ice is present or likely the necessary equipment must be operated accordingly. ATOs must establish an operating procedure for using aircraft icing equipment particularly with reference to pitot heaters, engine/propeller and airframe de-icing or anti-icing systems and all equipment must be

checked prior to flight in accordance with the FM/POH. The aircraft must not be flown into icing conditions if contrary to the aeroplane flight manual limitations.

- 3.4.4 It should be assumed that during the flight both the precision and non-precision approaches are to be flown in minimum weather conditions, therefore the Decision Height/Altitude (DH/A) and Minimum Descent Height/Altitude (MDH/A) shall be calculated and agreed with the Examiner before flight. The minimum height/altitude for completing a circle to land must also be calculated. Similarly applicants should be prepared for any runway change that ATC may direct. For flights in ME aeroplanes, the asymmetric committal altitude/height (ACA/H) must be stated. The applicant must state clearly that they are or are not using CDFA techniques (where appropriate) in accordance with their Ops Manual.
- 3.4.5 Applicants will be expected to comply with any flight restrictions, such as an "Approach Ban", that may exist during the course of the flight. Consideration must also be given to the weather conditions at the nominated alternate airfield particularly if the actual weather at the take-off airfield or the destination is marginal.
- 3.4.6 ***Single engine aeroplanes***
If the IRT is to be conducted in a single engine aeroplane then more stringent weather limits must be applied such that in the event of an engine failure during flight the cloud base and visibility is sufficient to enable a forced landing to be achieved. Therefore the cloud base must generally not be lower than 1500 feet AGL with 'few' cloud not below 1100 feet AGL along the route where the terrain is regarded as hospitable. If flight over a large conurbation is planned, then, notwithstanding the above, an additional allowance must be included to comply with the requirement of Rule 5 to be able to glide clear. IRTs will not be conducted in single engine aeroplanes over large areas of water or beyond gliding distance from a suitable landing area.

3.5 Main Briefing

- 3.5.1 Once the applicant has completed the flight planning, the Examiner will give a comprehensive briefing covering all aspects of the flight. During the briefing the applicant may ask questions at any time if he is unclear about any aspect. This briefing would normally take 30 minutes. The Examiner may not brief in the sequence below, but will cover all the relevant items. The Examiner will ask questions relevant to the briefed profile and on any area related to the operation of the aeroplane and operation under IFR.
- 3.5.2 The briefing will include:
- ***The purpose of the flight***
The purpose of the flight is for the applicant to demonstrate his ability to plan and conduct an IFR flight with a passenger whilst acting as pilot-in-command and operating as single crew member. The briefed profile shall be conducted in accordance with Instrument Flight Rules (IFR) and will include simulated aeroplane emergencies. Passenger safety, comfort and reassurance must be considered throughout the flight. The applicant is not to expect any assistance but will be briefed on the role of the Examiner as a safety pilot when instrument screens are in place.
 - ***The applicant's responsibilities***
The Examiner will explain that the applicant will be responsible for all the duties and decisions necessary for the safe and practical conduct of the flight, in accordance with current legislation. Throughout the flight the applicant must liaise with ATC. Amended flight clearances and instructions from ATC must take priority over the pre-briefed flight profile. The Examiner will only discuss ATC instructions if he considers this necessary. Applicants should arrange the flight so that flight plan departure time and any other slot allocation is achieved within the allowable tolerances (- 5 minutes/+ 10 minutes in accordance with the Integrated Flight Plan System - IFPS) and update ATC as necessary. Modern radar and ATC procedures often reduce the need for RT position reporting points, however, the Examiner will expect to be informed of ETAs en-route in the form of standard position reports and updates (ETA variations +/- 3 minutes). Any

significant change to the briefed exercise imposed by ATC may require the flight to be terminated and/or assessed as 'incomplete'.

- ***Check lists***

Throughout the flight the applicant will be expected to use the approved aeroplane checklist. Airborne checks may be completed from memory, or from alternative notes, but must be in accordance with the checklist and with each check item spoken aloud. Following simulated emergencies all checks must be clearly stated with simultaneous touching of the relevant control switch or lever as appropriate.

- ***Planning check***

The Examiner will assess the applicant's ability to check the appropriate aeroplane documents before flight. He will expect to be briefed by the applicant as to the weather suitability, including surface wind as well as NOTAMs and Navigation Warnings. The Examiner will check the flight navigation log and will require a photocopy. He may question the applicant on any aspect of the planning, for example: choice of operating altitudes/levels, safety altitudes, fuel planning etc. The applicant's calculation and understanding of the aeroplane's mass and balance and performance will be assessed.

- ***Speeds***

The aeroplane must be operated in accordance with the Aircraft Flight Manual or Pilots' Operating Handbook, as appropriate, and the operating procedures should follow those given in the ATO's Operations or Training Manual. The Examiner will require confirmation of the various speeds and configurations to be used at each phase of flight. Speeds may be adjusted to meet different conditions or circumstances and the Examiner must be advised of the new target speed at that time.

- ***Instrument Approach Minima***

Applicants will be required to give details of the operating minima to be observed throughout including the instrument approaches i.e. DH/A or MDH/A, circling minima, and MSA or SA. The applicant must indicate whether a Continuous Descent Final Approach (CDFA) technique is to be used for a NPA in accordance with the ATO Operations Manual.

- ***The Profile***

The Examiner will go through the flight, item by item explaining to the applicant what is required of him. (To avoid repetition of the briefed items these are expanded at para 3.6 The Flight). The Examiner will not instruct the applicant on how to operate or manage the flight; he will advise what he wants to see the applicant do. Conditions, such as the use of autopilot, flight director, and which radio aids may be used, will be covered. During the briefing he will regularly check if the applicant has any questions and finally the Examiner will ask the applicant if he is quite clear what is required of him during the test. During the flight the Examiner will not prompt or assist the applicant in any way and will only give instructions when necessary and as previously briefed. The lack of conversation in flight should not be interpreted as being unhelpful or hostile, but is simply to allow the applicant to conduct the flight without interference.

- ***IF screens - simulating IMC***

Instrument flying screens, supplemented by a hood where appropriate, will be used throughout the flight to simulate IMC. A full description of the UK screening requirements are detailed in Standards Document 7(AH). Sole use of hoods, visors or goggles will not be approved for the IR Skill Test. The screens will usually be placed in position before departure but the forward opening should be sufficient to allow visual flight for the take off. At a suitable height/altitude after take off (normally at 150 feet - 300 feet AGL), the final panel of the screens will be inserted to simulate entry into cloud. The Examiner will act as the 'safety pilot' when the screens are being used and will remove the screens at the appropriate time to allow for visual manoeuvring and landing.

