Safety & Airspace Regulation Group

Flight Operations: Training Standards & Policy Group

Civil Aviation Authority

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LAPL and PPL Skill Test (Aeroplanes)

Policy and Guidance for Applicants and Examiners

This Standards Document defines UK CAA policy and means of compliance with the Aircrew Regulation (EU) No 1178/2011 (as amended) Annex I (Part-FCL) Subpart B – Light Aircraft Pilot Licence (LAPL), Subpart C – Private Pilot Licence (PPL), and the associated Acceptable Means of Compliance, Guidance Material and Appendices.

In compliance with ARA.FCL.205, the CAA is required to maintain and publish an up-to-date list of examiners it has certified. This will include personal names, e-mail addresses and contact phone numbers. An examiner who changes his/her name, email address or contact phone number must inform the CAA of such changes in writing, by email, addressed to **examiners@caa.co.uk,** with the subject header to include the examiners' name and **CAA reference number.**

Examiners are strongly advised to sign up to the SkyWise notification service to enable the CAA to advise them of updates to CAPs, Standards Documents, TrainingCom publications, application forms, etc.

All amendments to this document will be notified via SkyWise.
The latest version of this document can be viewed on the CAA website.

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Foreword

This document provides guidance for applicants taking the skill test for the grant of an aeroplane Private Pilot Licence (PPL) or a Light Aircraft Pilot Licence (LAPL). The information will help applicants prepare for the test, but it must be remembered that aspects mentioned here are of a general nature only and do not give precise details of each exercise or manoeuvre.

This document is intended as a reference for pilots, instructors and examiners, to explain the administrative procedures required to undertake a skill test for the LAPL or PPL, and to ensure that the way skill tests are conducted is standardised across the aviation community.

Nothing in this document is intended to conflict with the EU 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 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 Aircrew Regulation (EU) 1178/2011 (as amended) 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 (EU) 2018/1139 (as amended).

This document and other Civil Aviation Authority (CAA) Standards Documents are available on the CAA website at: www.caa.co.uk/standardsdocuments. These may be downloaded without charge.

The CAA Scheme of Charges, 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 Flight Operations ATO & FCL at the CAA.

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Glossary of Abbreviations and Terms

AFM	Aircraft Flight Manual
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
DA/H	Decision Altitude/Height
DTO	Declared Training Organisation
EASA	European Aviation Safety Agency
EFATO	Engine Failure After Take-Off
EIR	En-Route Instrument Rating
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
FOTI	Flight Operations Training Inspector (CAA Staff Flight Examiner)
FS or FFS	Flight Simulator or Full Flight Simulator
FSTD	Flight Simulation Training Device
GRE	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
LNAV	Lateral Navigation
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	EASA Aircrew Regulation - Annex 1 – Part-FCL
Part-NCO	EASA Air Operations Regulation – Annex VII – Part-NCO
Part-ORA	EASA Organisation Requirements for Aircrew
Proficiency Check	Demonstration of skill for the revalidation or renewal of a licence or rating, including oral examinations as may be required.
RNAV	Area Navigation
RT	Radiotelephony
RTO	Rejected Take-off
SE	Single-Engine
SE (A)	Senior Examiner (Aeroplanes)
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
TEM	Threat and Error Management
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 holds a valid examiner authorisation certificate issued by the competent authority of an EASA member state and, where the certificate was not issued by the UK CAA, has reviewed the latest available information regarding UK national procedures in accordance with Part-FCL.1015.
- "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 skill tests and proficiency checks.
- "Training Organisation" is used to indicate any organisation authorised by the CAA to carry out training for the issue of a PPL (A) and/or LAPL (A).

Part 1 - General Information

1.1 An applicant for the LAPL or PPL Skill Test shall have received instruction on the same type or class or aircraft to be used in the test. The privileges will be restricted to the same type or class used for the skill test until (for the LAPL) further extensions are endorsed on the licence or (for the PPL) the holder has completed the required familiarisation, differences, class or type rating training and testing as appropriate to operate a new variant within the class or a new class or type of aircraft.

1.2 The skill test shall be divided into different sections, representing the distinct phases of flight appropriate to the category of aircraft flown. Failure of any item in a section will cause the applicant to fail the entire section. If the applicant fails only one section, he shall repeat that section. Failure of more than one section will cause the applicant to fail the entire test. Failure to achieve a pass in all sections of the test in 2 attempts will require further training. There is no limit to the number of skill tests that may be attempted.

1.3 The class/type rating issued following a successful PPL Skill Test will be valid for the period stated in Part-FCL, Subpart H.

1.4 Examiners shall not conduct skill tests for applicants for the issue of a licence to whom they have provided more than 25% of the required flight instruction for that licence or whenever they feel that their objectivity may be affected.

Part 2 - Preparation and Provision of Aeroplanes

2.1 Flight Test Preparation

2.1.1 Requirements

The skill test shall be taken within 6 months of the completion of training and all sections of the test must be completed within 6 months of the first attempt.

2.1.2 Ground theoretical knowledge examinations and training

An applicant for a skill test shall have successfully completed all theoretical ground training examinations associated with the issue of a PPL (A) or LAPL (A).

2.1.3 Flight training

An applicant for a skill test shall have successfully completed the training stated in Part-FCL Annex 1, Subpart C (PPL) or Subpart B (LAPL). For the PPL, the applicant may choose to take the test on a ME aeroplane subject to the experience requirements specified in Part-FCL of 70 hours flight time as pilot in command of aeroplanes.

2.1.4 Certificate of Course Completion

Upon completion of all required training, the training organisation responsible for the applicant's training is required to provide a course completion certificate and recommend the applicant for test. The applicant's training records should also be made available to the examiner.

2.1.5 Examiner Designation

A Flight Examiner will be designated for the test in accordance with current CAA policy and procedures.

2.1.6 Previous tests – SRG 2127 (LAPL) / SRG 2128 (PPL) / SRG 2129 (Examiner Report – Failure of Test, Check or Assessment of Competence

Applicants who have previously attempted the Skill Test must produce to the examiner the previous test report and notice of failure forms. The forms will indicate to the examiner which items and sections were previously failed and any further training requirement.

2.1.7 Medical Certificates

Applicants must be in possession of a valid EASA Class 1 or Class 2 medical certificate if applying for a PPL, or a LAPL medical certificate if applying for a LAPL. 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 should be aware that, regardless of the outcome, the licence will not be issued until the medical certificate is renewed.

2.1.8 Flight Radio Telephony Operator's (FRTO) Licence

An applicant must have passed the Radio Telephony Ground Examination prior to attempting the Skill Test.

2.2 Provision of Aeroplanes

2.2.1 The applicant must provide an appropriate aeroplane for the skill test. The aeroplane shall meet the requirements for training aeroplanes detailed in Part-ORA and must be airworthy and suitably equipped such that all items and manoeuvres may be completed. Although there is no formal approval process, the examiner has full discretion to decide whether an aircraft is suitable for use on test.

2.2.2 The aeroplane used for test must be equipped and maintained to a recognised and accepted maintenance standard. It must have a certificate of airworthiness issued or accepted by an EASA Member State to enable the applicant to obtain a class or type rating for licence issue. Training and testing conducted on a Touring Motor Glider will enable an applicant to obtain a TMG class rating for licence issue.

2.2.3 The aeroplane must be fitted with duplicate primary flying controls for use by the applicant and examiner. Swing-over flying controls are not acceptable.

2.2.4 Flight, engine, associated ancillary instruments, radios and equipment as required in accordance with Part-NCO.IDE.A must be fitted. Instruments must be readily visible to both examiner and applicant.

2.2.5 Trim controls, wheel brakes, flap controls, undercarriage controls, engine controls, fuel controls and cabin fire extinguishers must be either duplicated or positioned so that they are accessible to both the examiner and applicant.

2.2.6 The aeroplane must be suitable for demonstrating all aspects of the training syllabus including stall/spin awareness.

2.2.7 Radio navigation equipment (PPL Skill Test only) should be installed including at least one VOR or ADF.

2.2.8 Aeroplanes must be equipped with a VHF transceiver and two-way inter-communication must be fitted for use by the examiner and applicant. In-flight communication should be carried out using headsets.

2.2.9 A stop-watch or other suitable timing device should be provided for use by the applicant. This may be part of the aeroplane equipment or provided separately.

2.2.10 If required by the test schedule, some form of view-limiting device should be provided to deny external visual reference for those test items that are required to be flown by sole reference to instruments.

