Safety & Airspace Regulation Group

Flight Operations: Training Standards & Policy Group

CAA Standards Document 25, Version 3

Instrument Rating (Restricted) and Instrument Meteorological Conditions Rating Initial Skill Test and Revalidation or Renewal Test - Policy and Guidance for Applicants and Examiners

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Foreword

This document sets out guidance for applicants and examiners for the UK Instrument Meteorological Conditions (IMC) Rating and the Instrument Rating (Restricted) (IR(R)) Flight (Skill) Test for the issue of a (UK) Part-FCL IR(R) or a UK National IMC Rating. Guidance is also given for conduct of the revalidation or renewal flight (proficiency check) for these ratings. The information is designed to assist both the applicant and examiner to prepare for the appropriate test or check.

This document is intended as a reference document for pilots, instructors, and examiners: to explain the administrative procedures associated with the IR(R) and IMC Rating flight (skill) and revalidation or renewal flight proficiency check or tests and to provide guidance so that the manner in which tests are conducted is standardised across the aviation community.

Nothing in this document is intended to conflict with the UK Aircrew Regulation or UK Air Navigation Order 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 good 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 UK Aircrew Regulation and Air Navigation Order, 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 information notices that may be used by relevant personnel and organisations to allow them to perform their tasks, discharge their responsibilities and establish compliance with the UK Basic Regulation and UK Air Navigation Order.

This document and other Civil Aviation Authority (CAA) Standards and Guidance 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 Flight Operations (ATO & FCL).

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Changes to Version 3

The major change to Standards Document 25 V3 is administrative and reflects the fact that the UK is no longer a member of EASA.

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
BITD	Basic Instrument Training Device
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
FEM	Flight Examiners Manual
FE (CPL)	Flight Examiner Commercial Pilot Licence
FE (PPL)	Flight Examiner Private Pilot Licence
FI	Flight Instructor
FIE	Flight Instructor Examiner
FNPT or FNPT II	Flight Navigation Procedures Trainer
FOTI (ATO & FCL)	Flight Operations Training Inspector (ATO & FCL) (formerly CAA Staff Flight Examiner)
FS or FFS	Flight Simulator or Full Flight Simulator
FSTD	Flight Simulation Training Device
GR	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
IR(R)	Instrument Rating (Restricted)

LNAV	Lateral Navigation
LPV	Localiser Performance with Vertical Guidance
LST	Licensing Skill Test
MDA/H	Minimum Descent Altitude/Height
ME	Multi-Engine
MEP	Multi-Engine Piston Aeroplane
MP or MPA	Multi-Pilot or Multi-Pilot Aeroplane
(UK) Part-FCL	UK Aircrew Regulation - Annex 1 – Part-FCL
(UK) Part-NCO	UK Air Operations Regulation – Annex VII – Part-NCO
PBN	Performance Based Navigation
POH	Pilot's Operating Handbook
Proficiency check	Demonstration of skill for the revalidation or renewal of a licence or rating, including such oral examinations as may be required.
RNAV	Area Navigation
RNP	Required Navigation Performance
RT	Radiotelephony
RTO	Rejected Take-off
SE	Senior Examiner
SE (A)	Single-Engine
SEP	Single-Engine Piston Aeroplane
SERA (UK)	UK Standardised European Rules of the Air
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 UK CAA.
- "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/revalidation. 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.

Part 1 - General Information

1.1 The IMC Rating is a UK National aeroplane rating; its (UK) FCL equivalent is the IR(R). These ratings are only valid for flight in UK territorial airspace, the Channel Islands, and Isle of Man airspace. The IMC Rating may only be appended to a UK National PPL; it cannot be added to an NPPL. The IR(R) may only be appended to a (UK) FCL PPL, CPL or ATPL; it cannot be added to a LAPL nor to any non-UK licence.

1.2 An IMC Rating or IR(R) is valid in both single engine and multi-engine aeroplanes. If the IMC Rating or IR(R) test is flown for the first time in a multi-engine aeroplane, then some aspects of asymmetric flight will be tested.

1.3 An IMC Rating is valid for 25 months. Any revalidation or renewal of the rating will be valid for 25 months from the date of the revalidation or renewal flight test, extended to the last day of that calendar month.

1.4 The IMC Rating and IR(R) are designed to qualify holders to exercise privileges that are prohibited in the UK National PPL and (UK) FCL pilot licences (notably prohibiting flight in accordance with IFR). The UK National CPL and the ATPL do not contain the same restrictions, and so, holders of such licences may exercise the same privileges as an IMC Rating holder without the need to hold a separate IMC Rating and are not required to revalidate the privileges other than to hold a valid Class or Type rating for the aeroplane to be flown.

1.5 Article 3 of (UK) Part-FCL allows National licence holders to fly Part 21 aircraft that comply with *FCL*.105 A(a), i.e: TMG and SEP land or sea with a maximum certificated take-off mass of 2000 kg or less, carrying a maximum of 3 passengers, such that there are always a maximum of 4 persons on board of the aircraft. IMC Rating privileges, if held, may be exercised on such aeroplanes.