- ***General Handling on Instruments***

The Examiner will brief in which phase of the flight he will conduct this section of the test. He will advise that he will be responsible for air traffic liaison, lookout and navigation during this section but the applicant will remain responsible for configuration, limitations and security. The examiner will brief the required items in detail. The applicant will be reminded of the individual exercises that were briefed pre-flight but all aspects of the flight could be assessed within this section. When the section is complete the Examiner will ensure that the applicant is comfortable with his location, aircraft configuration and ATC service before handing back control for any subsequent sections to be flown.

- ***Emergencies and abnormal conditions***

The Examiner will brief his procedure and requirements for the practice EFATO and when he will respond with follow-up action such as setting the engine/propeller at 'zero' thrust or resetting all engines. He will discuss the actions necessary should any actual emergency or abnormal condition occur during the flight. In general, the pilot flying the aircraft (applicant) is to control and handle any actual aircraft emergency but the Examiner, as aircraft commander, may elect to take control at any stage.

- ***Oral questioning***

The Examiner will ask practical questions relating to the flight on subjects such as IFR procedures, aircraft performance, mass and balance, icing procedures, emergency handling and the aircraft documents.

3.6 The Flight

- 3.6.1 Applicants will be assessed on all aspects of the aeroplane operation. Sound basic handling skills are essential as well as airmanship, navigation, instrument flying, correct R/T phraseology, cockpit and overall flight management. The Examiner may elect to evaluate certain aspects by oral questioning.

Departure Procedure (Section 1)

- 3.6.2 The aeroplane must have previously been prepared for the flight including fuel, oil, ballast and other equipment. Any delays, however caused, are a responsibility for the applicant to manage.
- 3.6.3 The external checks shall be completed using the approved checklist. The Examiner may observe the external inspection and may at any stage, ask questions about the aeroplane or procedures. It must be assumed, even during the summer months, that the aircraft is being prepared for flight in sub-zero temperatures.
- 3.6.4 The Examiner must be briefed, as a passenger, on the position and method of the use of emergency exits, safety belts, safety harnesses, oxygen equipment, life jackets, and all other devices required by the ANO and intended for use by passengers in the case of emergency. The applicant must instruct the Examiner in the emergency action which he should take. Passenger briefing cards are acceptable but the examiner may ask questions.
- 3.6.5 After engine start and taxiing the applicant must complete all necessary checks and drills for departure. The instrument flight screens should be positioned before entering the runway. It may be necessary for the Examiner to taxi the aircraft into position for take off because of the restricted external view but the applicant would remain responsible for all checks and ATC compliance.
- 3.6.6 The applicant must obtain and read back the ATC IFR departure instructions, revise estimates as necessary and ensure that the radio and navigation equipment is set and identified ready for use.
- 3.6.7 A pre take-off briefing may be given at this stage but is not essential in single crew operations. The Examiner may brief his requirements in the event of an emergency during take-off.

- 3.6.8 The take-off and departure must comply with ATC instructions and/or published procedures.

En-Route Procedures (Section 3)

- 3.6.9 The planned route should be accomplished in a practical manner utilising RNAV, VOR and/or NDB tracking. ATC units endeavour to integrate test aircraft into the traffic flow to achieve all of the elements of the test, but applicants must be prepared for some re-routings or holding during busy periods. ATC instructions must be treated as practically as possible. The Examiner will not normally interfere with imposed changes to the briefed exercise unless these will compromise the requirements of the IRT.
- 3.6.10 All radio aids must be tuned and identified before use in accordance with normal operating practice. The Examiner will not interfere with any radio or navigation equipment except where it is necessary to 'de-tune' any aid when not required for the procedure, e.g. ILS de-tuned during the non-precision approach or during the holding pattern. Any radio navigation aid de-tuned by the Examiner will be restored by him at an appropriate time.
- 3.6.11 The IFR route and track must satisfy the basic VOR and/or ADF RMI/RBI tracking requirements (i.e. Track TO and FROM a VOR/ NDB using a needle presentation). If neither is available the Examiner may substitute a suitable single-needle tracking task based on a BRNAV source. Where necessary the examiner will remove map and/or CDI indications to facilitate assessment of single needle tracking; the examiner will restore the original display to allow compliance with ATC clearance when this task is satisfied. Unless turning at a defined fly-over waypoint, anticipation of the next track by turning at a reasonable distance/radius from the facility is expected.
- 3.6.12 During the en-route section, subject to the Examiners requirements, IFR approved BRNAV equipment, such as KNS 80/81 or GNSS equipment, is required for UK Class A airspace and may be employed. Equipment must be 'approved' for en-route IFR operations before it may be used as the primary source of data for aircraft tracking. FM immunity requirements must be complied with. Any GNSS equipment must have a current database. Waypoints and flight plan routing may be inserted prior to or during flight but the applicant remains entirely responsible for data entries. The examiner will indicate when RMI/RBI navigation is not required. Flight progress must be monitored on all available aids.
- 3.6.13 The execution of an en-route hold required by ATC will be assessed but does not satisfy the requirement for a terminal hold. 3.6.14 Flight director systems may not be used during the test except periods where the autopilot is engaged. If the aircraft is fitted with this equipment and is intended to be used, the applicant must carry out the necessary pre-flight checks to establish the serviceability of the system which can then be operated as briefed. The electric trim system may be used as prescribed by the aircraft flight manual and must be tested. Altitude alerting systems and speed bugs are permitted. Use of autopilot, subject to pre-flight checking, is permitted after achieving cruising flight; only Heading, Altitude and Speed modes are permitted. The examiner will indicate when autopilot use is allowed and when it must be discontinued.

Terminal Hold (Section 4 and/or Section 5)

- 3.6.15 A holding pattern will be required in either normal or asymmetric aeroplane configuration. The holding pattern should normally be conducted using a 'needle' instrument presentation from either an NDB or a VOR. If a needle presentation is not available HSI/OBS presentations are permitted. The hold shall be based on the terminal facility but may be offset from the overhead if so prescribed. Any mapping display will be removed during the hold and procedural approach. The hold may be executed from a Missed Approach.

Precision Approach (Section 4) & Non-precision approach (Section 5)

- 3.6.16 Prior to the instrument approaches the applicant must confirm that the weather conditions are suitable for completing the procedure. The route and terminal procedures must be flown as briefed or as directed by ATC and in accordance with the published procedures bearing in mind the actual and assumed weather conditions throughout. No map display is permitted for a procedural approach using VOR/NDB/ILS. For a hold and procedural approach other than GNSS the examiner will ask for the map and wind vector/drift indications to be removed from all displays.

