

Before you attend the exam held by the authorities

Recommendation

You must hold a recommendation from a flight school (DTO or ATO).

This is done to prevent persons from signing up for the exams without some assurance that the applicants are qualified, and thus providing fewer exams to preserve resources.

Final Exam

To obtain a recommendation from a flight school you must prove your ability.

The school normally does this by tasking you with a set of problems that are representative for the problems you will meet at the actual exam. This is often referred to as a final, -exam or, -test.

Train for the Exam

To prepare for the final exam, you should do the same as for your preparation for the actual exam - look up the syllabus (AMC1 to FCL.215), run through all topics and look up any doubts you may have had. Your course should have touch on every single item listed, since that is the condition for the competent authorities course approval.

In this course, the way you have been working to obtain knowledge is different from the way it will be tested. You have answered operational problems by finding answers in text. At the exam, you will be asked to use or reference your knowledge by selecting from 4 options.

These processes are not the same and you will not be able to rely on your intuition to find the answer, but must address your cognitive ability by trying to identify:

- What knowledge are the exam questions addressing?
- What is your task in the presented problem?
- What is the answer or process according to what you know?

The answer is not always C, or the one with the most text.

If you are having difficulty in finding a correct answer, then perhaps it may be helpful to try and find some incorrect ones, thereby narrowing down the selection.

You should practice this process with the TRAFI exam samples available at the end of each subject.

At the exam

When you are attending the exam, there are a few strategic approaches you may benefit from knowing.

The exam has a time constraint of 35 minutes to solve 16 questions. This means that you have about 2 minutes to answer each question.

You will be able to identify whether a question can be solved quickly or if it will take time to complete. Initially, solve only the questions that you can solve quickly. Then go back and do a second run, solving those questions that you believe to be those solved the quickest and repeat the process. This will ensure that you are not stuck wasting time on a question that you may not be able to solve and thus running out of time to solve questions that you could easily have solved.

Whenever you have solved a problem, mark your answer carefully on the answer sheet. The entire exam may be a fail if you transfer your marks to the answer sheet under stress at the last minute, and mark your selections wrong.

There are appendices associated with each subject. The appendices are available online on the competent authorities webpage. You may benefit from studying the appendices in advance and to prepare yourself for the type of questions that may come naturally from these appendices.

After the exam

After the battle, there is little more you can do to affect the outcome. But there are some...

The exam will be marked immediately after you submit your answer and you will then know whether your answers were correct, or not. You are not allowed to see your exam questions though.

It is not uncommon that a mistake is made in the PPL exams, since some manual processes are involved and since the syllabus is revised from time to time, without the exam question bank being updated.

If you have failed the exam, or if you are curious, you are given the option to look through the exam questions after all the exams of the day are held. Here you may bring reference material and verify whether a mistake has been made in grading your paper.

To facilitate errors made, the competent authority (DK) offers the possibility to object against the marking of your exam. You can only object at the end of the exam, on the exam day, in the room where the exam is held. You are not allowed to record any material for later reference, but you are allowed to use any reference material to verify and document your claim. The objection is personal, it must be given in writing on forms supplied to you. The decision will be made by a subject matter expert at a later date and communicated to your school.

If your objection is deemed relevant, the marking of your paper will be changed as if you have answered "the question in question" correctly.

There is good reason to investigate your incorrect markings, if you are surprised over the outcome. It is not at all uncommon that multiple choice exams contain errors. Here are the most common types:

The correct answer has been mixed up with an incorrect one.

This is a common typical error that occurs in multiple choice question handling. This may occur when at some point an administrator has edited the question and mixed up the answers by accident. It may also occur when marking the answers manually, either by transferring the Master answer sheet incorrectly, or by introducing an error when making the master answer sheet.

There are more than one correct answer

This is a common error made by the author of the question. Typically the author(s) will get a bit of tunnel vision, when fabricating multiple choice questions and focus too hard on the topic of the question, and then becoming blind to alternate interpretations when considering more factors.

There are no correct answers

This is also a common error that arises from the author predicting that the reader has the same reference frame. If you come from a different culture, eg. Your school is very academic and considers way more variables than the question author, or if your school is very operational and considers operational factors that are traditionally not included in the academic curriculum, you may be able to present an argument that is valid. This problem is equally valid for the “more than one correct answer” condition.

The rules have Changed

Often a rule change will take a long time to implement into a question bank. Initially the task identified is to change the variable of a question stem to contain the rule change. But what is often not revised is the false answer options. What was previously wrong may actually be correct after the rule implementation.

The topic investigated is not part of the subject syllabus.

It is expensive to produce quality multiple choice questions and the competent authority will often not be inclined to delete questions even though they are not warranted by the syllabus, to boost the number of questions in the bank. You may therefore find questions in an exam that should not be in that exam. Very often because the topic belongs in a different subject, but also because the topic only is there because “someone” thought it should - without consideration to the syllabus.

The question or parts of it are misleading

When combining the reasons you see above you may also find that a question or its answer options are misleading to a point that is no longer fair.

It is seldom a pleasant experience to discover that your performance is insufficient. But if you fail an exam you should try to remain level headed, and be open to discover what was at fault, rather than being consumed with blaming yourself or others.

When you decide to submit an objection or not, then try to consider the purpose of the exam, rather than the annoyance over your own result.

The exam is there to determine if you have the required knowledge to fly aeroplanes. If you fail your exam because of factors beyond that objective, you should submit an objection.

If you have failed your exam because your flight school has failed to convey the necessary knowledge to you, or you have failed to put in the work, it is not the fault of the exam. You will probably find it difficult to put your argument into words and you should not bother by submitting objections that will only be denied, adding to the cost of attending future exams, due to increased administrative work.

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