1.6 At the time of publication, CAP 2138 authorised holders of an IMC Rating or IR(R) to fly RNP approaches without the requirement to hold any form of PBN qualification. However, training with a suitably qualified instructor is strongly recommended before flying an RNP approach as PIC.

1.7 Applicants for an IMC Rating or IR(R) must hold a night rating if the privilege of either rating is to be exercised at night.

Part 2 - Preparation, Provision of Aeroplanes

2.1 Flight Test Preparation

2.1.1 Flight Test and Ground Examination validity period

The Flight Test and Ground Examinations required for the issue of an IMC Rating must be completed within the period of time shown preceding the date of application for the rating:

a. Ground examination: 12 months
b. Flight test: 9 months

Ground examinations are to be conducted by a UK Authorised Ground Examiner (GR) within the 12 months before the conduct of the skills test.

2.1.2 Flight Training

Applicants for the IMC Rating or IR(R) must have satisfactorily completed all flight training necessary in an aeroplane suitably equipped for dual control. Flight training for the initial issue of the IMC Rating shall include a minimum of 15 hour's training in instrument flying. Not less than 10 hours of the 15 must be flight by sole reference to the instruments.

2.1.3 Flight Synthetic Training Devices

Up to 5 of the 15 hours training may be given in a (UK) Part-STD device qualified Flight Navigation Procedure Trainer (FNPT1/2) or Basic Instrument Training Device (BITD); alternatively, up to 2 hours of the training may be given in any other Flight Synthetic Training Device recognised by the Authority as being suitable for the training. The remaining training must be completed in a suitably equipped dual control aeroplane.

2.1.4 Instrument Approach Training

Applicants are to be trained in at least 2 different instrument approach procedure types using VOR, ADF, ILS, GNSS (RNP), radar or VDF (of which at least one must be pilot interpreted). Note: 'pilot interpreted' means an approach where the final approach segment guidance is given by aircraft instrumentation rather than by a ground controller. Completion of any notified, recognised civil, or military, instrument approach procedure during training must be certified in the applicant's flying logbook. In this context, 'notified' means that the approach procedure is notified by the Authority in the eAIP, or by the UK Military in the Military AIP. Note: that RNP approaches are defined as those notified as above and flown using equipment certified for the conduct of such approaches in the aeroplane's Pilots Operating Handbook or Flight Manual; privately designed approaches are not acceptable. RNAV Substitution may be used when carrying out procedures based on terrestrial aids within the limitations stated in CAP 1926.

2.1.5 Medicals

Applicants should be in possession of a valid (UK) Part-FCL Class 1 or Class 2 medical certificate or have made a Pilot Medical Declaration (if they hold a PPL issued under Article 152 of the ANO) *{PMD on an FCL licence only gives LAPL privileges – see ORS4 1575}* at the time of the test. The medical certificate or declaration 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 aware that, regardless of the outcome, he will not be permitted to use his licence or rating until the certificate is revalidated.

2.1.6 Flight Radio Telephony Operator's (FRTO) Licence

An applicant will be required to hold a FRTO licence or have passed the required practical and written examinations prior to attempting the IMC Rating or IR(R) Skill Test.

2.1.7 Flight Test Booking

Application for test must be made to an FE(PPL) with privileges to examine for the IMC Rating or IR(R), a CRE (Class Rating Examiner with Instrument Rating Revalidation privileges), or an IRE, each of whom must be authorised by the UK CAA to conduct tests on Single Pilot Aeroplanes (SPA).

2.2 Provision of Aeroplanes

2.2.1 Applicants must provide an aeroplane for the IMC Rating or IR(R) Skill Test that is airworthy and meets the requirements for flight in accordance with IFR in accordance with (UK) Part-NCO Subpart D and, if the flight takes place within the UK FIR, the UK eAIP Gen 1.5 (Aircraft Instruments, Equipment and Flight Documents). If the test flight is planned to enter controlled airspace, then the additional requirements for such flight must be met. As a minimum, VOR or ADF equipment must be fitted and serviceable.

2.2.2 If the initial Skill Test is conducted in an aeroplane without a separate turn coordinator or turn needle, then the limited panel items on the test schedule must be carried out on a separate flight in a suitably equipped aeroplane, or in a (UK) Part -STD device qualified FNPT 1 or FNPT 2. This flight will count as part of one of the three allowable test flights. During renewal or revalidation test flights, if no separate turn coordinator or turn needle is fitted, limited panel exercises may be carried out using a standby attitude indicator.

2.2.3 Appropriate cockpit screening, A hood, visor or goggles must be used to simulate IMC.

2.2.4 The CAA shall not be responsible for the provision of insurance for the applicant taking the IMC Rating or IR(R) Skill Test or the examiner. The examiner should ensure there is an insurance policy which adequately covers the aeroplane, applicant, and the examiner during the conduct of the flight test, and which complies with UK Law.