2.2.11 A centreline thrust ME aeroplane will be treated as a conventional ME aeroplane for the purposes of the PPL Skill Test. In this case, the asymmetric items required in Section 6 of the test will be flown as single-engine items. A licence will be issued with a MEP Class rating restricted to centreline thrust aeroplanes only. Operating procedures will be agreed with the examiner before the flight.

2.2.12 The CAA shall not be responsible for the provision of insurance for either the examiner or the applicant taking the PPL or LAPL Skill Test. However, it is necessary for the aeroplane operator to maintain an insurance policy which adequately covers the aeroplane, applicant and the examiner during the conduct of the flight test and which complies with UK and European Law.

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 gives details of the contents of the Initial Briefing; Sections 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 will be conducted by a Flight Examiner designated by the CAA and certified in accordance with Part-FCL. The examiner is required to complete each test in compliance with the required schedule to achieve a meaningful, fair and valid assessment. The applicant will be given a clear and unhurried briefing and airborne direction so that he understands what is being asked of him.

3.1.3 Applicants will be assessed on all aspects of the aeroplane operation. Sound basic handling skills are essential as well as threat and error management (airmanship), navigation, instrument flying (PPL), correct R/T phraseology, cockpit checks and procedures and overall flight management. The examiner may elect to evaluate certain aspects by oral questioning.

3.1.4 The PPL Skill Test is divided into six main sections:

- Section 1 Pre-Flight Operations and Departure
- Section 2 General Airwork
- Section 3 En-route Procedures
- Section 4 Approach and Landing Procedures
- Section 5 Abnormal and Emergency Procedures
- Section 6 Simulated Asymmetric Flight and Relevant Class or Type Items

The LAPL Skill Test comprises Sections 1 to 5 above.

3.1.5 The Skill Test is intended to be flown as a complete flight including navigation and general airwork manoeuvres. However, as agreed between applicant and the examiner, the En-route Procedures in Section 3 may be flown as a separate flight (i.e. a two-part test).

3.1.6 A flight test completed in two parts shall be conducted by the same examiner. The overall result of the test shall not be assessed until all items and sections have been completed. Each part of the test shall be recorded on a separate test report form (LAPL (SRG 2127) or PPL (SRG 2128). The forms should be clearly marked to indicate that it was a two-part test. All of Section 1 and items a, b and h (PPL) or a, c and i (LAPL) of Section 4 (aerodrome arrival procedures, precision landing, actions after flight) shall be assessed on both flights.

3.1.7 The sequence in which the sections are conducted may vary depending on the circumstances. Briefing and planning should be completed in approximately 2 hours. The En-route section, including instrument flying and radio tracking, normally takes about 1 hour and 30 minutes, and the Airwork, Abnormal/Emergency and Arrival and Landing sections normally take up to an hour. Sections 5 and 6 may be combined, at the discretion of the examiner, with Sections 1 through 4. Thus, the complete flight test, including briefing and debriefing, may take up to half a day to complete.

3.1.8 The PPL Skill Test may be conducted in a ME aeroplane certificated for single pilot operations. When the test is taken in a ME aeroplane, the content of the test will include all of Section 6 Simulated Asymmetric Flight. Section 6 may be combined with the other sections at the discretion of the examiner. Items required to complete the Type/Class Rating in Section 6 may be combined with the other sections. Section 4 item g - landing with idle power (glide approach and landing) and Section 5 items a, b and c will not be conducted in a ME aeroplane.

3.1.9 The skill test is very demanding. It is appreciated that even the most competent pilots can make mistakes, but this does not necessarily mean that a failure should result.

3.1.10 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.

3.2 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. It establishes the aim of the test, enables the examiner to set a planning task and confirms that the applicant is familiar with the building's facilities, fire escapes etc, and is aware of the planning resources that will be required. This briefing will normally take about 10 minutes.

3.2.2 At the pre-arranged time the Flight Examiner will meet the applicant. A check will be made to ensure that the applicant has the necessary equipment and documentation including:

- Training records and a personal flying logbook (including evidence of any further training if this is not the first attempt).
- An EASA Class 1, Class 2 or LAPL medical certificate appropriate for the test to be conducted.
- A form of photo identity: e.g. valid passport, driver's licence or ID card.
- A course completion certificate and recommendation for test from the training organisation.
- If this is not the first attempt – a copy of the Examiner's Report from the previous attempt LAPL (SRG2127) or PPL (SRG2128) and (SRG 2129) Examiners Report – Failure of Test, Check or Assessment of Competence.
- Evidence of successful completion of all theoretical examinations.
- Current aeroplane documents as required by Part-NCO.GEN.135.
- Two headsets - most examiners will carry their own headset, but a spare unit should be available for the flight.
- Two copies of the aeroplane check list.
- For the PPL Skill Test, suitable view limiting device(s) to simulate IMC for any manoeuvre to be flown by sole reference to instruments.
- Current publications for the routing and airfields.
- Planning material including a blank flight log, map and navigation equipment.
- Any relevant CAA correspondence such as a letter of assessment or further training requirements.

3.2.3 The examiner will outline the content of the skill test including a navigation route and any other airfields to be used. The navigation route will normally comprise 2 legs; each leg should be sufficiently long to require at least one visual fix during the leg and would therefore be of 15 - 25 minutes duration. The route would normally require transit through controlled airspace or a MATZ/ATZ.

3.2.4 The examiner will give his weight plus the weight of any bags intended to be taken on board the aircraft so that the applicant may complete mass and balance calculations and performance 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 1 hour, depending upon the circumstances. The examiner will specify the time to meet for the main briefing.

3.3 Planning

3.3.1 Appropriate planning facilities should be available either at the training organisation or the aerodrome flight planning facility. The examiner will check that the applicant is aware of the planning resources available. 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 pilots or instructors.

3.3.3 Current ATC, Met, and NOTAM information should be obtained from an appropriate source and retained for inspection by the examiner.

3.3.4 A flight log must be prepared, and the examiner may require a copy. The log must include such items as:

- Route (including flight to the planned alternate aerodrome).
- Communication and navigation aid frequencies (note that where this information is clearly displayed on planning documents, such as the charts to be used, it is not necessary to copy that information to the log).
- Planned operating levels and altitudes.
- Timings, ETA, revised ETA and ATA.
- Safety altitudes.
- A fuel plan showing fuel required for the flight, useable fuel plus any contingency fuel. There should be space for the applicant to log fuel remaining at various points throughout the flight.
- Space for logging ATIS and ATC and clearances/instructions in a chronological order.

3.3.5 The route may require flight through airspace other than class G airspace and consideration should be given to any special precautions during planning.

3.3.6 Computerised flight/navigation plans or aeroplane performance and mass and balance calculations may be used during the allowed planning period. However, the applicant should expect to be questioned on the process underlying the calculations. The applicant remains solely responsible for all planning calculations howsoever derived.

3.3.7 Applicants will be required to calculate take-off and landing performance for the conditions prevailing, usually for the most limiting runway expected on the flight. The applicant is expected to apply any additional factors that are required or recommended for private flights e.g. in accordance with guidance in the Skyway Code.

3.4 Weather Minima

3.4.1 The pre-flight preparation of the LAPL and PPL skill test requires the applicant to assess the weather conditions and make a sound decision whether to proceed with the flight. In arriving at this decision, the applicant must consider the requirements of all sections of the test. The applicant is required to conduct the flight in accordance with the Visual Flight rules (VFR) and to maintain Visual Meteorological Conditions (VMC) throughout. For those items of the PPL test which are required to be flown by sole reference to instruments, Instrument Meteorological Conditions (IMC) will be simulated by using appropriate cockpit screening, goggles, hood or visor.

3.4.2 Applicants shall comply with published aerodrome operating minima in accordance with SERA, or the minimum weather conditions specified in their training organisation's Operations Manual or equivalent document. However, when extreme conditions of high wind speed, severe turbulence, icing or thunderstorms exist, the examiner may determine that these 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 would prevent a return to base or a suitable alternate aerodrome.

3.4.3 Awareness of airframe and engine icing conditions must be displayed by regularly checking the outside air temperature and applying carburettor heat where appropriate. Training organisations must ensure that operating procedures are published for using any aircraft anti-icing or de-icing equipment and for the operation of carburettor heat. The aeroplane must not be flown in icing conditions if this is contrary to the AFM/POH.