- 3.6.17 Each approach is to be flown with the aeroplane trimmed such that a stable approach path is maintained to DH/A or MDH/A as declared. The Examiner will expect the applicant to brief ATC on the planned instrument approaches and subsequent manoeuvres. The requirement from the approach may be to land ahead, go-around from DH/A or MDH/A, depart under IFR or manoeuvre visually to the appropriate runway. However, a non-aligned approach (not within 30°) must terminate at the MDH/A, DH/A or circling minima, whichever is the higher. A go-around may then be required after visually manoeuvring to the landing runway. N.B. The ability of the applicant to position the aircraft safely for a landing will be assessed whether the intention is to land or go-around. The examiner may ask to the applicant to land from any approach.
- 3.6.18 ATC may ask for higher than normal pattern speeds and applicants will be expected to demonstrate flexibility to assist with traffic separation. It will not be expected that a speed in excess of the limit for the aircraft Category be maintained below 1000' AAL/3 NM. In any event the calculated Vref speed would still apply and the normal landing area (abeam the PAPIs) would remain. Occasionally ATC circumstances may require a 'long' touchdown point and the applicant would be expected to comply and inform the Examiner of his intentions and, if necessary, change of configuration and speed for the final stage of the approach and landing. The Examiner may intervene in the interest of the applicant if compliance with ATC would compromise the assessment of the test.
- 3.6.19 The non-precision approach requirement may be met by NDB, VOR, RNAV or Localiser only procedures as briefed by the examiner. A RAIM check must be completed prior to any RNAV GNSS approach. Any published RNAV approach will be treated as a procedural approach for test purposes and all associated mapping displays may be utilised; however, the precision approach – ILS – must then also be a procedural approach which must be flown without the use of any map display. A VNAV approach is not acceptable as a NPA and will not substitute for the ILS precision approach.

Simulated Asymmetric Flight (Section 6)

- 3.6.20 Applicants attempting the Skill Test in a multi engine aeroplane (not centre-line thrust) will be required to fly the exercises in Section 6. The EFATO may be combined with Sections 4 or 5. Correct touch drills are to be used where appropriate during any simulated emergency and the overall safety of the aeroplane and occupants must be maintained throughout.
- 3.6.21 At a safe height after take-off or go-around the Examiner will simulate an engine failure by closing one of the throttles/power levers. The applicant will be expected to retain control of the aeroplane, identify the 'failed' engine and carry out the appropriate engine shut down and propeller feathering procedures using touch drills where necessary. Emergency radio calls should be made aloud but not transmitted, however ATC should be informed. Applicants should not assume that any practice emergency is complete until told so by the Examiner. On completion of these drills and when asymmetric handling has been assessed, the Examiner will be responsible for setting zero thrust and the management of the (simulated) failed engine.
- 3.6.22 The applicant will be expected to carry out an approach to go-around under asymmetric power and an asymmetric approach to land. The go-around may be briefed as a visual or instrument manoeuvre.

General Handling (Section 2)

- 3.6.23 The Examiner may brief to complete this section following completion of all other sections, or at a convenient time during transit. With the I/F screens, and hood if necessary, in place, the Examiner will be responsible for height, location, look out and ATC liaison. The applicant will be responsible for internal security, configuration changes and observance of limitations, etc. On completion of the section the examiner will ensure that the applicant is aware of his location, ATC service and his next task, before handing back control.

Full Panel: Flight by reference to full panel instruments will include:

- Level flight in the cruise configuration.

- Level turns at rate one.
- Steep turns at 45° angle of bank.
- Climbing and descending turns at rate 1.

Note: Most of these items will usually be assessed during the departure, en-route and approach sections of the flight.

- Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns; these manoeuvres may be combined with the limited panel section below.
- Recovery from incipient stalls in the landing and base turn configurations, with minimum height lost, using the Standard Stall Recovery, recovering to the best rate of climb (V_y) and back to any heading designated by the examiner.

Limited Panel: Flight by reference to limited panel will include:

- Straight and level flight and climbing/descending at a given speed in straight flight.
- Level turns onto given headings at rate one using timed or compass turn methods.
- Recovery from unusual attitudes, including climbing, descending and level steep turns in reasonable time. Recovery should be made to trimmed straight and level flight at the nominated speed with minimum loss of height.

FSTD

3.6.23 The following items may be performed at the discretion of the examiner in a Flight Simulator or Flight & Navigation Procedure Trainer - II (FNPT II) approved for the purpose:

Airwork Section 2 - item d. Stalling.
Simulated Asymmetric Flying, Section 6.

It is UK CAA policy that initial tests will be completed in an aeroplane wherever possible.

3.7 Post Flight Action

- 3.7.1 At the conclusion of the flight the Examiner may ask questions in order to clarify certain items or actions. The applicant will then be informed of the result and will be given a brief reason for any failed item. The examiner will state the requirements for any retest and indicate any mandatory or recommended training. Written notification of the result and any retraining will be given on the test report form FCL173. The applicant will be required to sign the form as having understood the result. The form will be given to the applicant and copies forwarded to FCS Support for administrative action.
- 3.7.2 Should any test item not have been completed or have been deemed unassessable by the examiner, then that item will need to be completed on a subsequent flight before a test result can be determined.
- 3.7.3 Should the result be a Partial Pass or Fail, the Examiner will offer to debrief the applicant more fully and give advice on any aspect of the test which the applicant may find useful during any subsequent attempt.
- 3.7.4 Should an applicant have cause for concern about the conduct of the flight test then such comment should be made in writing to the SFE. Details of the appeal procedure are given in Part 4.

Part 4 - Assessment Criteria and Administrative Procedures

4.1 Assessment Criteria

- 4.1.1 The flight will be assessed as if the applicant was operating under IFR with a passenger. The safety, comfort, reassurance and briefing of passengers must be considered. The applicant shall demonstrate ability to:
- operate the aeroplane within its limitations.
 - complete all manoeuvres with smoothness and accuracy.
 - exercise good judgement and airmanship.
 - apply aeronautical knowledge of procedures and regulations as currently apply.
 - maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.
- 4.1.2 It is impossible to list all the errors which would constitute a failure of the test, but some more common errors and omissions are shown at Appendix 2.
- 4.1.3 Throughout the flight the aeroplane should be flown as accurately as possible. The limits for operation are given as guidance to applicants but do not necessarily indicate that a 'failure' will result if any boundary is exceeded. Similarly, flight within the tolerances should not be achieved at the expense of smoothness and co-ordination.
- 4.1.4 The Examiner will make allowance for adverse weather conditions such as turbulence and the handling qualities and performance of the aeroplane used. The Instrument Rating Skill Test Tolerances are given at Appendix 3 and are for general guidance.