Part 3 - Conduct of the Test

3.1 Preview of Events

3.1.1 This section will preview those items that the Examiner considers as he constructs the profile. Section 3.2 will give detail of the contents 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 An examiner authorised by the CAA will conduct the skill test for the grant of the IMC Rating or IR(R). The Examiner will conduct each test to meet the schedule and achieve a meaningful 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 realistic manner. Flight profiles may vary depending upon many influences outside the control of the examiner such as ATC, weather conditions, serviceability of navigation or approach aids etc. However, the examiner will ensure that the applicant is given clear and unhurried instructions and will check that the applicant has understood what he has been asked to do. When deciding the content, the examiner will generally arrange the test profile such that the flight can be completed within approximately 90 minutes.

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 and manoeuvre of the flight, as well as the overall conduct, management, threat and error management, airmanship and general captaincy skills.

3.1.4 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 or flown.

3.1.5 Initial and revalidation or renewal flight tests may be completed in more than one flight but no more than 3 and must be completed within a period of 28 days. Failure of any item of the test will require the applicant to retake all items in the failed section only. However, failure of more than one section requires the whole test to be retaken. Where an applicant chooses not to continue with a test for reasons considered inadequate by the examiner, that test will be regarded as a full failure.

3.2 Initial Briefing

3.2.1 Prior to the initial briefing the examiner should cover any health and safety items appropriate to the venue being used for the test.

3.2.2 The purpose of the initial briefing is to check that the applicant has completed the necessary training and experience requirements to establish the aim of the flight test and check that he has access to any planning resources that he will require. This briefing will normally take about 10 minutes.

3.2.3 At the pre-arranged time, the examiner will meet the applicant in a suitable venue which allows a private briefing area. A check will be made to ensure that the applicant has the necessary equipment and documentation including:

- Pilot licence and evidence that he either holds a rating for the aircraft in which he will be tested or has completed the training for that rating. An FRTOL (or evidence that the requirements for issue of an FRTOL have been met). If the aeroplane class rating is not current, then the applicant will be advised that he cannot exercise the privileges of his licence or rating until it has been renewed.
- Personal flying logbook (including evidence of any further training if this is not the first attempt).

- Training Records.
- A (UK) Part-MED Class 1 or Class 2 medical certificate or a (UK) Pilot Medical Declaration *(if they hold a PPL issued under Article 152 of the ANO)*. This need not be current, but the applicant should be advised that the rating will not be issued without a valid medical certificate or declaration.
- A form of photo identity, e.g. a valid passport, photo driving licence or UK Forces ID card.
- Form CAA 5019, showing the training completed in preparation for the test, or report forms from any previous attempt.
- Current aeroplane documents as required by (UK) Part-NCO.GEN.135 or the UK ANO.
- 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.
- Suitable instrument flying screens or view limiting device(s) (i.e. foggles, visor, hood).
- A cover for the Primary Flight Display (PFD) (or individual covers for the attitude indicator and horizontal situation indicator or direction indicator and repeaters if appropriate) for simulating limited panel.
- Current publications for the routing and airfields.
- Planning material including a flight log, map and navigation equipment.

3.2.4 The Examiner will outline the content of the skill test including any routing required and the airfields where instrument approach procedures are to be flown.

3.2.5 The applicant will be given the Examiner's weight for his mass and balance calculations and performance planning.

3.2.6 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 to 60 minutes. The examiner will specify the time to meet for the main briefing.

3.3 Planning

3.3.1 The Examiner will check that the applicant can access his required planning resources. 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 and by using appropriate briefing material.

3.3.3 Current AIS, met, NOTAM and, for GNSS based navigation and approaches, RAIM prediction tools (such as AUGUR) should be consulted as appropriate, and the information brought to the briefing.

3.3.4 Applicants will be required to consider the aircraft's take-off and landing performance for the conditions prevailing at all airfields used for the flight and at any nominated alternates. 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 of the planned destination and alternate(s). Performance planning should include any safety factors as published in the Skyway Code or as required by the ATO/DTO Operations Manual if appropriate.

3.4 Weather Minima

3.4.1 The pre-flight preparation for the IMC Rating and IR(R) requires the applicant to assess the weather conditions and decide whether to proceed with the flight. However, if the examiner considers the flight to be difficult to assess due to extreme weather conditions, they may override the applicant's willingness to proceed. The flight should not proceed if all planned sections cannot be achieved or if the forecast would prevent a return to base or a suitable alternate aerodrome.

3.4.2 Applicants will be expected to comply with the IMC Rating weather minima published in the UK ANO and to comply with any flight restrictions, such as an "approach ban", that may exist during the flight. *(ANO Schedule 8 Part 2 - IMC rated pilots can only depart or make an approach with 1500m visibility)*. Consideration must also be given to the weather conditions at any nominated alternate airfield if the actual weather at the planned destination is marginal. In all cases, applicants shall comply, as an absolute minimum, with the Aerodrome Operating Minima (AOM) referred to (UK) Part-NCO.OP.110.