3.5 Main Briefing

3.5.1 When the applicant has completed the flight planning, the examiner will give a comprehensive briefing covering all aspects of the flight. Throughout the briefing the examiner will ask

questions to establish the applicant's knowledge and understanding of the privileges of a private pilot. The applicant should ask questions at any time if unclear about any aspect of the test. This briefing would normally take approximately 30 minutes. The examiner may not always brief in the sequence below but will ensure to cover all the relevant items.

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 a private, passenger carrying flight whilst acting as pilot-in-command and operating as a single crew member. The briefed profile shall be conducted in VMC and the flight will include simulated aeroplane emergencies and general flying manoeuvres. Passenger safety, comfort and reassurance must be considered throughout the flight. The applicant is to assume that the examiner is a passenger who will act as a safety pilot when flight in simulated IMC takes place. The applicant is not to expect any assistance in the operation of the aeroplane from the examiner.

- ***The applicant's responsibilities***
  The applicant is responsible for all the duties and decisions necessary for the safe and practical conduct of the flight, in accordance with the privileges of a private pilot licence holder and current legislation. The applicant is responsible for ATC liaison and compliance and should assume that ATC instructions always take precedence over any manoeuvres briefed by the examiner prior to the flight. The examiner will only intervene if necessary for flight safety or to ensure completion of the test requirements

- ***Checklists***
  Throughout the flight the applicant will be expected to use the aeroplane checklist. The applicant is to assume that the test is the first flight of the day. 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.

- ***Planning check***
  The examiner will assess the applicant's ability to check the appropriate aircraft documents before flight including servicing and airworthiness certificates, defect logs etc. He will expect to be briefed by the applicant on the forecast and actual weather conditions and overall suitability of the prevailing conditions for the planned flight. The examiner will check the flight navigation log and may take a photocopy. He may question the applicant on any aspect of the planning, for example: choice of operating altitudes, safety altitudes, fuel planning and the interpretation of NOTAM information. The applicant's calculations of the aeroplane's mass and balance and performance will be assessed.

- ***The profile***
  The examiner will go through the flight, item by item explaining to the applicant what is required and asking questions as appropriate to check knowledge and understanding. To avoid repetition, the briefed items are expanded at para 3.6 – "The Flight". The examiner will not instruct the applicant on ***how*** to fly or manage the flight but will advise on what is required and what will be assessed. Conditions, such as when navigation aids, autopilot, GPS etc may be used, will be covered. Procedures for the use of view limiting devices (if required) will be advised, including a reminder that, when simulating IMC, the examiner will be responsible for lookout.

- ***Aeroplane control***
  The aeroplane must be operated in accordance with the AFM or POH, as appropriate, and the operating procedures should follow those given in the training organisation's Operations Manual or equivalent document. 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, but the examiner must be advised of the new target speed at that time.

- ***Emergencies and abnormal conditions***
  The examiner will discuss the actions, roles and responsibilities should any actual emergency or abnormal condition occur during the flight. In general, the applicant is to control, assess, and manage any abnormal or emergency, but the examiner, as aeroplane commander, may elect to take control at any stage.

- ***Simulated Emergencies***
  See also para 3.6.7. The examiner will brief on how simulated abnormal or emergency procedures will be introduced. In general, these should be "scenario based." The examiner will describe the symptoms of a system failure, aircraft fault or simulated emergency and the applicant will be expected to work through an appropriate set of checks or procedures to correctly identify the cause(s) and decide upon an appropriate course of action to either resolve the situation or contain it whilst a safe recovery is made to a suitable airfield. The examiner may terminate the emergency/abnormal procedure at any time, but normally not before the applicant has demonstrated a sound decision-making process that would likely have led to a safe outcome.

- ***Oral questioning***
  The examiner may ask practical questions relating to the flight on subjects such as VFR procedures, aeroplane performance and technical aspects, emergency handling and the aeroplane documents.

3.5.3 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.

3.6 The Flight

3.6.1 Use of the aeroplane checklists, airmanship, control of the aeroplane by external visual reference, anti-icing/de-icing procedures, ATC liaison and principles of threat and error management will be assessed in all sections.

3.6.2 ***Pre-flight Operations and Departure (Section 1)***
The applicant will be observed carrying out a pre-flight inspection of the aeroplane (either a full "A check" or transit check) and can expect to be questioned on any aspect of the check and the servicing operations that he is entitled to carry out as a private pilot. The applicant will be expected to proceed with the check at a practical pace and with reference to the checklist. Expanded checklists are not permitted. Pre-flight checks should also include functional checks of the radio, navigation equipment, autopilot and any of the other installed equipment that the applicant proposes to use during the flight.

The Examiner must be briefed, as a passenger, as required by the ANO 2016 Article 73(1) and AMC1 NCO.OP.130. Use of passenger briefing cards is acceptable, but the examiner may ask questions.

The applicant must be prepared to deal with actual or simulated abnormal or emergency operations at any stage. The examiner may simulate, for example, an engine fire during start up.

Although a private pilot would not normally give a "take-off safety brief" to a passenger, the applicant is expected to verbalise such a brief to the examiner. The departure should comply with any instructions given by ATC. When ready for departure the applicant should assess the cross-wind component and confirm this to the examiner. The following points should also be observed:

- Correct use of cross-wind take-off techniques where appropriate.
- Correct use of take-off safety, lift-off and initial climb speeds.
- Correct power settings for the climb.
- Completion of the after-take-off checks.

3.6.3 ***The En-route procedures (Section 3)***
The navigation part of Section 3 is usually flown after departure to ensure an efficient flow to the flight. During this section, the applicant is assumed to be conducting a private flight with a passenger in accordance with the Visual Flight Rules. The applicant will be expected to establish the aircraft at the planned cruising altitude and on a drift corrected heading for the next waypoint. He should confirm to the examiner the heading, speed, altitude and ETA, and thereafter advise any changes. For example: "2 minutes late at my halfway point - the revised ETA is now. . ." etc. The following points should also be observed:

- Altimeter setting procedure.
- Awareness of safety altitudes and minimum levels.
- Compliance with airspace requirements and liaison with ATC.
- Sound threat and error management and airmanship.
- Lookout and collision avoidance.
- Accuracy of flying: altitude, speed, heading control.
- Cruise checks as appropriate, fuel management, carburettor icing etc.
- Map reading and assessment and correction of track errors.
- Log Keeping. (The examiner may ask to see the applicant's Pilot Log after the flight).
- Achievement of or correct amendment to ETA.
- System management including engine handling.

The applicant is expected to navigate by maintaining a steady, drift corrected heading and taking occasional position fixes to assess progress. Any changes to heading to correct track deviations, or revisions to ETA are expected to be logged such that the flight can be reconstructed after the event. Numerous heading, time or altitude changes that are the result of poor navigation technique (e.g. feature crawling) or the inability to trim the aircraft may constitute a fail in this section. Radio navigation aids may not be used during the first leg of the en-route section although they may be tuned and identified in anticipation of their use later in the flight. For the PPL skill test, at some stage during the second leg, the examiner may require the applicant to establish position by using radio navigation aids.

During the en-route phase, and at an appropriate time (normally before reaching the second turning point), the applicant will be instructed to carry out a diversion to a point at least 20 nms away. A specific airfield or prominent position for the diversion will be pin-pointed by the examiner on the applicant's chart. The applicant will be given reasonable time to assess his position and calculate the necessary navigation data before altering heading towards the diversion point. Applicants may use their own grids, graticules or plotters for navigation purposes in the air, provided control of the aeroplane is satisfactorily maintained while doing so. Use of the autopilot during the diversion planning process is not permitted. When the aeroplane is established on heading for the diversion point, the applicant will be expected to advise the examiner of the heading, speed, altitude, and ETA, thereafter advising any changes. The examiner may not require the applicant to continue all the way to the diversion destination if he considers that their safe arrival there is not in doubt.

During the navigation phase the applicant is responsible for maintaining VMC. Should the applicant consider that the prevailing weather conditions would make continuing en-route inadvisable, he must make that decision and should formulate a plan to bring the aircraft back to base or to another suitable airfield. The examiner will then discuss with the applicant whether any other sections of the test can be completed.

For the PPL skill test, at the end of the diversion phase or later during the flight, the examiner may ask the applicant to intercept and maintain a track to or from a suitable VOR or ADF for approximately 5 minutes using a needle or OBI/HSI presentation as specified by the examiner. The applicant will be expected to tune and identify the aid correctly and to operate within the promulgated range.