4.2 Administrative Procedures

- 4.2.1 Each time an applicant undertakes an IR Skill Test it is known as an "Attempt". "Attempts" are grouped into "Series". There are up to two Attempts in each Series. There is no limit to the number of series that may be taken.
- 4.2.2 A PASS will be awarded when all sections of the test are passed in a Series.
- 4.2.3 An applicant failing only one section at the first attempt in a series shall have gained a PARTIAL PASS. The second attempt will always require the applicant to retake the previously failed section. Additionally the applicant will be expected to carry out the actions necessary to put the aircraft in a position from which the failed section can be retested.
- 4.2.4 A FAIL will be awarded if more than one section is failed at the first attempt in a series or if any item is failed at the second attempt of a Series.
- 4.2.5 A FREE RETEST may be awarded if the applicant discontinues the flight and the reasons for doing so are agreed by the examiner or if the examiner deems any part of the flight unassessable. The free retest will require only those sections or items not previously flown to be completed; these items must be completed before the result of the flight can be determined. If the applicant terminates the flight test, for reasons considered inadequate by the Examiner, he may forfeit the test fee and a further fee will be required before the next test.
- 4.2.6 The FAIL as defined above will conclude that Series. Before applying for a further attempt in the next (second) Series the applicant will be required to:
- a. Complete the mandatory retraining prescribed by the Flight Examiner and indicated on the Flight Test Report Form, (SRG 2131).

- b. Present his personal flying logbook to the Examiner. The entries covering the retraining requirement must be certified by the CFI of the FTO giving training.
- 4.2.7 Should an applicant fail the second or subsequent Series, the examiner will notify the SFE. The SFE will decide on the re-training necessary based on the reasons for failure of all previous attempts. FCS may appoint a CAA Flight Examiner to conduct the third series and any subsequent tests. No further test attempt can be made until the applicant receives notification from the CAA. The SFE will also decide the requirements following any subsequent series of unsuccessful attempts. Retraining and a new recommendation by the ATO is required before the third and subsequent series of tests.
- 4.2.8 If all sections of the test have not been completed within the validity of the ATO recommendation then a further training may be required along with a fresh recommendation.
- 4.2.9 The second attempt in a series shall be forfeited if the period of validity of the recommendation for test has expired. This will normally be valid for 6 months.

4.3 Applicant's Appeal Procedure

- 4.3.1 The reverse of Form SRG 2131 (or F173 from prior to 17/09/2012) contains an extract from the Civil Aviation Authority Regulations 1991, which is reproduced below:

Regulation 6(5) of the Civil Aviation Regulations 1991 provides as follows:-

Any person who has failed any test or examination which he is required to pass before he is granted or may exercise the privileges of a personnel licence may within 14 days of being notified of his failure request that the Authority determine whether the test or examination was properly conducted. In order to succeed with an appeal the applicant will have to satisfy the CAA that the examination or test was not properly conducted. Mere dissatisfaction with the result is not enough

.Should the applicant have concern about the conduct of the IR SKILL TEST he should write to the Flight Crew Standards who will provide guidance on the Appeal Procedure.

Appendix 1- IR Skill Test Schedule and Standard

Applicants' Notes

These notes are intended to give applicants a detailed account of the exercises that may, at the discretion of the Examiner, be required in each section. The headings used relate directly to those shown on form SRG 2131. In the interests of openness the standards to which they are assessed have also been included and these are shown in *italics*. It is emphasised that during the skill test applicants should concern themselves only with the flying and operating of the aircraft to the best of their ability. The test standards are properly the responsibility of the Examiner.

Examiners' Notes

These guidance notes are published by the CAA to establish the test standard required for a EASA IR (Aeroplane) Skill Test. Any Flight test can only be a brief 'snapshot' of a pilot's ability and therefore, to ensure overall pilot competence, ATO's Flight Instructors are expected to use these standards when preparing applicants for the test. The applicant for an Instrument Rating must exhibit a significantly higher level of knowledge and skill than is required for a VFR only rating. The Examiner must apply the standards evenly and fairly and without prejudice. The flight however, may be conducted in any sequence to achieve a complete and efficient test.

Section 1 - Departure

a. ***Use of Flight Manuals (or equivalent)***

Use of the Flight Manual and Operations Manual to determine aeroplane performance; mass and balance and aeroplane documents to determine acceptability for the flight; Aircraft Technical Log.

b. ***Use of Air Traffic Services document and weather document***

Use of the correct documents, including maps; charts and approach procedure plates to prepare flight plan and flight log; collating and interpreting the weather documents to determine the route weather.

c. ***Preparation of ATC flight plan and IFR flight log***

Preparation of the ATC IFR flight plan for the route, including any off-airways sectors, and preparation of a full navigation and RTF flight log.

- *Obtains and assesses all elements of the prevailing and forecast weather conditions for the route.*
- *Completes an appropriate flight navigation log.*
- *Completes the required ATC flight plan(s) and ensures that all required airfields are addressed.*
- *Determines that the aeroplane is correctly fuelled, loaded and legal for the flight.*
- *Confirms any aeroplane performance criteria and limitations applicable in relation to runway and weather conditions.*
- *Demonstrates sufficient knowledge of the regulatory requirements relating to instrument flight.*
- *Completes a RAIM check where appropriate.*

d. ***Pre-flight Inspection***

Full initial pre-flight inspection in accordance with the approved check list assuming the risk of 'icing conditions'.

- Performs all elements of the aeroplane pre-flight inspections as detailed and applicable to the actual or simulated weather conditions.
- Confirms that the aeroplane is in a serviceable and safe condition for flight.
- Checks and completes all necessary documentation.
- Takes appropriate action with respect to any identified unsatisfactory conditions.
- Confirms that any planned RNAV routes are programmed and desired RNAV approaches are correctly installed.

e. *Weather Minima*

Confirmation of weather affecting the departure, route, destination and diversion; acceptability for the flight. Determination of the expected instrument approach minimum heights/altitudes.

f. *Taxying*

Passenger briefing; correct taxiing technique, procedures and checks. Compliance with aerodrome markings and indicators including marshalling instructions and signals.

g. *Pre take-off briefing*

Obtaining ATC departure clearance, flight deck preparation, confirmation of departure and passenger emergency briefing. Actions to be taken with regard to the aeroplane if an emergency occurs during departure should be covered in the pre-flight Main Briefing.

- Completes all recommended taxiing checks and procedures.
- Complies with airport markings and signals.
- Completes all departure checks and drills including engine operations.
- Obtains ATC clearance.
- Completes an appropriate passenger briefing. (Emergency handling details should be discussed in the pre-flight brief).
- Confirms any performance criteria including crosswind condition.
- Actions any anti-icing procedures.
- Positions the aeroplane correctly for take off and advances the throttles to take off power with appropriate checks.
- Conforms to the correct take off technique using the recommended speeds for rotation (V_r) and initial climb.
- Ensures a safe climb and departure adjusting power and aeroplane configuration as appropriate.
- Completes all necessary after take off checks.

h. *Transition to instrument flight*

Take-off in accordance with the performance calculations using the correct techniques. Establish the climb, complete a smooth transition to instrument flight and complete the after take-off checks and drills.

i. *Instrument departure procedure*

Complete the Standard Instrument Departure procedure (SID) or follow the ATC departure instructions to join controlled airspace; use of correct altimeter setting procedure; maintaining aeroplane control, speed, heading and level.