3.4.3 Applicants are expected to display an awareness of icing conditions 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 indicate either all the necessary precautions for 'removing' the ice or his options for avoiding icing conditions. When actual ice is present or likely, anti-icing/de-icing equipment must be operated accordingly (if fitted). The aircraft must not be flown into known icing conditions if contrary to the AFM/POH limitations.

3.4.4 It should be assumed that any approaches are to be flown to minima in (simulated or actual) marginal weather conditions, therefore any Decision Altitudes/Heights (DA/H) or Minimum Descent Altitude/Height (MDA/H) and the corresponding RVR/visibility limits shall be calculated and agreed with the examiner before flight. The minimum altitude/height for completing a circle to land must also be considered. Having briefed the minima for the expected runways and approaches, applicants should be prepared for any runway change that ATC may direct. The applicant shall use CDFA techniques unless otherwise stated and calculate procedure minima accordingly If the 2D approach is notified as a “non-CDFA” approach, such as, the NDB/DME or VOR/DME with DME out of service, the applicant must be prepared to fly the modified approach accordingly.

3.4.5 **Single engine aeroplanes**

If the IMC Rating or IR(R) is conducted in a SE aeroplane, consideration must be given to the possibility of partial or complete engine failure during flight over large expanses of water or along a route where the terrain is regarded as inhospitable. If flight over a large conurbation is planned an additional consideration is the requirement of (UK) SERA.3105 (Minimum height) to be able to land without due hazard. If engine failure were to occur whilst in IMC or above overcast cloud, there should be sufficient time and visibility below cloud to identify a suitable landing area. It would be imprudent to put the aircraft in a position from which a forced landing had little chance of success. Therefore, the applicant and examiner are strongly advised to consider all factors, including the terrain, weather (cloud base and visibility below cloud) and whether or not the aircraft is equipped with a ballistic recovery system before deciding whether to go ahead with the flight. For guidance, the cloud base should generally not be lower than 1500 feet AGL with 'few' clouds not below 1100 feet AGL along the route where the terrain is regarded as hospitable. Ideally IMC ratings should not be conducted in SE 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 unclear about any aspect. This briefing normally takes about 20 minutes. The examiner may brief in a different sequence to that listed below but will cover all the relevant items. The examiner will ask questions relevant to the briefed profile and on any area related to planning, the conduct of the flight and IFR procedures in general. If the applicant has not undertaken training at an ATO and therefore is not subject to standardised procedures of an ATO operations manual, the examiner should clarify all relevant aspects of operating techniques before detailed briefing commences.

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).

- ***The applicant's responsibilities***
  The examiner will explain that the applicant is responsible for all the duties and decisions necessary for the safe and practical conduct of the flight. Throughout the flight the applicant will be responsible for ATC liaison and compliance and must comply with all instructions and clearances. Where these differ from the pre-briefed profile, ATC instructions take precedence. If intervention or restrictions imposed by ATC result in significant changes to the briefed flight profile such that all items cannot be assessed, this may result in the test being assessed as 'incomplete'. Passenger safety and comfort must be considered throughout the flight. The applicant is not to expect any assistance in the operation of the flight and will be briefed on the role of the examiner as a safety pilot when view limiting devices are in place.

- ***Checklists***
  Throughout the flight the applicant will be expected to use an aeroplane checklist. Airborne checks may be completed from memory or from alternative notes but must be in accordance with the checklist. Applicants will be asked to verbalise checks as much as possible, but it is appreciated that at times they may need to complete checks whilst talking on the radio. If the examiner is in any doubt about whether a checklist item has been completed, they will ask. For simulated emergency procedures, all checks should be clearly stated with simultaneous touch-drills 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 on the forecast and actual weather conditions and suitability for flight. He will also expect a brief on NOTAMs and other pertinent navigation information such as GNSS outages and advisories. He will question the applicant on various aspects of the planning, for example: choice of operating altitudes/levels, minimum safe altitudes, fuel planning, icing procedures, content of the flight plan etc. The applicant's calculation and understanding of aircraft performance, performance factors and loading will be assessed.

- ***Speeds***
  The aeroplane must be operated in accordance with the AFM or POH as appropriate and, where training has been undertaken at an ATO, the operating procedures in the ATO 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, but the examiner must be advised of the new target speed or configuration at that time.

- ***Instrument Approach Minima***
  Applicants will be required to give details of the operating minima to be observed throughout including minima for the instrument approaches, such as, DA/H, MDA/H, circling minima, RVR/visibility minima and MSA. Minima should be calculated in accordance with the guidance contained in the UK eAIP, and the regulations contained in the UK ANO. For 2D approaches the applicant will be asked whether they intend to use a continuous descent final approach (CDFA) technique or whether they plan to follow the minimum altitudes published for the approach and continue to the Missed Approach Point.

- ***The Profile***
  The examiner will go through the flight, item by item explaining to the applicant what is required of him. The examiner will not instruct the applicant on how to operate or manage the flight; he will merely advise what he wants to see the applicant do. Conditions, such as limitations on the use of autopilot, flight director, moving map displays will be covered. During the briefing, the examiner will regularly check whether the applicant has any questions and will ensure that the applicant understands his responsibilities and 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 if required to manage the sequence of the flight. 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.