3.6.4 Simulated IMC (PPL test only)

The examiner will simulate inadvertent entry into cloud, by means of screens, visor, hood or goggles and the applicant will be required to execute a rate one level turn on instruments through 180° to return the aircraft to VMC on a suitable heading. Applicants are expected to show consideration of the safety factors necessary for flight in IMC.

3.6.5 General Airwork (Section 2)

The examiner will remind the applicant of the airwork exercises to be flown. During the airwork the examiner, although ultimately responsible for ATC liaison and navigation, will brief the applicant to operate in an area bounded by prominent landmarks or features as indicated by the examiner. The applicant will be expected to display appropriate airmanship and take due account of wind and weather conditions to position the aircraft and demonstrate the exercises. The applicant is still responsible for lookout and maintaining VMC. The unrestricted use of

navigation aids including GPS will be permitted if required to aid situational awareness throughout this section.

The following items will be flown:

- Straight and level flight at various airspeeds and configurations. Climbing and descending at various speeds and rates including best rate of climb (V_Y).

- Turns, including medium (30° bank) turns, steep (45° of bank) turns and steep turns in a gliding configuration (SE aeroplanes only), plus recognition and recovery from a spiral dive; the examiner may put the aeroplane into a spiral dive with speed increasing then hand control to the applicant to initiate appropriate recovery action. Generally, this should be to straight and level flight with the emphasis being on avoiding excessive loads on the airframe, particularly any tendency to roll and pull simultaneously.

- Flight at critically low airspeeds with and without flaps.

- Recognition and recovery from stalls. A series of stalls will be required, and the examiner will brief the sequence of these both pre-flight and in the air.

    - Normally the first stall will be in the clean configuration, entered from straight and level flight, with the throttle(s) closed. The applicant is to recover on his own initiative when the aircraft has reached the stalled flight condition[1].

    - The second stall will be from an approach configuration, with approach flap setting gear down and low power. The stall should be initiated from a turn (level or slightly descending with about 20° bank) and the applicant should recover at the first indication of a stall[2].

    - The third stall will be in the landing configuration with full flap, gear down, and low power. The stall should be initiated from straight flight in a slight descent as if established on final approach to land (i.e. not climbing); the applicant should recover at the first indication of a stall[2].

    - All recoveries shall be made with the minimum loss of height and returning to a clean, climb configuration at maintaining directional control, or to level flight as otherwise directed by the examiner.

Note[1]: A stalled flight condition can exist at any attitude and airspeed, and may be recognised by at least one of the following:

a) continuous stall warning activation;
b) buffeting, which could be heavy at times;
c) lack of pitch authority and/or roll control; and
d) inability to arrest the descent rate.

Note[2]: First indication of a stall means the initial aural, tactile or visual sign of an impending stall, which can be either naturally or synthetically induced.

After any period where the examiner has been responsible for navigation and ATC liaison, he is to ensure that the applicant is made aware of the position of the aircraft relative to any controlled airspace and airfields and the ATC service provider and level of service before handing full responsibility for the flight back to the applicant. The examiner must ensure that adequate time is available for the applicant to complete any necessary duties for the next briefed event; as a guide 10-15 track miles prior to entering an ATZ should be enough. If the remaining distance is less than this the aircraft should not be left on a closing heading at the time of handover.

3.6.6 Approach and Landing (Section 4)

Applicants will be expected to carry out an arrival at an aerodrome and enter the traffic pattern in a safe manner and in accordance with any instructions/clearances from ATC. The aerodrome may not necessarily be at the applicant's home field. The autopilot may be used while setting

up the join. Applicants will be expected to carry out several approaches and landings (usually 'touch and go' landings) with the aircraft in the correct configuration and at the correct speed.

- Precision or short field landing. This may be combined with a bad visibility/low level circuit as part of the assessment of low speed handling. To assess this exercise, the examiner may limit the amount of runway available.
- Cross wind landing (when practical).
- Go around from a low height/altitude.
- Approach and landing with idle power (glide approach – SE aeroplanes only). The examiner may limit the amount of runway available.
- Approach and landing without the use of flaps (flapless landing).
- Touch and go.

Upon completion of the circuits, the applicant will be responsible for completion of the after-landing checks, taxying, parking and shut-down checks plus the completion of aeroplane documentation.

3.6.7 Abnormal and Emergency Operations (Section 5)

The items of this section may be combined with Sections 1 through to 4 (and Section 6 if appropriate). The examiner will simulate an abnormal or emergency; the applicant is expected to carry out the appropriate alternative/emergency actions and manage the flight accordingly. If drills involve the operation of fuel shut off valves, mixture controls, magnetos or any other critical engine or system control, operations should be simulated by "touch actions" only. If it is appropriate that ATC are aware that the applicant is operating under simulated abnormal or emergency conditions, the applicant should transmit a practice or simulated urgency call, for example, "Callsign, down-wind, simulated rough running engine - to land." Otherwise it is acceptable that emergency radio calls are simulated in the cockpit. Nevertheless, the applicant is expected to state to the examiner, word for word, what would have been transmitted in the real case and not just paraphrase. Applicants should not assume that any practice emergency or abnormal situation is complete until told by the examiner. The examiner may ask oral questions on abnormal and emergency operations. This section will include:

- Simulated engine failure after take-off (EFATO). This exercise may be flown in the aerodrome traffic pattern or following the simulated forced landing, during the climb-out.
- Simulated forced landing (SE aircraft only). This exercise is normally to be performed away from the airfield and will usually commence above 2000 feet AGL. The applicant should nominate a landing area and demonstrate a planned approach. The examiner will call for the go around at a safe and appropriate point.
- Fire drill. This may be combined with the forced landing/EFATO, or a cabin fire may be simulated.
- Simulated precautionary landing (SE aircraft only). This item may be included in Section 3 as demonstrating the techniques for an emergency landing off-airfield or may be flown as a low-level (bad weather) circuit pattern during Section 4.
- Simulated emergencies. This may include items from the emergency section of the POH/aircraft checklist or simulated abnormal conditions introduced by the examiner. Some abnormal/emergency procedures may be covered on the ground by oral examination.

3.6.8 Simulated Asymmetric Flight (Section 6 items a. to e.)

Items a, b and c are applicable to ME aeroplanes only. Items d and e are applicable to ME aeroplanes and TMG only. The examiner will simulate an abnormal or emergency situation; the applicant should respond in the same manner as described in paragraph 3.6.7 (Section 5), except in the case of Item d – Engine shutdown and restart – where full drills should be carried out.

- Simulated engine failure after take-off (EFATO). At a safe height after take-off the examiner will simulate an engine failure by closing one of the throttles. 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. On completion of these drills, the examiner will be responsible for setting zero thrust and the management of the (simulated) failed engine.

- Asymmetric approach and go around. The applicant is expected to carry out a circuit to go-around under asymmetric power from his asymmetric committal altitude/height.
- Asymmetric approach and full stop landing. The applicant is expected to carry out a circuit to land under asymmetric power.
- Engine shutdown and restart. The applicant is required to carry out an actual engine shutdown and restart (ME aeroplanes only). This should be conducted in the aircraft. However, at the discretion of the examiner and after considering all factors including limitations imposed or advised by the aircraft manufacturer plus an assessment of threats and potential hazards, it may be conducted by the examiner in an appropriately qualified FFS or FNPTII.
- ATC liaison and compliance, RT procedures and airmanship.

Applicants who take the skill test in a ME aeroplane will not be expected to fly the steep gliding turns in Section 2, the glide approach in Section 4 or the practice and precautionary forced landing in Section 5.

3.6.9 Relevant Class or Type Items (Section 6 items f. & g.)

The items in this Section apply to all aeroplanes and may be combined with Sections 1 through 5. Applicant will be expected to show competence in the operation of systems such as the autopilot, pressurisation, de-icing and anti-icing, where fitted.

At either the start or the end of the flight the applicant will be required to perform a rejected take-off. The examiner will liaise with ATC to achieve this. Shortly after the applicant starts his take-off run, the examiner will announce some form of emergency, such as low oil pressure; the applicant will be expected to discontinue the take-off and bring the aeroplane smoothly to a halt using all of the remaining runway without harsh use of the brakes; any appropriate touch drills should be completed and any radio calls should be made 'in cockpit' to the examiner.

