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# UNITED KINGDOM AERONAUTICAL INFORMATION CIRCULAR

**AIC: W 073/2011**
**11-AUG-2011**
**Administration**

Cancels AIC
W 017/2011

**JOINT AVIATION REQUIREMENTS - FLIGHT CREW LICENSING 1 (AEROPLANES) AND 2 (HELICOPTERS) ARRANGEMENTS FOR THE INTRODUCTION OF THE NEW THEORETICAL KNOWLEDGE EXAMINATION SYLLABUS.**

## 1 Introduction

1.1 Notice of Proposed Amendment NPA-FCL 25[(1)] included a major revision of the theoretical knowledge examination syllabus. Following the established consultation process the new syllabus was adopted and is now incorporated into JAR-FCL 1, amendment 7 and JAR-FCL 2, amendment 6.

1.2 Following publication of the above amendments to JAR-FCL 1 and 2, a new set of learning objectives was published to align to the new syllabus and at a later stage a revised Central Question Bank was published to complement it.

1.3 EU regulations for licensing come into force on 8 April 2012. From 8 April 2012 the CAA will issue EASA Part-FCL licences. Credit can be given for training and examinations completed before that date for the issue of EASA Part-FCL licences, but examinations taken after that date must be to the latest standard. For this reason no examinations to the old standard will be available after March 2012; (this includes re-sits). Where an applicant for a licence or rating has completed all of the examinations for that qualification to either the new or old standard by the end of March 2012, those examinations will be valid for the qualification; (subject to the usual calendar expiry). However, where an applicant who is sitting exams that are not to the latest JAR standard does not pass them all before 8 April 2012, the candidate will have to take all remaining examinations to the new standard. In this case, where the candidate has passed any of the subjects listed below to the old standard, the candidate will have to resit and pass those subjects to the new standard as the content of those subjects has changed.

Subject 21 - Airframes

Subject 22 - Instrumentation

Subject 62 - Radio Navigation

Subject 71 - Operational Procedures Aeroplanes

## 2 Transition to the New Syllabus

2.1 Following consultation with the approved Theoretical Knowledge training providers, it has been agreed to provide examinations to candidates trained to the new syllabus from 1 June 2011.

2.2 Candidates who have already commenced training and examinations to the current syllabus will be able to continue with the existing examinations, subject to attempts and validity constraints, until 31 March 2012.

2.3 The CAA examination service team will make provision for both the existing and new syllabus examinations to be run in parallel. The intention is to administer both sets of examinations within the published timetable.

2.4 New application forms to denote the existing and new examinations will be published on the CAA website at www.caa.co.uk/forms. **Schools and their candidates must take care to apply for the appropriate set of examinations consistent with the syllabus they have studied.**

## 3 JAR-FCL 2 - Helicopter Theoretical Knowledge Examination Interim Arrangements

3.1 Helicopter Interim Arrangements examinations will cease on the 31 March 2012.

**Note:** [(1)] NPA-FCL 25 - JAR-FCL 2 re-structure and amendment to JAR-FCL 1 Sub parts A and J. Published by the Joint Aviation Authorities on 1 August 2005, reference 09/44-1/05-L320.

**ATPL Exam Subject Comparison Tables, Sorted by Subject Code**
Changes are shown in **BOLD**

| **New JAR 6 & 7 Papers** | | | | | Old JAR Papers | |
|---|---|---|---|---|---|---|
| Subject | Subject Code | ATPL (A) | ATPL (H) | **ATPL (H) IR** | ATPL (A) | ATPL (H) |
| Air Law | 10 | **01:00** | **00:45** | **01:00** | 01:40 | 01:40 |
| Airframe Sys | 21 | 02:00 | 02:00 | **02:00** | 02:00 | 02:00 |
| Instruments | 22 | 01:30 | 01:30 | **01:30** | 01:30 | 01:30 |
| Mass/Balance | 31 | 01:00 | 01:00 | **01:00** | 01:00 | 01:00 |
| Performance (A) | 32 | 01:00 | N/A | **N/A** | 01:00 | N/A |
| Flight Planning | 33 | **02:00** | **01:30** | **02:00** | 03:00 | 03:00 |
| Performance (H) | 34 | N/A | 01:00 | **01:00** | N/A | 01:00 |
| HPL | 40 | 01:00 | 01:00 | **01:00** | 01:00 | 01:00 |
| Meteorology | 50 | **02:00** | **02:00** | **02:00** | 02:30 | 02:30 |
| General Nav | 61 | 02:00 | 02:00 | **02:00** | 02:00 | 02:00 |
| Radio Nav | 62 | 01:30 | **01:00** | **01:30** | 01:30 | 01:30 |
| Ops Procedures | 71 | **01:15** | **01:00** | **01:00** | 01:20 | 01:20 |
| Principles of Flt (A) | 81 | 01:00 | N/A | **N/A** | 01:00 | N/A |
| Principles of Flt (H) | 82 | N/A | 01:00 | **01:00** | N/A | 01:00 |
| VFR Comms | 91 | 00:30 | 00:30 | **00:30** | 00:30 | 00:30 |
| IFR Comms | 92 | 00:30 | **N/A** | **00:30** | 00:30 | 00:30 |

**CPL Exam Subject Comparison Tables, Sorted by Subject Code**
Changes are shown in **BOLD**

| **New JAR 6 & 7 Papers** | | | | Old JAR Papers | |
|---|---|---|---|---|---|
| Subject | Subject Code | CPL (A) | CPL (H) | CPL (A) | CPL (H) |
| Air Law | 10 | 00:45 | **00:45** | 00:45 | 01:00 |
| Airframe Sys | 21 | **01:30** | **01:30** | 02:30 | 02:45 |
| Instruments | 22 | **01:00** | **01:00** | N/A | N/A |
| Mass/Balance | 31 | **01:00** | **01:00** | N/A | N/A |
| Performance (A) | 32 | **00:45** | **N/A** | 03:00 | 03:00 |
| Flight Planning | 33 | **01:30** | **01:30** | | |
| Performance (H) | 34 | **N/A** | **00:45** | | |
| HPL | 40 | **00:45** | **00:45** | 00:30 | 00:30 |
| Meteorology | 50 | 01:30 | **01:30** | 01:30 | 01:00 |
| General Nav | 61 | 01:30 | 01:30 | 01:30 | 01:30 |
| Radio Nav | 62 | **00:30** | **00:30** | 01:30 | 01:30 |
| Ops Procedures | 71 | 00:45 | **00:45** | 00:45 | 01:20 |
| Principles of Flt (A) | 81 | 00:45 | N/A | 00:45 | N/A |
| Principles of Flt (H) | 82 | N/A | 01:00 | N/A | 01:00 |
| VFR Comms | 91 | 00:30 | 00:30 | 00:30 | 00:30 |

**IR Exam Subject Comparison Tables, Sorted by Subject Code**
Changes are shown in **BOLD**

| **New JAR 6 & 7 Papers** | | | Old JAR Papers |
|---|---|---|---|
| Subject | Subject Code | IR (A) & (H) | IR (A) & (H)) |
| Air Law | 10 | **00:45** | 01:00 |
| Instruments | 22 | **00:30** | N/A |
| Flight Planning | 33 | **01:30** | 02:00 |
| HPL | 40 | **00:45** | 00:30 |
| Meteorology | 50 | 01:30 | 01:30 |
| Radio Nav | 62 | **01:00** | 02:00 |
| IFR Comms | 92 | 00:30 | 00:30 |

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