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 Version 2

INTRODUCTION OF NEW SYLLABUS EASA PART-FCL PPL (AEROPLANE) AND (HELICOPTER) THEORETICAL KNOWLEDGE EXAMINATIONS AND REVISED COMPLETE PPL THEORETICAL KNOWLEDGE METEOROLOGY SYLLABUS

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	
Air Traffic:	
Airspace:	
Airworthiness:	
Flight Operations:	
Licensed/Unlicensed Personnel:	All Ground Examiners (GR) and all Approved Training Organisations (ATOs) and Registered Facilities (RTFs) offering PPL, LAPL, or NPPL Training.

1. Introduction

1.1 The EASA Aircrew Regulation (Commission Regulation (EU) No. 1178/2011 of 3 November 2011 as amended) includes in Annex I (Part-FCL) the requirements for PPL Theoretical Knowledge (TK) examinations. FCL.215 defines four common subjects: Air Law, Human Performance, Meteorology, and Communications; and five specific subjects concerning the different aircraft categories: Principles of Flight, Operational Procedures, Flight Performance and Planning, Aircraft General Knowledge, and Navigation.

This Information Notice explains the arrangements for the introduction of the new syllabus Part-FCL PPL (A) and (H) TK examinations. These new examinations, the rules governing their use and validity, and the arrangements for their introduction, will also be applicable to candidates undertaking training for the following Licences: Part-FCL LAPL (A) and LAPL (H), UK PPL (A) and (H), and UK NPPL (A). Therefore all references to Part-FCL PPL (A) and (H) within this Information Notice are to be taken to include these additional Licence types.

2. Scope

2.1 Introduction of New Syllabus Part-FCL PPL (A) and (H) Examination Papers

The new syllabus Part-FCL PPL (A) and (H) examinations will be available for candidates to sit from 1 September 2013. From this date all old syllabus PPL (A) and (H) examinations are to be withdrawn. Candidates who have already commenced an examination series (sat one or more examinations) under the old syllabus, but have not completed all the required examinations for Licence issue before 1 September 2013, will have to complete any outstanding examinations to the new syllabus standard.

In the case of the two subjects 'Flight Performance and Planning' and 'Navigation', a student will need to pass both subjects prior to 1 September 2013 if examined to the old syllabus. No credit will be given for a pass in one subject only. Students who have not passed both subjects by 1 September 2013 will have to sit examinations to the new syllabus. In this case a re-sit examination will be considered as a first attempt (of four) in these subjects only.

With regard to "Air Law and Operational Procedures" and "Aircraft General and Principles of Flight", even though these are separate papers under the new syllabus, passes in the combined old syllabus examinations will still be acceptable for Licence issue beyond 1 September 2013.

2.2 Transitional Arrangements

Candidates who have already commenced training and examinations under the old syllabus shall be able to continue with the existing examinations, subject to attempts and validity constraints, until 31 August 2013. From 1 September 2013, additionally, the new rules governing sittings, outlined below, will be applicable. For candidates who have already commenced an examination series prior to this date, previous examination sittings will not be counted, however, all outstanding examinations completed to the new syllabus standard must be accomplished within the permitted number of sittings. The rules governing the maximum number of attempts at each individual subject examination will continue to be applicable when transitioning from the old to the new syllabus, attempts made under the old syllabus, prior to 1 September 2013, will still be counted with the exception of the case in paragraph 2.1.

2.3 Pass Standards

A pass in an examination paper will be awarded to an applicant achieving at least 75% of the marks allocated to that paper. There is no penalty marking, no marks will be deducted for an incorrect answer.

An applicant has successfully completed the required TK examination for the PPL (A) or (H) when he/she has passed all the required examination papers within a period of 18 months counted from the end of the calendar month when the applicant first attempted an examination. This 18 month validity period has not changed with the introduction of the EASA Aircrew Regulation and therefore applies to candidates irrespective of whether they commence an examination series under the old syllabus or, from 1 September 2013, the new syllabus.

If an applicant failed to pass one of the examination papers within four attempts, or has failed to pass all papers within either six sittings or the period of 18 months detailed above, he/she shall re-take the complete set of examination papers. As stated in paragraph 2.2 above, the rule governing the maximum number of sittings (six) will only be applicable to examinations taken from 1 September 2013 onwards.