3.7 Post-Flight Action

3.7.1 After the flight and before de-briefing the result, the examiner may complete some oral questioning to finalise the requirements of the class/type rating element of the test (Section 6). The examiner may also ask questions to clarify certain items or actions. He/she will then inform the applicant of the result of the test. Should the result be a Partial Pass or Fail, the examiner will explain the reasons for the failed item or items, retest requirements and any further training required or recommended, and give advice on how to improve upon those aspects of the test that were unsatisfactory. With the applicant's agreement, the examiner will then conduct a more thorough debriefing to discuss the applicant's overall performance, offer advice on aspects of the flight that could be improved and provide positive reinforcement for those aspects that went well.

3.7.2 Notification of the result will be given on the examiner report form (SRG 2127 (LAPL) or SRG 2128 (PPL) and SRG 2129 if required). The forms will show the result of each item and section. The applicant will be required to sign the forms as having understood the result and will be given a copy of the report form to retain. One copy of the test report form must be sent with the licence application. This will normally be sent by the examiner.

3.7.3 Appendix 1 gives a list of the criteria upon which examiners base their assessment. The criteria are arranged to reflect the order of items listed on the test report form SRG 2127/8.

3.7.4 Should an applicant have cause for concern about the ***conduct*** of the flight test, reference should be made to the Regulation 6 appeals procedure printed on the Examiner Report form. Details of the appeal procedure are given at Part 4.3.

Part 4 – Assessment Criteria and Administrative Procedures

4.1 Assessment Criteria

4.1.1 The flight will be assessed as a private, passenger carrying flight. The safety and 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.
- Always maintain control of the aeroplane in a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.
- Demonstrate sound non-technical skills including the recognition and management of threats and errors.

4.1.2 Throughout the flight the aeroplane should be flown as accurately as possible. The tolerances for operation listed in Appendix 2 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. The examiner will make allowance for adverse weather conditions such as turbulence and the handling qualities and performance of the aeroplane used.

4.2 Administrative Procedures

4.2.1 Each time an applicant undertakes a 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 items and sections of the test are passed.

4.2.3 The second half of an attempt taken in 2 parts shall include Section 1 and items a, b, and h (PPL) or a, c, i (LAPL) of Section 4 irrespective of a previous pass in these sections/items.

4.2.4 An applicant failing only one section at the first attempt in a series shall have gained a PARTIAL PASS. The second attempt will 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. The examiner may require or recommend further training to be completed before undertaking the next attempt.

The only exception to this is failure of item g in Section 6 (Oral questions) in which case only the failed item will require re-testing.

4.2.5 If an applicant is taking the test in 2 parts and fails a section during the first part then this part cannot be retested before the second part is undertaken. The applicant has the option to either:

- Fly the second part so that the first attempt is complete and can be assessed as either a PARTIAL PASS or a FAIL depending on the result of the second part.

or

- Forego the first test Series and move directly to the second test Series.

Examiners should advise applicants of the implications of following this second option as described in para 4.2.9.

4.2.6 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.

4.2.7 An incomplete test may be awarded if the applicant discontinues the flight and the reasons for doing so are agreed by the examiner. To complete an incomplete test, the applicant will be required to fly only those sections or items not previously flown and assessed; these items must be completed before the result of the flight can be determined. However, 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.

4.2.8 A FAIL as defined above will conclude that Series. After a fail at the first attempt, the examiner may require or recommend further training. After a fail at the second attempt, further training will be required. Any required training must be completed before applying for a further attempt.

4.2.9 Should the applicant fail a second or subsequent Series, the examiner should notify Flight Test Bookings. The Flight Test Booking cell may elect to designate another examiner or CAA FOTI for any subsequent tests.

4.3 Applicant's Appeal Procedure

4.3.1 The test forms contain 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. 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 or EIR Skill Test they should refer to CAP 1049 (April 2014) – Guidance for Applicant: Review of conduct of test or exam. Regulation 6 of the Civil Aviation Authority Regulation 1991 and if necessary contact the CAA in writing to either: OGCMailbox@caa.co.uk Or:

General Counsel and Secretary to the CAA
5th Floor Westferry
11 Westferry Circus
London
E14 4HD

Appendix 1 - Skill Test Schedules and Standards

Applicant's Notes

These notes are intended to give applicants a detailed account of the exercises that are required in each section. The headings used relate to those shown on forms SRG 2127 and SRG 2128. In the interest of openness, the standards to which applicants 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 flying and operating the aeroplane to the best of their ability. The application of the test standards is the responsibility of the examiner.

Examiner's Notes

These guidance notes are published to establish the test standard required for an EASA LAPL or PPL skill test. Any flight test can only be a 'snapshot' of a pilot's ability. Therefore, to ensure overall pilot competence, Flight Instructors at ATOs and DTOs are expected to use these standards when preparing applicants for the test. The examiner must apply the standards evenly, fairly and without prejudice or favour.

PPL Skill Test Schedule

Section 1 – Pre-flight Operations and Departure

(a) ***Pre-flight documentation, NOTAM and weather briefing:***

- *Check all documents required for a private, passenger carrying flight are correct.*
- *Obtain and assess all elements of the prevailing and forecast weather conditions.*
- *Obtain and assess all aeronautical information including NOTAMs.*
- *Complete an appropriate flight navigation log and chart.*
- *Determine that the aeroplane is correctly fuelled for the flight.*

(b) ***Mass, balance and performance calculations:***

- *Complete a mass and balance schedule.*
- *Calculate aeroplane performance figures, applying factors and limitations applicable to runway and forecast weather conditions, and adjust if required for actual conditions before take-off.*

(c) ***Aeroplane inspection and servicing:***

- *Check aircraft servicing certificates and technical log.*
- *Perform all elements of the aeroplane pre-flight inspections as detailed.*
- *Confirm that the aeroplane is in a serviceable and safe condition for flight.*
- *Check and complete all necessary documentation.*

(d) ***Engine starting and after starting procedures:***

- *Complete an appropriate passenger emergency procedure briefing for the examiner.*
- *Complete all recommended engine starting and after starting procedures.*

(e) ***Taxiing and aerodrome procedures, pre-take-off procedures:***

- *Complete all required taxying checks and procedures.*
- *Comply with airport markings and signals.*
- *Follow ATC instructions.*
- *Complete all departure checks and drills including engine operation.*
- *Obtain ATC departure clearance.*
- *Confirm any aeroplane performance criteria including crosswind condition.*

(f) ***Take-off and after take-off checks:***

- *Position the aeroplane correctly for take-off and advance the throttles to take off power with appropriate checks.*
- *Use the correct take off technique using the recommended speeds for rotation/lift-off and initial climb.*
- *Ensure a safe climb and departure adjusting power and aeroplane configuration as appropriate.*
- *Complete all necessary after take-off checks.*

(g) ***Aerodrome departure procedures:***

- *Use charts or other published information as required.*
- *Execute a safe departure in accordance with clearance and with due regard for other air traffic.*
- *Use correct lookout techniques.*
- *Observe the Rules of the Air and ATC Regulations.*
- *Maintain directional control and drift corrections throughout.*
- *Follow any noise routing or departure procedures and ATC instructions.*
- *Complete all necessary climb checks.*

(h) ***ATC compliance and RTF procedures:***

- *Demonstrate standard RTF procedures and phraseology.*
- *Demonstrate compliance with ATC instructions.*
- *Operate on the ground and in the air with particular regard for passenger safety and comfort.*

Section 2 – General Airwork

(a) ***ATC compliance, R/T procedures:***

- *During Section 2 the examiner will be responsible for most of the ATC liaison and RTF procedures, but this does not absolve the applicant from taking responsibility for the management of his aeroplane and for collision avoidance.*

(b) ***Straight and level flight with speed changes:***

- *Demonstrate control of heading, altitude and airspeed in straight and level flight by visual attitudes while maintaining a correct lookout technique.*
- *Demonstrate correct use of trim.*

(c) ***Climbing:***

- *Maintain directional control and balance throughout.*
- *Trim for nominated speed including best Rate of Climb speed (V_Y).*
- *Complete all necessary climb checks.*
- *Turn onto given headings maintaining balance and speed and bank angle.*
- *Maintain lookout throughout.*
- *Return aircraft to straight and level flight in cruise configuration at nominated level/ altitude.*
- *Complete all necessary drills and checks.*
- *Best angle of climb.*
- *Maintain heading and balance during transition from cruise or descent at V_{SO} + 10 kts to best Angle of Climb speed (V_X).*
- *Complete all necessary climb checks.*
- *Turn onto given headings maintaining balance and speed and bank angle.*
- *Maintain lookout throughout.*
- *Return aircraft to straight and level flight in cruise configuration at nominated level/ altitude.*
- *Complete all necessary drills and checks.*