- ***General Handling on Instruments***
  The examiner will brief the phase of the flight in which the instrument general handling (Airwork) exercises will be conducted. The examiner will be responsible for ATC liaison,

lookout and location/navigation during this section, but the applicant will remain in control of the aircraft and be responsible for configuration, limitations and security. The examiner will brief the required items in detail and remind the applicant of each item in the air. After any period where the examiner has taken responsibility for the flight, including navigation and ATC liaison, the applicant will be made aware of the position of the aircraft relative to controlled airspace, airfields etc and the level of ATC service provision before control is handed back. The examiner must ensure that adequate time is available for the applicant to complete any necessary duties prior to the next briefed event as a guide 10-minute flight time or 20 track miles should be sufficient. If the remaining time/distance is less than this, the examiner should advise the applicant of a suitable heading to fly to remain outside controlled airspace or should request delaying action from ATC. The examiner may be able to assess some of the general handling items, such as straight and level flight, climbing, turning, and descending, during other phases of the flight.

- ***Emergencies and abnormal conditions***
  The Examiner will discuss the actions necessary should any actual emergency or abnormal condition occur during the flight. In general, the pilot flying the aircraft (applicant) should control and handle any actual aircraft emergency but the Examiner, as aircraft commander, may elect to take control at any stage. If the test is being carried out in an ME aeroplane for the first time, the Examiner will brief his procedure and requirements for the ME engine failure in the climb and when he will respond with follow-up actions such as setting the engine/propeller to 'zero' thrust or resetting two engines.

- ***Oral questioning***
  The Examiner may 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. Threat and Error management appropriate to the intended flight should also be discussed.

- ***View limiting devices - simulating IMC***
  Most of the items in the IMC Rating and IR(R) test schedule must be performed “by sole reference to instruments” and so some form of view limiting device must be used throughout the flight to simulate IMC and obscure external visual reference for the applicant. If head worn devices, such as hoods, visors or ‘foggles’ are used these can be donned prior to take-off but the forward view must be sufficient to allow the applicant sufficient visual references for the take off and lowered into position at the appropriate time. If screens are used, then some of them may be positioned before departure, but the forward view must be sufficient to allow the applicant to have sufficient visual references for the take-off. The final screens should not be put in place until around 500 feet AGL. Aircraft screening must not restrict the examiner’s ability to conduct an effective lookout. The examiner will act as the 'safety pilot' when view limiting devices are being used, but the applicant is expected to operate under an appropriate level of service from ATC as if in IMC throughout. The applicant is expected to retain an air picture of where other conflicting traffic is in relationship to the aircraft and direct the examiner’s lookout accordingly. The examiner will indicate when view limiting devices can be fully removed for the final approach and bad weather circuit. Where there is doubt about the efficacy of the view limiting device(s) provided, the matter should be referred to a CAA Flight Operations Training Inspector (ATO & FCL).

3.6 The Flight

3.6.1 This section will describe the manoeuvres required by the Examiner; guidance to the standards to which manoeuvres are assessed is given in Italics. Note that the examiner will only brief the required manoeuvres, not the assessment standards.

3.6.2 Before take-off, the Examiner will check the effectiveness of the means used to simulate instrument flight conditions and ensure that during the test the applicant will have a clear view of all the instruments, but no access to visual references to be denied under simulated IMC. During flight the Examiner will ensure that there is adequate space to safely conduct all the prescribed manoeuvres without interruption. The applicant will be required to conduct each test item following instruction from the Examiner, the instructions will be given clearly and in such a manner that the items which are to remain unchanged are mentioned first, and the operative instruction last. For example:

"Perform a level turn maintaining entry speed onto a heading of …." or, "Carry out a Rate 1 turn the shortest way onto a heading of 180°."

A reasonable time will be given for the applicant to settle down before giving the next instructions. The Examiner will not interfere by unnecessary word or action during the test.

3.6.3 Test Exercises – Full Panel

Full Panel flying will be assessed throughout the flight. Most of the full panel items can be assessed during the departure, tracking and approach phases rather than their being flown as stand-alone items.

- *Particular attention should be paid to the ability to maintain a continuous cross-reference between flight instruments to achieve the required accuracy with smoothness and co-ordination of control and freedom from tension.*

(a) ***Straight and Level flight***

A check of the applicant's ability to maintain a constant specified height, heading and IAS at normal cruising speed within the limits specified.

- *The examiner should watch for any undue jerkiness of control, incorrect balance, or unsteadiness of lateral level, or pitch control, even though they may not result in the tolerances being exceeded. Attention should be paid to the applicant's effective and correct trimming of the aircraft.*

(b) ***Turns at a given Rate***

The applicant should be checked for his ability to perform accurate, and level turns at a specified height and at rate of turn specified by the examiner. Rate 1 need not be exceeded.