2.4 Definition of a Sitting

A sitting for a PPL is defined as the attendance at an examination centre for the purpose of taking one or more examinations. When taking more than one examination, these must be completed in a **maximum of ten consecutive days**. Only one attempt at each paper may be made in any one sitting. A candidate is not compelled to wait until the end of the ten consecutive day period before attempting the re-sit of a failed paper; but, whenever a re-sit is attempted a further sitting will be considered to have commenced.

2.5 Validity Period

A pass will be accepted for the grant of a Part-FCL PPL (A) or (H) during the 24 months from the **actual date** (not month) of successfully completing all of the TK examinations.

3. UK Part-FCL PPL (A) and (H) Examination Papers – New Syllabus

3.1 The following common subject papers are valid for **PPL Aeroplane and Helicopter** examinations:

Subject	SET EXAM NUMBERS		
Air Law	010A/13	010B/13	010C/13
Human Performance	040A/13	040B/13	040C/13
Meteorology	050A/13	050B/13	050C/13
Communications	091A/13	091B/13	091C/13

3.2 The following specific subject papers are valid for **PPL Aeroplane** examinations:

Subject	SET EXAM NUMBERS		
Aircraft General Knowledge	021A/13	021B/13	021C/13
Flight Performance & Planning	030A/13	030B/13	030C/13
Navigation	060A/13	060B/13	060C/13
Operational Procedures	071A/13	071B/13	071C/13
Principles of Flight	081A/13	081B/13	081C/13

3.3 The following specific subject papers are valid for **PPL Helicopter** examinations:

Subject	SET EXAM NUMBERS		
Aircraft General Knowledge	021D/13	021E/13	021F/13
Flight Performance & Planning	030D/13	030E/13	030F/13
Navigation	060D/13	060E/13	060F/13
Operational Procedures	071D/13	071E/13	071F/13
Principles of Flight	082D/13	082E/13	082F/13

4. Syllabus of Theoretical Knowledge for the PPL (A) and PPL (H) - Meteorology

4.1 The Meteorology Syllabus published in AMC1 FCL.210; FCL.215, Section 3 was incomplete. EASA have now made available a revised complete version which can be found in Appendix 1 to this Information Notice. The highlighted section reflects that already published in AMC1 FCL.210; FCL.215.

5. Queries

5.1 Any queries or further guidance required as a result of this communication should be addressed to:
itsapprovals@caa.co.uk

6. Cancellation

6.1 This Information Notice shall remain in force until 30 April 2014.

Appendix 1:**SYLLABUS OF THEORETICAL KNOWLEDGE FOR THE PPL(A) AND PPL(H)****AMC1 FCL.210; FCL.215**

		Aeroplane		Helicopter	
		PPL	Bridge	PPL	Bridge
	METEOROLOGY				
	THE ATMOSPHERE				
	Composition, extent, vertical division				
	Structure of the atmosphere	X		X	
	Troposphere	X		X	
	Air temperature				
	Definition and units	X		X	
	Vertical distribution of temperature	X		X	
	Transfer of heat	X		X	
	Lapse rates, stability and instability	X		X	
	Development of inversions, types of inversions	X		X	
	Temperature near the earth's surface, surface effects, diurnal and seasonal variation, effect of clouds, effect of wind	X		X	
	Atmospheric pressure				
	Barometric pressure, isobars	X		X	
	Pressure variation with height	X		X	
	Reduction of pressure to mean sea level	X		X	
	Relationship between surface pressure centres and pressure centres aloft	X		X	
	Air density				
	Relationship between pressure, temperature and density	X		X	
	ICAO Standard Atmosphere (ISA)				
	ICAO Standard Atmosphere	X		X	
	Altimetry				
	Terminology and definitions	X		X	
	Altimeter and altimeter settings	X		X	
	Calculations	X		X	
	Effect of accelerated airflow due to topography	X		X	
	WIND				
	Definition and measurement of wind				
	Definition and measurement	X		X	
	Primary cause of wind				
	Primary cause of wind, pressure gradient, Coriolis force, gradient wind	X		X	
	Variation of wind in the friction layer	X		X	
	Effects of convergence and divergence	x		x	