(d) ***Medium (30° of bank) turns:***

- *Demonstrate the correct lookout technique before, during and after turns.*
- *Establish and maintain throughout the turn the nominated altitude/level and speed.*
- *Co-ordinate the entry to turns to achieve 30° of bank.*
- *Co-ordinate the recovery from turns to straight and level flight on the specified heading or as appropriate without loss/gain of height.*

(e) ***Steep (45° of bank) turns (including recognition and recovery from a spiral dive):***

Steep Turn:

- *Demonstrate the correct lookout technique before, during and after turns.*
- *Establish and maintain throughout the turn the nominated altitude/level and speed.*
- *Co-ordinate the entry to steep turns to achieve at least 45° bank and maintain the turn through at least 360 degrees.*
- *Co-ordinate the recovery from turns to straight and level flight as directed by the examiner without loss/gain of height.*

Spiral Dive:

- *Recognise the manoeuvre and initiate prompt and correct recovery action.*
- *Continue recovery action without exceeding any aeroplane limitations.*
- *Recover with minimum height loss.*
- *Complete all necessary checks and drills.*

(f) ***Flight at critically low airspeed with and without flaps:***

- *Consider all safety checks before the manoeuvres where necessary.*
- *Select and stabilise the aeroplane at a nominated low airspeed above the stall speed whilst maintaining balance, trim and lookout. Maintain specified altitude/level, heading and speed as specified by the examiner.*
- *Maintain safe bank angles, speed, and altitude during turning and complete turns onto specified headings.*

(g) ***Stalling:***

- *Consider safety checks before stalling.*
- *Establish the stall entry as appropriate from straight and turning flight and select the required aeroplane configuration.*
- *Maintain heading (or bank angle 10° - 30° as required) to stall entry.*
- *Recognise the stalled condition and approach to the stall and initiate the correct recovery action as directed by the examiner.*
- *Recover with minimum height loss and return to a clean configuration climb at V_Y.*
- *Complete all necessary checks and drills.*
- *Maintain lookout throughout.*

(h) ***Descending:***

- *Maintain directional control and balance throughout.*
- *Trim for nominated speed including best glide speed.*
- *Complete all necessary descent checks.*
- *Turn onto given headings maintaining balance and speed and bank angle.*
- *Maintain lookout throughout.*
- *Return aircraft to straight and level flight in cruise configuration at nominated level / altitude.*
- *Complete all necessary drills and checks.*
- *Whilst gliding demonstrate awareness of increased stalling speed in manoeuvre (not ME aeroplanes).*

Section 3 – En-route Procedures

(a) ***Flight plan, dead reckoning and map reading:***

- *Complete all elements of VFR planning for the route prescribed with reference to planned altitudes and safe levels of operation.*
- *Identify position visually by reference to ground features and map.*

(b) ***Maintenance of altitude, heading and speed:***

- *Control aeroplane using visual attitude flying techniques.*
- *Maintain the heading height and speed as computed in navigation log or advised to the examiner within the prescribed limits.*

(c) ***Orientation, timing and revision of ETAs, and log keeping:***

- *Navigate by means of calculated headings, ground speed and time.*
- *Achieve destinations or turning points within 3 minutes of estimated time of arrival (ETA).*
- *Maintain a navigation log and radio log by recording all pertinent information such that the whole route may be reconstructed if necessary after flight.*

(d) ***Diversion to alternate aerodrome (planning and implementation):***

- *Calculate heading, ground speed, ETA and fuel required during any unscheduled diversion.*
- *Calculate Safety Altitude for track to new destination.*
- *Navigate by means of calculated headings, ground speed and time.*
- *Maintain the heading height and speed as computed in navigation log or advised to the examiner within the prescribed limits.*

(e) ***Use of radio navigation aids:***

- *Select and identify appropriate radio and navigation aids as required or nominated by examiner.*
- *Locate and record the aeroplane position by using radio navigation equipment when required by the examiner.*
- *Intercept and maintain given tracks or radials using the navigation aids nominate.*

(f) ***Basic instrument flying (180° turn in simulated IMC):***

- *Demonstrate competence at manoeuvring the aircraft by sole reference to flight instruments.*
- *Use an appropriate technique of instrument scanning and cross check to maintain flight within prescribed limits.*
- *Establish a rate-one turn through 180° using the direction indicator.*

(g) ***Flight management (checks, fuel systems and carburettor icing etc):***

- *Complete all necessary checks and drills.*
- *Configure airframe and engine(s) for cruise/endurance performance in accordance with Flight Manual.*
- *Adjust and monitor fuel consumption for range or endurance as appropriate.*
- *Make regular checks for carburettor icing, if appropriate.*

(h) ***ATC compliance and RTF procedures:***

- *Set and cross check altimeters to QNH, RPS, Standard pressure setting, or QFE as specified in checklist, Operations Manual; or as appropriate.*
- *Maintain two-way RTF communication using correct phraseology throughout.*
- *Obtain ATC clearances and appropriate level of service.*
- *Comply with ATC clearances and instructions when required.*
- *Display sound airmanship and cockpit management.*

Section 4 - Approach and Landing Procedures

(a) ***Aerodrome arrival procedures:***

- *Carry out appropriate checks and drills.*
- *Set altimeters and cross check in accordance with check list, Operations manual; or as required.*
- *Comply with published arrival procedure or clearance.*
- *Maintain adequate lookout and collision avoidance.*

(b) **** Precision landing (short field landing), crosswind, if suitable conditions available.***

(c) **** Flapless landing***.

(d) ***Approach to landing with idle power (SE only):***

Standard for all types of approach and landing:

- *Consider weather and wind conditions, landing surface and obstructions.*
- *Plan and follow the circuit pattern and orientation with the landing area.*
- *From the circuit pattern establish the recommended aeroplane approach configuration adjusting speed and rate of descent to maintain a stabilised approach.*
- *Select and achieve the appropriate touchdown area at the recommended speed.*
- *Adjust descent and round-out (flare) to achieve a safe landing with little or no float with appropriate drift and crosswind correction.*
- *Maintain directional control after touchdown and apply brakes for a safe roll out.*
- *Complete all necessary checks and drills.*

(e) ***Touch and go:***

- *Maintain directional control.*
- *Carry out required configuration changes (flap retraction etc).*
- *Apply appropriate power for take-off.*

(f) ***Go around from low height:***

- *Execute a timely decision to discontinue the approach either when instructed or as considered necessary.*
- *Apply appropriate power and control aeroplane attitude to initiate a safe climb maintaining balance and heading.*
- *Adjust configuration and speed to achieve a positive climb at V_Y or V_X as appropriate.*
- *Maintain take off power until a safe manoeuvring altitude is reached and then adjust to a normal climb configuration and speed.*
- *Complete all necessary checks and drills.*

(g) ***ATC compliance and RTF procedures:***

- *Obtain and comply with ATC clearances using correct RTF phraseology.*
- *Adjust circuit pattern/speed to maintain spacing with other traffic in the landing pattern.*
- *Maintain awareness of other traffic through RTF and lookout.*

(h) ***Actions after flight:***

- *Complete all after landing checks and drills.*
- *Return aeroplane to parking area and complete engine shutdown.*
- *Secure aeroplane and complete documentation.*

Section 5 - Abnormal and Emergency Procedures

Items from this section may be performed in sections 1 through 4.