- *Check the ability of the applicant to relate AH/AI indications of bank angle and IAS to produce a Rate 1 turn, rather than a constant reference to the turn needle, which can cause general unsteadiness of control. Assessment should be related to height keeping within the prescribed tolerances, balance, and the maintenance of a safe IAS at any higher rates of turn.*

(c) ***Turns on to given headings***

Turns should be specified, at approximately Rate 1, to a given heading.

- *Turns should be in the shortest direction to the given heading. Check also his ability to turn in either direction on to a given heading. Check his ability to maintain height, rate of turn, and a safe airspeed during the turns.*

(d) ***Climbing and descending - including turns on to given headings***

The applicant should be checked on his ability to enter straight climbs and descents and then revert to straight and level flight.

- *The technique shall include adjustment of power and trim settings etc. Climbing and descending turns should be made on to given headings with the assessment also related to the maintenance of a specified IAS.*

(e) ***Recovery from unusual attitudes***

The Examiner is to take control and brief the applicant that he will put the aircraft into some unusual attitudes. The applicant may follow through on the controls and is not required to look away from the instruments. On the instruction "recover", he is to take control and should regain straight and level flight at cruise speed without undue delay. Recovery to any specific altitude or heading is not required. There are two basic attitudes for test, and they should both be covered as follows:

1. Recovery from a steep descending turn.

- *Correct throttle, aileron and elevator control are required to recover from the attitude with minimum height loss, to establish Straight and Level flight.*

2. Recovery from a steep climbing turn.

- *Correct throttle, aileron and elevator control are required to recover from the attitude to establish Straight and Level flight.*

3.6.4 Test Exercises – Limited Panel

Only the following flight instruments should be used by the applicant for this part of the test:

(a) Airspeed Indicator

(b) Altimeter

(c) Turn and Slip Indicator or Turn Co-ordinator (or Standby AI on revalidation/renewal flights)

(d) Vertical Speed Indicator

(e) Magnetic Compass (or Standby Compass on revalidation/renewal flights)

All other attitude and heading references should be covered.

(a) ***Straight and Level Flight***

After covering those flight instruments to be denied for Limited Panel work, the Examiner will specify a heading and altitude to be maintained for about 1 minute. Depending upon the type of compass it may be desirable to specify a heading on one of the cardinal points.

- *Check particularly for any tendency to 'chase' the compass without allowing adequate time for it to settle down between corrections.*

(b) ***Turns onto Given Headings***

Either the timing method or the compass error method is acceptable; it is usually adequate to specify cardinal points as the required heading. After completion of the initial turn, allow up to 60 seconds for further corrections, after which the heading should be within 15° of that specified. Level flight and cruise speed should be maintained within tolerances throughout the turn.

- *Check for steadiness during the turn and when refining the heading. Check that altitude and speed references are scanned during the turn and that errors are corrected.*

(c) ***Recovery from unusual attitudes***

The Examiner is to take control and brief the applicant that he will put the aircraft into some unusual attitudes. The examiner will not disturb the aircraft trim setting. The applicant may follow through on the controls and is not required to look away from the instruments. On the instruction "recover", he is to take control and should regain straight and level flight at cruise speed without undue delay. Recovery to any specific altitude or heading is not required. There are three basic attitudes for test, and they should all be covered as follows:

1. Recovery from a sustained 45° banked turn.

- *The turn should be maintained accurately for sufficient time for the applicant to lose the sensation of turning - at least 360° - before he is asked to recover.*
- *During recovery watch for any tendency to re-enter the original turn. Check his ability to maintain Straight and Level flight after recovery.*

2. Recovery from a steep descending turn.

- *Correct throttle, aileron and elevator control are required to recover from the attitude and establish to Straight and Level flight.*

3. Recovery from the Approach to the Stall

   The Examiner should conduct this exercise whilst the aircraft is on a straight heading and with partially reduced power. The nose of the aircraft should be raised progressively, and a nose high attitude held until the first symptoms of the approach to the stall become apparent. At this time the applicant should be asked to recover.

- *Watch for quick identification of the condition, evidenced by immediate application of the standard stall recovery. Watch also for a prolonged nose down attitude during recovery leading to excessive loss of height.*

3.6.5 Test Exercise – Radio Navigation Aids

Position-fixing using one or more aids. Either a VOR or ADF must be used as at least one of the aids; in addition, DME, VDF or GNSS bearing, or range information may be used as the second aid. Maintenance of a given track based on a pilot-interpreted aid for 10 minutes. Interception of a given radial and tracking to overhead a beacon or GNSS/RNAV waypoint.

- *The applicant must fly within the required tolerances.*
- *Checking, selection, identification, and operation of radio aids for the establishment of planned track.*
- *Track keeping by interception and maintenance of pre-selected bearings/radials to and from a facility.*
- *Use of bearing information from off-track radio aids for position finding.*
- *Compliance with RT procedures, use of lower airspace radar services as required.*

3.6.6 Test Exercise - Instrument Let-Down and Approach

This part of the test shall include:

1. One let-down and approach to an active airfield using a notified, recognised civil or military procedure to the agreed DA/H or MDA/H using pilot-interpreted aids.
2. A missed approach procedure.