- *Maintains directional control and drift corrections within acceptable limits of speed, heading, height and track.*
- *Identifies any navigation aids used.*
- *Follows any noise routing or departure procedures and ATC clearances.*
- *Completes all necessary climb checks including altimeter setting procedures and ice precautions.*

Section 2 - General Handling

Control of the aeroplane by sole reference to instruments including:

a. *Full Panel*

Straight and level flight at various speeds maintaining balance and trim.

b. *Full Panel*

Climbing and descending turns at Rate 1 and 45° angle of bank onto nominated headings.

c & d *Full Panel*

Recoveries from the approach to the stall in level flight or gentle climbing/descending turns and in the landing configuration (may be performed in a Flight Simulator or FNPT II but it is not UK policy to do so).

- *Recovers from unusual attitudes including sustained 45° bank turns and steep descending turns using the correct technique to minimise height lost. N.B: This requirement may be met by completing the exercises under limited panel conditions.*

e. *Limited Panel*

Manoeuvres including straight and level flight and climbing and descending at a given speed. Level turns at Rate 1 onto given headings. Recoveries from unusual attitudes.

- *Controls the aeroplane without use of gyro heading and attitude instruments within the nominated limits (due consideration will be given for turbulence).*
- ATO's providing training for the IR in EFIS equipped aircraft, where it is not possible to display a rate gyro without an attitude indicator in view, will need to ensure that the necessary skills required to control an aircraft by interpretation of attitude from the pressure instruments, turn rate gyro, and slip indicator only, have been demonstrated to the satisfaction of an examiner who shall be an IRE or CRE authorised by the CAA to conduct Proficiency Checks for the revalidation of an Instrument Rating (SPA) Prior completion of this exercise for CPL flight test does not satisfy this requirement for the purposes of the IRT. Further advice on this exemption is available from the SFE.
- Prior to Flight Test, this ability must be endorsed by the examiner in the logbook of the applicant with the following statement:
- *Name..... has demonstrated to me the ability to control an aircraft by interpretation of attitude from pressure instruments, turn rate gyro, and slip indicator only.*
- *Signature..... Date.....*

- Completes flight in straight and level, and climbing and descending, at nominated speeds. Turns flown at Rate 1 onto nominated headings, using the correct technique and demonstrating correct instrument scan and interpretation.
- Recovers from unusual attitudes including sustained 45° bank turns and steep descending and climbing turns using the correct technique to minimise height lost.

Section 3 - En-Route IFR Procedures

a. **Tracking**

Intercept and maintain the route or amended route including tracking to and from an NDB or VOR or RNAV derived position. Single needle tracking (RMI/RBI) will be briefed.

Note 1: RNAV equipment may only be used as a primary tracking aid if the equipment is approved for IFR primary navigation (at least RNAV 5 or higher) and has a current database as appropriate to use.

Note 2: A demonstration of basic tracking to/from a primary beacon (NDB or VOR) will invariably be required but when not available a needle display based on RNAV may be substituted.

b. **Use of radio aids**

Correct use of radio aids with regard to promulgated range, identification and interpretation. Use of ATIS/VOLMET where available.

c. **Level flight control**

Smooth control of heading, altitude, speed, power, trim and ancillary controls. Correct use of autopilot where appropriate and permitted by the examiner.

d. **Altimeter settings**

Correct altimeter setting procedure and cross-checking, monitoring of en-route MSA.

e. **Timing and ETAs**

Timing and revision of ETAs including en-route hold procedures if required.

f. **Monitoring flight progress**

Completion of the navigation and RTF log to monitor flight progress, provide position reports and manage the fuel system; monitor and manage the other aeroplane systems. Use of check list.

g. **Ice protection procedures**

Monitoring of OAT, icing risk and ice accretion rate (simulated if necessary); correct use of anti-icing and de-icing procedures.

h. **ATC Liaison**

ATC Liaison using the correct RTF procedures and phraseology and compliance with procedures and clearances.

- Follows the flight planned route or any other ATC route requirements within the operating limits specified.
- Identifies and uses navigation systems correctly.
- Uses the correct altimeter setting procedures and shows awareness of MSA.
- Maintains the flight log for navigation, RTF, and fuel use, sufficient to give position reports and to confirm acceptable minimum fuel states.
- Conducts an en-route hold if required by ATC.

- Monitors the OAT and the aeroplane surfaces for ice, and takes the appropriate actions if necessary. (This will be simulated if there is no actual icing).
- Uses the correct RTF procedures and phraseology.

Section 4 - Precision Approach

a. ***Navigation Aids***

Use of navigation aids with regard to promulgated range, identification and interpretation.

b. ***Arrival procedures***

Descent planning and consideration of MSA. Completion of the published arrival procedure or as instructed by ATC including altimeter setting, ATC Liaison and RTF procedures.

c. ***Approach and Landing Briefing***

The approach briefing including weather and confirmation of instrument approach procedure minima, and all procedures, checks and drills in preparation for landing.

d*. ***Holding Procedure***

Complete appropriate entry procedure followed by a standard ICAO hold using a needle pointer presentation (where available), making the appropriate corrections to heading and time.

e. ***Published Approach Procedure***

Compliance with the published precision approach procedure; vertical and horizontal profile to the nominated minima.

f. ***Approach timing***

Monitor or control the approach procedure using timing as necessary.

g. ***Control of the aeroplane***

Establish a stabilised approach, in-trim for the aeroplane configuration and speed, using the correct techniques for attitude, heading and power control. Correct assessment of drift and rate of descent.

h*. ***Go-around***

At the minima, or as directed by ATC, transition to a climb at the correct speed and complete the checks.

i*. ***Missed approach procedure/landing***

Follow the missed approach procedure or continue for visual landing or circle for landing. (If flown first, following the precision approach, a go-around and missed approach procedure will be required.)

j. ***ATC liaison***

ATC liaison using the correct RTF procedures and phraseology, and compliance with procedures and clearances.

(NOTE: * items may be performed in Section 4 or 5)

Hold and Instrument Approach

- Completes an approach briefing and the checks and drills for landing; sets and identifies any navigation aids; uses the appropriate altimeter setting and RTF procedures to liaise with ATC to prevent disruption to commercial traffic.
- Completes any holding procedure with appropriate corrections for tracking and timing to achieve a standard hold.

- Complies with the published arrival and approach procedures using timing corrected for wind when necessary.