(a) ***Simulated engine failure after take-off (SE only):***

- *Execute emergency drills as 'touch drills' without error (see section 3.6.11).*
- *When time permits, investigate possible cause of engine failure and take corrective action.*
- *Plan and execute further actions to ensure safe recovery of aeroplane, passengers and crew.*

(b) ***Simulated forced landing (SE only):***

- *Choose a suitable landing area with due regard for landing surface, surroundings and wind velocity.*
- *Plan descent to achieve a safe approach to chosen landing area such that a safe landing would be likely.*

(c) ***Simulated precautionary landing (SE only):***

- *Choose a suitable landing area with due regard for landing surface, surroundings and wind velocity.*
- *Plan descent to achieve a safe approach to chosen landing area such that a safe landing would be assured.*

(d) ***Simulated emergencies:***

- *Analyse emergency or abnormal situation and formulate appropriate plan.*
- *Execute abnormal or emergency drills.*
- *Plan and execute further actions to ensure safe recovery of aeroplane, passengers and crew.*
- *Use check list to confirm actions when time permits.*
- *Make suitable emergency RTF calls (given to examiner but not transmitted).*
- *Inform ATC of practice emergency situation and assistance required (where appropriate).*

(e) ***Oral questions:***

- *Demonstrate knowledge of maintaining, operating, emergency handling and limitations of the aeroplane used for the flight test.*

Section 6 - Simulated Asymmetric Flight and relevant Class or Type Rating items

Items a to d of this section are only required if the flight test is conducted in a ME aeroplane. Items d and e are required for ME aeroplanes and TMGs. Items f to g apply to all aeroplanes. Items from this section may be performed in Sections 1 through 5.

(a) ***Simulated engine failure after take-off (at a safe altitude unless carried out in an FSS):***

- *Maintain control of aeroplane direction and speed following simulated engine failure.*
- *Identify failed engine.*
- *Complete checks and drills.*
- *Establish safe climb at V_{YSE} in trim.*

(b) ***Asymmetric approach and go-around:***

- *Fly a visual circuit with asymmetric power to establish a final approach.*
- *Maintain a stable (trimmed) approach in the correct configuration.*

- *Make a clear decision to land/go-around at or before appropriate asymmetric committal altitude/height (ACA/H).*
- *At ACA/H or earlier if instructed, carry out a go-around to establish a safe climb in the recommended configuration at V_{YSE}.*

(c) ***Asymmetric approach and full stop landing:***

- *Fly a visual circuit with asymmetric power to establish a final approach.*
- *Maintain a stable (trimmed) approach in the correct configuration.*
- *Make a clear decision to land at or before ACA/H.*
- *Execute a safe landing at the recommended speed/configuration in the appropriate landing area.*

(d) ***Engine shutdown and restart:***

- *Control aircraft in heading, altitude, speed and balance during full engine shut down at safe altitudes, carry out appropriate drills and checks.*
- *Control aircraft heading, height and speed during re-start drills according to check list and re-establish aircraft to symmetric cruising flight.*

(e) ***ATC compliance, RTF procedures or airmanship:***

- *Inform ATC of abnormal flight condition and any assistance required.*
- *Comply with ATC procedures and instructions.*
- *Adjust traffic pattern with due regard to weather, surface conditions, obstructions and other air traffic.*
- *Adjust configuration and circuit pattern to take account of aeroplane performance.*
- *Complete necessary checks and drills.*

(f) ***As determined by the FE - any relevant items of the class or type rating skill test to include, if applicable:***

- *Aeroplane systems including handling of autopilot.*
- *Operation of pressurisation system.*
- *Use of de-icing and anti-icing system.*
- *Demonstrate ability to operate aircraft systems as applicable.*
- *Rejected take off (at a reasonable speed).*
- *Safely bring the aircraft to a halt on the runway following a simulated emergency during the initial part of the take-off run without harsh use of the brakes.*

(g) ***Oral questions:***

- *Demonstrate knowledge of maintaining, operating, emergency handling and limitations of the aeroplane used for the flight test.*
- *These items may be combined, at the discretion of the FE.*

LAPL Skill Test Schedule

Section 1 – Pre-flight operations and Departure

(a) ***Pre-flight documentation, NOTAM and weather briefing:***

- *Check all documents required for a private, passenger carrying flight are correct.*
- *Obtain and assess all elements of the prevailing and forecast weather conditions.*
- *Complete an appropriate flight navigation log and chart.*
- *Determine that the aeroplane is correctly fuelled for the flight.*

(b) ***Mass, balance and performance calculations:***

- *Complete a mass and balance schedule.*
- *Calculate aeroplane performance figures, applying factors and limitations applicable to runway and forecast weather conditions, and adjust if required for actual conditions before take-off.*

(c) ***Aeroplane or TMG, inspection and servicing:***

- *Check aeroplane serviceability record and technical log.*
- *Perform all elements of the aeroplane pre-flight inspections as detailed.*
- *Confirm that the aeroplane is in a serviceable and safe condition for flight.*
- *Check and complete all necessary documentation.*

(d) ***Engine starting and after starting procedures:***

- *Complete an appropriate passenger emergency procedure briefing for the examiner.*
- *Complete all recommended engine starting and after starting procedures.*

(e) ***Taxiing and aerodrome procedures, pre-take-off procedures:***

- *Complete all recommended taxiing checks and procedures.*
- *Comply with airport markings and signals.*
- *Follow ATC instructions.*
- *Complete all departure checks and drills including engine operation.*
- *Obtain ATC departure clearance.*

(f) ***Take-off and after take-off checks:***

- *Position the aeroplane correctly for take-off and advance the throttles to take off power with appropriate checks.*
- *Use the correct take off technique using the recommended speeds for rotation/lift-off and initial climb.*
- *Ensure a safe climb and departure adjusting power and aeroplane configuration as appropriate.*
- *Complete all necessary after take-off checks.*

(g) ***Aerodrome departure procedures:***

- *Use charts or other published information as required.*
- *Execute a safe departure in accordance with clearance and with due regard for other air traffic.*
- *Use correct lookout techniques.*
- *Observe the Rules of the Air and ATC Regulations.*
- *Maintain directional control and drift corrections throughout.*
- *Follow any noise routing or departure procedures and ATC instructions.*
- *Complete all necessary climb checks.*

(h) ***ATC liaison, compliance:***

- *Demonstrate standard RTF procedures and phraseology.*
- *Demonstrate compliance with ATC instructions.*
- *Operate on the ground and in the air with particular regard for passenger safety and comfort.*

Section 2 – General Airwork

(a) ***ATC liaison:***

- *Demonstrate standard R/T procedures and phraseology.*
- *Demonstrate compliance with ATC instructions.*
- *Operate on the ground and in the air with regard for passenger safety and Comfort.*
- *During Section 2 the examiner will be responsible for most of the ATC liaison and RTF procedures, but this does not absolve the applicant from taking responsibility for the management of his aeroplane and for collision avoidance.*

(b) ***Straight and level flight with speed changes:***

- *Demonstrate control of heading, altitude and airspeed in straight and level flight by visual attitudes while maintaining a correct lookout technique.*
- *Demonstrate correct use of trim.*

(c) ***Climbing:***

1. Best rate of climb;
2. Climbing turns;
3. Levelling off.

- *Maintain directional control and balance throughout.*
- *Trim for nominated speed including best Rate of Climb speed (V_Y).*
- *Complete all necessary climb checks.*
- *Turn onto given headings maintaining balance and speed and bank angle.*
- *Maintain lookout throughout.*
- *Return aircraft to straight and level flight in cruise configuration at nominated level/ altitude.*
- *Complete all necessary drills and checks.*
- *Turn onto given headings maintaining balance and speed and bank angle.*
- *Maintain lookout throughout.*
- *Return aircraft to straight and level flight in cruise configuration at nominated level/ altitude.*
- *Complete all necessary drills and checks.*

(d) ***Medium (30° of bank) turns look-out procedures and collision avoidance:***

- *Demonstrate the correct lookout technique before, during and after turns.*
- *Establish and maintain throughout the turn the nominated altitude/level and speed.*
- *Co-ordinate the entry to turns to achieve 30° of bank.*
- *Co-ordinate the recovery from turns to straight and level flight on the specified heading or as appropriate without loss/gain of height.*
- *the management of the aeroplane and for collision avoidance.*

(e) ***Steep (45° of bank) turns (including recognition and recovery from a spiral dive):***

Steep Turn:

- *Demonstrate the correct lookout technique before, during and after turns.*
- *Establish and maintain throughout the turn the nominated altitude/level and speed.*
- *Co-ordinate the entry to steep turns to achieve at least 45° of bank and maintain the turn through at least 360 degrees.*
- *Co-ordinate the recovery from turns to straight and level flight as directed by the examiner without loss/gain of height.*
- *Recognition and recovery from the Spiral Dive.*
- *Recognise the manoeuvre and initiate prompt and correct recovery action.*
- *Continue recovery action without exceeding any aeroplane limitations.*
- *Recover with minimum height loss.*
- *Complete all necessary checks and drills.*

(f) ***Flight at critically low airspeed with and without flaps:***

- *Consider all safety checks before the manoeuvres where necessary.*
- *Select and stabilise the aeroplane at a nominated low airspeed above the stall speed whilst maintaining balance, trim and lookout. Maintain specified altitude/level, heading and speed as specified by the examiner.*
  Maintain safe bank angles, speed, and altitude during turning and complete turns onto specified headings.