- *Compliance with ATC instructions and flight within the required tolerances*
- *Use and understanding of approach chart information.*
- *Decision Height/Minimum Descent Height calculations using the recommended minima for the IMC Rated pilot given in the UK eAIP.*
- *Forming a mental picture of the approach.*
- *Achieving the overhead/approach fix with minimum delay.*
- *Achieving the horizontal and vertical profile.*
- *Realistic calculation and use of rate of descent.*
- *Go-around and missed approach procedure managed in accordance with ATC instructions.*

Note: Holding is not an IMC Rating Test requirement. However, if holding is required by ATC then the examiner will assess it.

3.6.7 Test Exercise - Bad Weather Circuits

This part of the test should follow on from the go-around into a missed approach procedure. The applicant is required to fly a bad weather circuit and landing within either simulated cloud

base and visibility conditions described by the examiner or the published figures for circling minima.

- *The aircraft should be positioned in the circuit as required by the Examiner. The applicant should carry out a bad weather circuit and landing with simulated IMC minima.*

3.6.8 Test Exercise - Flight with Asymmetric Power

When the applicant wishes to be tested for an IMC Rating for the first time on a multi-engine aeroplane, he must be able to:

1. Maintain stable flight following the failure of one engine at climbing power.
2. Identify the failed engine and complete all essential drills and checks.
3. Climb at the recommended speed.
4. Carry out normal flight manoeuvres during asymmetric flight in simulated IMC.

Feathering will be simulated by the Examiner (as briefed by him pre-flight) on completion of the correct touch drills by the applicant.

- *Correct drills in accordance with the checklist procedure.*
- *The applicant must fly within the required speed and heading tolerances.*

Part 4 – Revalidation or Renewal Flight Test

4.1 An IMC Rating or IR(R) is valid for 25 months. If the rating has lapsed by more than 5 years, the applicant is required to carry out dual training with an instructor before taking the renewal test. If the rating has lapsed by more than 10 years, the applicant is additionally required to pass the IMC Theoretical Knowledge Examination.

4.2 Before taking the revalidation or renewal flight test, the applicant may show logbook evidence that, in the period between initial and/or revalidation flight tests, he has successfully completed a let-down and notified, recognised approach to DH/MDH, a go-around and a missed approach procedure, using an aid of a different type from that to be used during his revalidation or renewal test. This shall have been accomplished to the satisfaction of an instructor qualified to teach for the issue of an IR or IR(R) and countersigned by the FI/IRI as such. Alternatively, the applicant may carry out two approach procedures using different aids during the revalidation flight test.

4.3 The Flight Test required for the purpose of revalidating or renewing the IMC Rating will comprise only the following items from the Initial IMC Rating Skill Tests Described in Part 3:

1.	Limited Panel exercises	(3.6.4)
2.	Let Down and Approach	(3.6.6) (see 4.2)
3.	Bad weather circuit	(3.6.7)
4.	Flight with Asymmetric Power*	(3.6.8)

** Only when the revalidation flight is the first IMC Rating or IR(R) Test on a multi-engine aircraft.*

4.4 At the conclusion of the flight the Examiner shall assess and debrief the flight, see Part 5.

4.5 Post flight, the type of approach aid/s used must be entered in the applicant's logbook.

Part 5 – Assessment Criteria and Administrative Procedures

5.1 Assessment Criteria

5.1.1 The flight will be assessed as if operating a passenger carrying flight, on instruments in much reduced visibility, perhaps in cloud and in areas of high traffic density. The safety and comfort,

as well as reassurance and briefing, of passengers and crew must be considered. The applicant shall demonstrate the ability to:

- Operate the aeroplane within its limitations.
- Complete all manoeuvres with smoothness and accuracy.
- Exercise good decision making, airmanship and TEM.
- 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 in doubt.

5.1.2 It is impossible to list all those errors which would constitute a failure of the test, but some common errors and omissions are shown at Appendix 1.

5.1.3 Throughout the flight the aeroplane should be flown as accurately as possible. Test Tolerances are shown at Appendix 2 for the guidance of 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 coordination, and the examiner will take account of turbulence in his overall assessment.

5.2 Administrative Procedures

5.2.1 On completion of the flight, the Examiner will conduct a debriefing. He may first ask questions in order to clarify certain items or actions. Any circumstances that were beyond the applicant's control, such as unserviceable equipment, will be considered, and may not be recorded as a fail and may result in an incomplete test

5.2.2 The overall final result will not be given until all items of the test are completed. In order to achieve a full pass, an applicant shall pass all the relevant sections of the skill test.

5.2.3 If any item in a section is failed, that section is failed, which results in a partial pass result. Failure in more than one section will result in a fail and will require the applicant to take the entire test again.

5.2.4 An applicant failing only in one section shall repeat the 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. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again.