Precision Approach

- Selects and complies with the appropriate ILS instrument approach procedure.
- Confirms the serviceability and monitors the correct operation of selected navigation equipment.
- Complies with all ATC instructions and clearances.
- Uses correct RTF.
- Establishes the appropriate aeroplane configuration and airspeed for the phase of the approach.
- Completes the necessary aeroplane checks and drills.
- Completes the intermediate approach as required to establish the final approach segment within the specified flight tolerances.
- Establishes the final approach segment and maintains the approach path in horizontal and vertical profile (max 1/2 scale deflection) to Decision Height/Altitude.
- Controls the aircraft as necessary to make adjustment and achieve a stable and trimmed final approach path.
- Initiates a missed approach at Decision Height/Altitude DH/A.

Missed Approach

- Demonstrates knowledge of missed approach procedure.
- Initiates the missed approach procedure upon reaching Decision Height/Altitude if required visual references for landing are not obtained.
- Establishes aeroplane in a safe climb out and initiates aeroplane configuration changes as required to achieve at least the performance climb segments.
- Follows designated missed approach procedure or as required by ATC.

Section 5 - Non-Precision Approach

a. Navigation Aids

Use of navigation aids with regard to promulgated range, identification, monitoring and interpretation.

b. Arrival Procedures, descent planning and consideration of MSA

Completion of the published arrival procedure or as instructed by ATC including altimeter setting, ATC liaison and RTF procedures. Conducts a RAIM check where applicable.

c. Approach and landing briefing

The approach briefing including weather and consideration of instrument approach procedure minima, and all procedures, checks and drills in preparation for landing.

d*. Holding procedure

Complete appropriate entry procedure followed by a standard ICAO hold/published hold using a needle pointer presentation, making the appropriate corrections to heading and time.

e. Published approach procedure

Compliance with the published non-precision approach procedure: maintenance of the published vertical and horizontal profile to the nominated minima.

f. Approach timing

Monitor or control the approach procedure using timing as necessary.

g. Control of the aeroplane

Establish a stabilised approach, in-trim for the aircraft configuration and speed, using correct techniques for attitude, heading and power control. Correct assessment of drift and rate of descent.

h*. Go-around

At the Missed Approach Point, or at the nominated DA/H if flying a CDFA technique or as directed by the examiner/ATC, transition to a climb at the correct speed and complete the checks.

i* Missed approach procedure/landing

Follow the missed approach procedure, or continue for visual landing, or circle for landing or appropriate manoeuvre to land.

j. ATC Liaison

ATC liaison using the correct RTF procedures and phraseology, and compliance with procedures and clearances.

(NOTE: * items may be performed in Section 4 or 5).

Non Precision Approach

- Selects and complies with the appropriate VOR/NDB/LOCALISER-Only/RNAV instrument approach procedure.
- Confirms the serviceability of selected navigation equipment.
- Complies with all ATC instructions and clearances.
- Uses correct RTF.
- Establishes the appropriate aeroplane configuration and airspeed for all phases of the approach.
- Completes the necessary aeroplane checks and drills.
- Completes the intermediate approach to establish the final approach segment within the specified limits.
- Establishes the final approach segment and maintains the approach track and vertical profile to MDH/A or circling minima. If CDFA techniques are being used, executes the Missed Approach at the nominated DA/H if not visual, otherwise continues towards the Missed Approach Point until visual flight conditions are established so as to complete transition to a visual approach or manoeuvre for landing; execute the Missed Approach if not visual.

Missed Approach

- As for the precision approach.

Section 6 - Simulated Asymmetric Flight

a. Engine Failure After Take Off

At a safe height complete an engine failure after take-off, maintaining control by sole reference to instruments and completing the emergency drills (simulated).

NOTE: Engine failure will be simulated only after the aeroplane has achieved at least the take-off safety speed or V1 decision speed as appropriate to aeroplane type/class and at a safe altitude when performed in an aeroplane which is not certificated in Performance Group A.

b. Asymmetric approach and procedural go around

One approach, normally the second, will be flown to a procedural missed approach or as directed by ATC whilst maintaining the climb schedule for the (simulated) asymmetric condition. When an asymmetric NPA is flown the Examiner may require the applicant to make a visual transition to the landing runway prior to the asymmetric go around at ACA/H.

c. Asymmetric approach and full stop landing

Following the asymmetric go around and, when the required visual references have been established, continue into the circling approach procedure or appropriate visual circuit to land. If weather conditions preclude a visual manoeuvre the final asymmetric approach to land may, if circumstances permit, be made from another instrument approach.

d. ATC Liaison

Compliance - RT Procedure - Airmanship

Simulated Asymmetric Flight

- *Maintains control following a simulated engine failure after take-off; completes the necessary checks and drills: maintains the correct speed and continues to follow ATC instructions.*
- *Completes an asymmetric go-around into a circling approach or other appropriate manoeuvre maintaining control at safe speeds.*
- *Completes an asymmetric approach and landing; complies with ATC instructions and maintains satisfactory lookout to avoid other circuit traffic.*

Approach and Landing

- *Considers the actual weather and wind conditions, landing surface and obstructions.*
- *Plans and follows the circling approach or circuit pattern and orientation with the landing runway.*
- *From the circling approach or visual circuit establishes the recommended aeroplane approach configuration, adjusting speed and rate of descent to maintain a stabilised approach pattern.*
- *Where necessary completes a further asymmetric instrument approach to land.*
- *Selects and achieves the appropriate touchdown area.*
- *Adjusts descent and roundout (flare) to achieve a safe landing with little or no float with appropriate drift and crosswind correction.*
- *Maintains control and applies aeroplane brakes for a safe roll out.*
- *Completes necessary checks and drills.*

Appendix 2 - Instrument Rating Skill Test Tolerances

The following table is taken from the Flight Examiners Handbook. Tables for PPL and CPL Skill Test are included for comparison.

PROFILE	PPL Skill Test	CPL Skill Test	IR Skill Test & all Revalidations and Renewals (For IMC ratings see Standards Doc 25 or LASORS)
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Altitude or Height

Normal Flight	± 150 ft	± 100 ft	± 100 ft
With simulated engine failure (ME only)	± 200 ft	± 150 ft	± 100 ft
Limited or partial panel		± 200 ft	± 200 ft
Starting go-around at decision alt/ht			$+ 50$ ft / - 0 ft (Asym + 100 ft / - 0 ft)
Minimum descent altitude / height			$+ 50$ ft / - 0 ft (Asym + 100 ft / - 0 ft)
'Not below' minima (from FAF altitude down to MDA/H)			- 0 ft
Circling minima			$+ 100$ ft / - 0 ft
Asymmetric committal height/altitude	- 0 ft	- 0 ft	- 0 ft

Tracking

All except precision approach	$\pm 10^\circ$	$\pm 5^\circ$	$\pm 5^\circ$
Precision approach			Half scale deflection azimuth and glidepath
DME arcing			$\pm 1nm$

Heading

All engines operating	$\pm 10^\circ$	$\pm 10^\circ$	$\pm 5^\circ$
With simulated engine failure	$\pm 15^\circ$	$\pm 15^\circ$	$\pm 10^\circ$
Limited or Partial panel		$\pm 15^\circ$	$\pm 15^\circ$