(g) ***Stalling:***

- *Consider safety checks before stalling.*
- *Establish the stall entry as appropriate from straight and turning flight and select the required aeroplane configuration.*
- *Maintain heading (or bank angle 10° - 30° as required) to stall entry.*
- *Recognise the stalled condition and approach to the stall and initiate the correct recovery action as directed by the examiner.*
- *Recover with minimum height loss and return to a clean configuration climb at V_Y.*
- *Complete all necessary checks and drills.*
- *Maintain an adequate lookout throughout.*

(h) ***Descending:***

- *Maintain directional control and balance throughout.*
- *Trim for nominated speed including best glide speed.*
- *Complete all necessary descent checks.*
- *Turn onto given headings maintaining balance and speed and bank angle.*
- *Maintain lookout throughout.*
- *Return aircraft to straight and level flight in cruise configuration at nominated level / altitude.*
- *Complete all necessary drills and checks.*
- *Whilst gliding demonstrate awareness of increased stalling speed in manoeuvre.*

Section 3 - En-route Procedures

(a) ***Flight plan, dead reckoning and map reading:***

- *Complete all elements of VFR planning for the route prescribed with particular reference to planned altitudes and safe levels of operation.*
- *Identify position visually by reference to ground features and map.*

(b) ***Maintenance of altitude, heading and speed:***

- *Control aeroplane using visual attitude flying techniques.*
- *Maintain the heading height and speed as computed in navigation log or advised to the examiner within the prescribed limits.*

(c) ***Orientation, airspace structure, timing and revision of ETAs, and log keeping:***

- *Awareness of the aircraft's position in relation to hazards such as CAS, high ground and Obstacles.*
- *Navigate by means of calculated headings, ground speed and time.*
- *Achieve destinations or turning points within 3 minutes of estimated time of arrival (ETA).*
- *Maintain a navigation log and radio log by recording all pertinent information such that the whole route may be reconstructed if necessary after flight.*

(d) ***Diversion to alternate aerodrome (planning and implementation):***

- *Calculate heading, ground speed, ETA and fuel required during any unscheduled diversion.*

- *Calculate Safety Altitude for track to new destination.*
- *Navigate by means of calculated headings, ground speed and time.*
- *Maintain the heading height and speed as computed in navigation log or advised to the examiner within the prescribed limits.*

(e) ***Flight management (checks, fuel systems, carburettor icing, etc):***

- *Complete all necessary checks and drills.*
- *Configure airframe and engine(s) for cruise/endurance performance in accordance with Flight Manual.*
- *Adjust and monitor fuel consumption for range or endurance as appropriate.*
- *Make regular checks for carburettor icing, if appropriate.*

(f) ***ATC liaison: compliance:***

- *Set and cross check altimeters to QNH, RPS, Standard pressure setting, or QFE as specified in checklist, Operations manual; or as appropriate.*
- *Maintain two-way RTF communication using correct phraseology throughout.*
- *Obtain ATC clearances and appropriate level of service.*
- *Comply with ATC clearances and instructions when required.*
- *Display sound airmanship and cockpit management.*
- *Operate on the ground and in the air with regard for passenger safety and comfort.*

Section 4 - Approach and Landing Procedures

(a) ***Aerodrome arrival procedures:***

- *Carry out appropriate checks and drills.*
- *Set altimeters and cross check in accordance with check list, Operations manual; or as required.*
- *Comply with published arrival procedure or clearance.*
- *Maintain adequate lookout and collision avoidance.*

(b) ***Collision avoidance (look-out procedures).***

(c) ***Precision landing (short field landing), crosswind, if suitable conditions available.***

(d) ***Flapless landing (if applicable).***

(e) ***Approach to landing with idle power:***

- *Standard for all types of approach and landing.*
- *Consider weather and wind conditions, landing surface and obstructions.*
- *Plan and follow the circuit pattern and orientation with the landing area.*
- *From the circuit pattern establish the recommended aeroplane approach configuration adjusting speed and rate of descent to maintain a stabilised approach.*
- *Select and achieve the appropriate touchdown area at the recommended speed.*
- *Adjust descent and round-out (flare) to achieve a safe landing with little or no float with appropriate drift and crosswind correction.*
- *Maintain directional control after touchdown and apply brakes for a safe roll out.*
- *Complete all necessary checks and drills.*

(f) ***Touch and Go:***

- *Maintain directional control.*
- *Carry out required configuration changes (flap retraction etc).*
- *Apply appropriate power for take-off.*

(g) ***Go-around from low height:***

- *Execute a timely decision to discontinue the approach either when instructed or as considered necessary.*
- *Apply appropriate power and control aeroplane attitude to initiate a safe climb maintaining balance and heading.*
- *Adjust configuration and speed to achieve a positive climb at V_Y or V_X as appropriate.*
- *Maintain take off power until a safe manoeuvring altitude is reached and then adjust to a normal climb configuration and speed.*
- *Complete all necessary checks and drills.*

(h) ***ATC liaison:***

- *Obtain and comply with ATC clearances using correct RTF phraseology.*
- *Adjust circuit pattern/speed to maintain spacing with other traffic in the landing pattern.*
- *Maintain awareness of other traffic through RTF and lookout.*

(i) ***Actions after flight:***

- *Complete all after landing checks and drills.*
- *Return aeroplane to parking area and complete engine shutdown.*
- *Secure aeroplane and complete documentation.*

Section 5 - Abnormal and Emergency Procedures

Items from this section may be performed in sections 1 through 4.

(a) ***Simulated engine failure after take-off:***

- *Execute emergency drills as 'touch drills' without error (see section 3.6.11).*
- *When time permits, investigate possible cause of engine failure and take corrective action.*
- *Plan and execute further actions to ensure safe recovery of aeroplane, passengers and crew.*

(b) ***Simulated forced landing:***

- *A suitable landing area with due regard for landing surface, surroundings and wind velocity.*
- *Plan descent to achieve a safe approach to chosen landing area such that a safe landing would be likely.*

(c) ***Simulated precautionary landing:***

- *Choose a suitable landing area with due regard for landing surface, surroundings and wind velocity.*
- *Plan descent to achieve a safe approach to chosen landing area such that a safe landing would be assured.*

(d) ***Simulated emergencies:***

- *Analyse emergency or abnormal situation and formulate appropriate plan.*
- *Execute abnormal or emergency drills.*
- *Plan and execute further actions to ensure safe recovery of aeroplane, passengers and crew.*
- *Use check list to confirm actions when time permits.*
- *Make suitable emergency RTF calls (given to examiner but not transmitted).*
- *Inform ATC of practice emergency and request assistance if required (where appropriate).*

(e) ***Oral Questions:***

- *Demonstrate knowledge of maintaining, operating, emergency handling and limitations of the aeroplane used for the flight test.*

Appendix 2 - Skill Test Tolerances

The following limits are for general guidance. The FE should make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

The following is an extract from the Flight Examiners Handbook:

(Figures in Italics are National requirements where no EASA guidance is given)

TOLERANCE	LAPL / PPL SEP	PPL MEP
Height		
Normal flight	±150 ft	
With simulated engine failure	-	±200 ft
Heading		
Normal flight	±10°	
With simulated engine failure		±15°
Tracking of Radio Aids		
Normal flight	±10°	
With simulated engine failure		±15°
Speed		
Take-off and approach	+15 / -5 kt	
Climb	*+15 / -5 kt*	
V_{AT} / V_{REF}	+ 5 / -5 kt	
Cruise	±15 kt	
With simulated engine failure		+15 / -5 kt
Blue Line speed or V_{YSE} / V_2		*± 5 kt*
Maximum airspeed error at any time	±15 kt	

Appendix 3 - 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 elevated 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 overly 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, do not 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, guest what people in the room may be going to eat that evening – anything that will engage your attention. The more detailed the task you give yourself, the more distracting it will be.

If you know that you are inclined to become stressed, then plan 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 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 Guidance 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 are going to be a feature of your aviation career. Coping with stress is just one more skill to learn on the way.

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