5.2.5 Further training may be recommended following any failed skill test. There is no limit to the number of skill tests that may be attempted.

5.2.6 An incomplete test 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 un-assessable. 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 overall result of the flight can be determined.

5.2.7 The applicant will be informed of any items he has failed. The Examiner may then discuss the applicant’s performance in greater detail if requested.

5.2.8 After a test for the initial issue or revalidation/renewal of an IMC Rating or IR(R), notification of the result will be indicated on the SRG 1176 Examiner’s Report Form. The examiner will forward the SRG 1176 Examiner’s Report Form to the CAA.

5.2.9 After a successful test for the initial issue of an IMC Rating or IR(R), the examiner will complete Section 3 of the applicant’s Course Completion Certificate CAA 5019. The applicant must scan this, together with a copy of the SRG 1176 Examiner’s Report form, and then complete form SRG 1125 on-line.

5.2.10 In the case of successful rating renewals or revalidations where the IMC rating or IR(R) is shown in Section XII on the front of the applicant’s licence, the examiner will sign the applicant’s licence renewing the IMC Rating or IR(R).

5.2.11 In the case of an unsuccessful rating test for initial issue or renewal/revalidation, the examiner will also complete a form SRG 2129 explaining that the applicant cannot exercise the privileges of an IMC Rating or IR(R) until he has passed a further IMC Rating or IR(R) test. The applicant will be given a copy of the SRG 2129. The examiner will forward copies of the SRG 1176 and SRG 2129 to the CAA.

5.3 Applicant's Appeal Procedure

5.3.1 Forms SRG 2129 and SRG 1176 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. 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 IMC Rating or IR(R) Skill Test they should refer to CAP 1049 (July 2020) – 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 – IMC Rating or IR(R) Test – Common Reasons for Failure

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

1. Failure to comply with any aeroplane speed limitation, such as, a 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 the limits 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 calculate the correct minimum safe obstacle clearances.
17. Failure to observe the instrument approach minima during an approach to land.
18. Failure to maintain published tracks and reference heights/altitudes for a given instrument procedure.
19. 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.
20. Failure to maintain within half scale deflection the published glide path and final approach track or to establish the aeroplane on a stabilised approach.
21. Exceeding the limits applicable to DH/A or MDH/A for the instrument approach.
22. Failure to comply with the cleared go around and missed approach procedure.
23. Failure to carry out correctly any simulated emergency procedure and maintain the control of aeroplane within the prescribed limits.
24. Failure to trim the aeroplane in all axes including during asymmetric flight.
25. Failure to maintain the aeroplane on a stable approach path during the instrument approach procedures.
26. Failure to recognise any equipment malfunction within a reasonable period of time.

27. Failure to demonstrate sufficient skill or technique with instrument flying such that excessive aeroplane control inputs are required.
28. Failure to check and use A/C documents correctly including the technical log.
29. Entering Controlled Airspace without clearance.
30. Failure to fly an approach so that a safe landing could, when permitted, be made.
31. Demonstrated lack of understanding of airspace and altimetry.
32. Failure to obtain a satisfactory RAIM check or confirm space-based augmentation prior to commencing a GNSS based approach.
33. Continuing an RNP approach without the equipment operating in the correct mode.

Appendix 3 – IMC Rating or IR(R) Skill Test Tolerances

Applicants must demonstrate the ability to fly safely within the tolerances specified in the following table. These tolerances should not be achieved at the expense of smoothness and good coordination; due allowance will be made by the examiner for turbulent conditions.

PROFILE	IMC Rating or IR(R) Initial/Revalidation/Renewal Skill Test
Altitude or Height	
Normal Flight	± 100 ft
With simulated engine failure (ME only)	± 100 ft
Limited or partial panel	± 200 ft
Starting go-around at decision alt/ht	+ 50 ft / - 0 ft
Minimum descent altitude / height	+ 50 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
Tracking	
VOR	± 5°
ADF	± 10°
For angular deviations	Half scale deflection azimuth and glidepath
2D (LNAV) and 3D (LNAV/VNAV) "linear" lateral deviations	Cross-track error/deviation normally limited to ± ½ the RNP value associated with the procedure. Brief deviations from this up to a maximum of 1 time the RNP value are allowable
3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using Baro-VNAV)	Not more than – 75 feet below the vertical profile at any time, and not more than + 75 feet above the vertical profile at or below 1000 feet above aerodrome level.
DME arcing	± 1nm
Heading	
All engines operating	± 10°
With simulated engine failure	± 10°
Limited or Partial panel	± 15°
Airspeed	
Normal Flight	± 10 kt
Limited or Partial Panel	± 20 kt
V_{AT} / V_{REF}	+ 10 kt / - 0 kt
With simulated engine failure	± 10 kt

Notes:

- Asymmetric limits also apply to centreline thrust ME aeroplanes operating on one engine.

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 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, such as, a power walk around the car park before going in.

Stress is increased by negative thoughts, such as, '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 are going to be features of your aviation career. Coping with stress is just one more skill to learn on the way.