Speed

Take-off / Vr	$+ 10$ / - 5 kt	$+ 5$ / - 0 kt	$+ 5$ / - 0 kt
Climb and approach	± 15 kt	± 10 kt	± 5 kt
Vat / Vref	$+ 15$ / - 5 kt	$+ 5$ kt / - 0 kt	$+ 5$ kt / - 0 kt
Cruise	± 15 kt	± 10 kt	± 5 kt
Limited or Partial Panel	N/A	± 10 kt	± 10 kt
With simulated engine failure	$+ 15$ / - 5 kt	$+ 10$ / - 5 kt	$+ 10$ / - 5 kt
Blue Line speed or V_{VSE} / V_2	± 5 kt	± 5 kt	± 5 kt
Maximum airspeed error at any time	± 15 kt	± 10 kt	± 10 kt

Notes:

Asymmetric limits also apply to centreline thrust ME aeroplanes operating on one engine.
Entries in Italics are National tolerances.

Appendix 3 - Guidance Notes to Flight Examiners Conducting the Initial IR Skill Test (Aeroplanes) Restricted to Multi-Pilot Operations

1. Multi Pilot Instrument Rating Flight Test - Requirements

The multi pilot instrument rating flight test will only be conducted in a multi engine aeroplane which is equipped with retractable landing gear and has at least 4 seats.

Applicants must normally hold a valid JAA Medical Certificate Class 1, however, PPL(IR) applicants may hold a Class 2 medical certificate. They are also to be in possession of a valid recommendation for the test issued and signed by the ATO.

2. Provision of Aeroplanes

Aeroplanes, other than military, used for the multi-pilot IR(A) must be registered with the Authority (CAA) in accordance with provisions of EASA Part ORA as part of the approval of the ATO and meet the advice contained in Standards Document 7(AH).

If the aeroplane is not certificated for multi pilot (MPA) the applicant or FTO is to apply to the CAA for guidance.

A multi engine centre line thrust aeroplane shall be considered as a single engine aeroplane for the purposes of the IRT(A).

The aeroplane must be equipped with a forward facing seat immediately behind the pilots' seats or a jump seat such that the Examiner has an uninterrupted view of both pilot and co-pilot's instruments and controls. In addition, an intercom system must be available to the Examiner to enable him to communicate with all crew members. It is not essential for the intercom system to allow the Examiner to make R/T transmissions.

Screens are required as indicated in Standards Document 7 - except for military aeroplanes where temporary screening arrangements will be made.

3. Conduct of the Flight Test

The flight test schedule, format of test and flight test tolerances remain similar to those given for the single pilot IR flight test.

4. Composition of Flight Crew

The minimum flight crew necessary for the conduct of tests including those which are conducted in aeroplanes certified for single pilot operations, must comprise:

- The applicant, who will be acting as the Pilot Flying, will occupy the pilot seat appropriate to the rating sought.
- The safety pilot, who will complete the duties of the Pilot monitoring and occupy the other pilot seat. The safety pilot will usually be an instructor or training captain who is qualified to act as Captain on the aircraft type or class being used for the test and will be responsible as the Pilot in Command for the safety and general operation of the aircraft.
- The Examiner, who may be designated as the Commander, except in circumstances agreed by the Examiner when another qualified pilot is designated as Commander for the flight (such as on military aeroplanes), will observe the test from the third pilot/jump seat or suitable rear seat position.

- Any other crew member required for the safe operation of the aeroplane and to comply with the minimum flight crew complement.
- Where no type-qualified Examiner is available, and at the discretion of the Authority, Examiners may also be authorised to perform the duties of the Pilot Monitoring without meeting the relevant Instructor/Type/Class requirements.

5. Briefing

The aircraft Operator or Flying Training Organisation (FTO) shall provide written guidance to students, instructors and aircrew operating in a multi pilot function for both Single and Multi Pilot operations. Instructions shall be contained in the Operations Manual and must include an authorised check list or in-flight reference card.

The Operations Manual must include the policy and procedure for conducting all checks and drills for the safe operation of the aeroplane and the Flight Examiner must be briefed on the system that will be used. Any written reference material must be available to the Examiner during flight.

The Examiner must confirm with the instructor or training captain the outline of the flight test before briefing the applicant to ensure that the test conforms to the approved operating procedures (e.g. Standard Operating Procedures (SOPs)).

The Examiner will conduct an initial briefing with the applicant and safety pilot (co-pilot) that includes the Flight Test Schedule and Profile.

All crew members must attend the main briefing given by the Examiner to ensure that each is familiar with the requirements of the flight.

The ‘Safety Pilot’ must be briefed that any intervention by him to prevent an error on the part of the Applicant may be deemed a ‘Fail’ in that section, but that this must not deter him from his safety responsibilities.

The ‘Safety Pilot’ must be briefed on the actions he is to take on behalf of the Flight Examiner with regard to:

- erecting/dismantling the screens
- taxiing the aircraft with screens erected
- removal of radio aids such as the ILS/DME during the Hold and NDB approach and when to reinstate them
- simulation of an engine failure (SOPs)
- the actions he is to take in the event of an emergency

If Section 2 of the test is to be flown then the ‘Safety Pilot’ must be briefed on the precise manoeuvres to be flown and how he should direct the applicant during the flight.

Applicants will be expected to brief the ‘Safety Pilot’ or crew on their duties both on the ground and in the air including departure, approach and emergency briefs.

Appendix 4 - Instrument Rating Test – Common Reasons for Failure

The following is a list of the more usual errors or omissions which constitute a fail point:

1. Failure to comply with any aeroplane speed limitation e.g. flap or undercarriage extension / retraction.
2. Failure to apply the correct altimeter settings at any phase of the flight.
3. Failure to check before flight any one of the flight instruments including the compasses (gyro and magnetic).
4. Failure to check before flight any one of the flying, trimmer or stabiliser controls for range and freedom of movement and operation in the correct sense.
5. Failure to check any of the following items during the pre-flight aeroplane inspection: pitot head(s) and static heaters; static vents; all de-icing and anti-icing equipment for serviceability; fuel and oil; electrical system.
6. Failure to use any of the above equipment correctly and as appropriate.
7. Failure to check on the ground, as far as possible, any item of radio and navigation equipment which is to be used during the flight.
8. Failure to complete any checks and drills as prescribed in the approved check list including taxi, engine and pre take off checks.
9. Failure to obtain ATC clearance whenever necessary.
10. Failure to comply with ATC clearances or use correct R/T phraseology and reporting procedures, including use of the transponder.
11. Jeopardising the safety of the aeroplane at any time by lack of control such that the Examiner is caused to take over.
12. Exceeding the tolerances of speed, height, heading/track indicated at Appendix 2 and maintaining the error for an unreasonable period of time.
13. Failure to correctly identify any radio navigation aid before use and failure to monitor such aids when in use.
14. Failure to maintain the tracking required within $\pm 5^\circ$ specified when a good signal is being received at a suitable distance from the transmitter.
15. Correcting track by turning in the wrong direction and maintaining the error for an unreasonable time.
16. Failure to adjust ETAs such that ATA differs from ETA by more than three minutes.
17. Failure to calculate the correct minimum safe obstacle clearances.
18. Failure to apply the correct joining procedure and timing during the holding pattern or to establish the inbound track.
19. Failure to observe the instrument approach minima during an approach to land.
20. Failure to maintain published tracks and reference heights/altitudes for a given instrument procedure.
21. Failure to intercept and maintain the NDB/VOR inbound track before the intermediate descent and final approach fix or facility, or maintain the final approach track and height reference.
22. Failure to maintain within half scale deflection the published glide path and final approach track or to establish the aeroplane on a stabilised approach.
23. Exceeding the limits applicable to DH/A or MDH/A for the instrument approach.
24. Failure to comply with the cleared go around and missed approach procedure.
25. Failure to carry out correctly any simulated emergency procedure and maintain the control of aeroplane within the prescribed limits.
26. Failure to trim the aeroplane in all axes including during asymmetric flight.

27. Failure to achieve departure ATC slot time within acceptable tolerances necessitating a delay and re-filing of the flight plan.
28. Failure to maintain the aeroplane on a stable approach path during the instrument approach procedures.
29. Failure to recognise any equipment malfunction within a reasonable period of time.
30. Failure to demonstrate sufficient skill or technique with instrument flying such that excessive aeroplane control inputs are required.
31. Failure to maintain an adequate record of the flight.
32. Failure to check and use A/C documents correctly including the technical log.
33. Entering Controlled Airspace without clearance.
34. Failure to fly an approach so that a safe landing could, when permitted, be made.
35. Demonstrated lack of understanding of airspace and altimetry.
36. Failure to obtain a satisfactory RAIM check prior to a RNAV/GNSS approach.
37. Continuing an RNAV approach without the equipment operating in the correct mode.

Appendix 5 Objective Syllabus for Instrument Rating Courses

1. Basic IF module – full and partial panel.
2. Tracking and positioning – VOR, NDB, RNAV.
3. Surveillance radar approach - SRA.
4. ILS*Ψ - including failure of Localiser and Glideslope.
5. Localiser only approach.
6. NDB*Ψ.
7. VOR*Ψ.
8. GNSS approach*Ψ.
9. Procedure Turns (45°and 80°).
10. Reversal and Racetrack procedures.
11. Arcing Approaches.
12. Holding procedures* - at a facility, offset and en-route.
13. Circling Approaches*.
14. EFATO (ME courses)
15. Missed Approach Procedures*.
16. Transition to Instrument Flight.
17. Transition from Instrument to Visual Flight*.
18. SIDs/STARs.
19. En-route – Airways and Off-airways.
20. Log keeping – including Maintenance of ETAs, ATAs and recording of fuel usage.
21. Icing protection/ systems use.
22. ATC liaison.
23. R/T procedures.
24. Autopilot operation including Coupled Approaches.
25. RNAV/GNSS operation – en-route BRNAV.
26. PRNAV.
27. Threat and Error Management.
28. CRM/Human Factors.

* Asymmetric where appropriate.

Ψ Procedural and Vectored

This syllabus is for guidance and the individual elements may be taught using FSTDs and aeroplanes during the approved course augmented by desktop aids or covered in briefings. Practical training can be augmented by additional training material and guided study to meet the needs of the holder of an Instrument Rating. Some ‘advanced’ training needs may be devolved to another ATO which can provide more suitable practical training.

Although all students will have met the requirements of IR Theoretical Knowledge it is emphasised that ‘bridge’ training is necessary to introduce UK national aeronautical publications, airspace and altimetry procedures.

Whilst the ATO must prepare the applicant to meet all eventualities that may occur during an IR Skill Test it is essential to recognise that the skills listed above are for use in the future and not just for the test event.

Appendix 6 - Skill Tests – Managing Stress

As you prepare for your test a certain amount of stress is helpful. Too much stress can be unhelpful, as it can affect your memory and concentration. Even the word **test** can induce panic and doubt. Here are some ways of managing and reducing stress.

Make sure you eat regularly. Skipping a meal, e.g. breakfast, will affect your blood sugar level and may reduce your ability to concentrate.

Do not be tempted to increase your intake of tea or coffee as caffeine will increase your stress level (a maximum of 5 cups of tea or coffee a day is recommended). Energy drinks such as **Red Bull** contain high levels of caffeine and may over stimulate and not provide the expected help.

Exercise has proved to reduce stress. You can test this: next time you are going to take some exercise note how stressed you are before you start, on a scale of 0 – 10 (where 0 = calm and 10 = stressed), then measure again when you return from the exercise. Therefore exercise on the day before the test and on the day of the test will help to reduce your stress levels. It will also distract you and help you to sleep well the night before. If you are feeling very stressed just before the test, take some vigorous exercise e.g. power walk around the car park before going in.

Stress is increased by negative thoughts e.g. ‘I am going to fail’. Having the thought will not make any difference directly to the outcome of the test, but will increase your stress levels. Similarly don’t load yourself with unreasonable assumptions of your required skills - no test demands a perfect performance.

If you find that despite your best endeavours your stress is higher than is helpful to you, try some distraction. Concentrate on the things around you, refocus your mind and distract yourself from your thoughts. Try listening to other people’s conversations, count the number of red things in the room, guess what people in the room may be going to eat that evening – anything that will engage your attention. The more detail the task you give yourself, the more distracting it will be.

If you know that you are inclined to become stressed, then plan ahead how you might manage your stress. Decide what exercise you are going to take, and practice what form of distraction you are going to use. Make sure that you allow plenty of time on the day; do as much preparation in advance as is possible. Plan to arrive early and ensure that you have all the equipment that you may need. Do not add pressure; is it really sensible to book a flight home immediately after your test? If, say, family pressures are mounting consider a training break until things settle down. Do not be tempted to test just because money is tight – you must be ready.

During the test try to prioritise tasks; omitting or delaying a minor activity is preferable to rushing into a more important event. Listen carefully to ATC, both to your own clearances and instructions as well as other calls that may affect you. Tell ATC what you want to do and avoid unwanted communication tasks when you are going to be busy.

The best defence against stress is the confidence that comes from sound preparation and regular practice. Various Standards Documents are available to you on the CAA website which clearly set out what you are required to do. Your instructors are there to deliver the skills training necessary to meet the test standard.

Recurrent training and testing is going to be a feature of your aviation career. Coping with stress is just one more skill to learn on the way.