General global circulation				
General circulation around the globe	X		X	
Local winds				
Anabatic and katabatic winds, mountain and valley winds, Venturi effects, land and sea breezes	X		X	
Mountain waves (standing waves, lee waves)				
Origin and characteristics	X		X	
Turbulence				
Description and types of turbulence	X		X	
Formation and location of turbulence	X		X	
THERMODYNAMICS				
Humidity				
Water vapour in the atmosphere	X		X	
Mixing ratio	X		X	
Temperature/dew point, relative humidity	X		X	
Change of state of aggregation				
Condensation, evaporation, sublimation, freezing and melting, latent heat	X		X	
Adiabatic processes				
Adiabatic processes, stability of the atmosphere	X		X	
CLOUDS AND FOG				
Cloud formation and description				
Cooling by adiabatic expansion and by advection	X		X	
Cloud types and cloud classification	X		X	
Influence of inversions on cloud development	X		X	
Fog, mist, haze				
General aspects	X		X	
Radiation fog	X		X	
Advection fog	X		X	
Steaming fog	X		X	
Frontal fog	X		X	
Orographic fog (hill fog)	X		X	
PRECIPITATION				
Development of precipitation				
Processes of development of precipitation	X		X	
Types of precipitation				
Types of precipitation, relationship with cloud types	X		X	
AIR MASSES AND FRONTS				
Air masses				
Description, classification and source regions of air masses	X		X	
Modifications of air masses	X		X	
Fronts				
General aspects	X		X	
Warm front, associated clouds and weather	X		X	
Cold front, associated clouds and weather	X		X	
Warm sector, associated clouds and weather	X		X	
Weather behind the cold front	X		X	

Occlusions, associated clouds and weather	X		X	
Stationary front, associated clouds and weather	X		X	
Movement of fronts and pressure systems, life cycle	X		X	
Changes of meteorological elements at a frontal wave	X		X	
PRESSURE SYSTEMS				
Anticyclone				
Anticyclones, types, general properties, cold and warm anticyclones, ridges and wedges, subsidence	X		X	
Non frontal depressions				
Thermal-, orographic-, polar depressions, troughs	X		X	
CLIMATOLOGY				
Climatic zones				
General seasonal circulation in the troposphere	X		X	
Typical weather situations in the mid-latitudes				
Westerly situation	X		X	
High pressure area	X		X	
Flat pressure pattern	X		X	
Local winds and associated weather				
e.g. Foehn	X		X	
FLIGHT HAZARDS				
Icing				
Conditions for ice accretion	X		X	
Types of ice accretion	X		X	
Hazards of ice accretion, avoidance	X		X	
Turbulence				
Effects on flight, avoidance	X		X	
Wind shear				
Definition of wind shear	X		X	
Weather conditions for wind shear	X		X	
Effects on flight, avoidance	X		X	
Thunderstorms				
Conditions for and process of development, forecast, location, type specification	X		X	
Structure of thunderstorms, life history, squall lines, electricity in the atmosphere, static charges	X		X	
Electrical discharges	X		X	
Development and effects of downbursts	X		X	
Thunderstorm avoidance	X		X	
Inversions				
Influence on aircraft performance	X		X	
Hazards in mountainous areas				
Influence of terrain on clouds and precipitation, frontal passage	X		X	
Vertical movements, mountain waves, wind shear, turbulence, ice accretion	X		X	
Development and effect of valley inversions	X		X	
Visibility reducing phenomena				
Reduction of visibility caused by precipitation and obscuration	X		X	
Reduction of visibility caused by other phenomena	X		X	
METEOROLOGICAL INFORMATION				
Observation				
Surface observations	X		X	

Radiosonde observations	X		X	
Satellite observations	X		X	
Weather radar observations	X		X	
Aircraft observations and reporting	X		X	
Weather charts				
Significant weather charts	X		X	
Surface charts	X		X	
Information for flight planning				
Aviation weather messages	X		X	
Meteorological broadcasts for aviation	X		X	
Use of meteorological documents	X		X	
Meteorological warnings	X		X	
Meteorological services				
World area forecast system and meteorological offices	X		X	