

**The new exam training syllabus**

Things are changing for glider pilots, the old bronze exam will be replaced by the new EASA equivalent. EASA have produced a set of proposals for the new licence system. The proposals are under the general heading of notice of proposed amendment (NPA) for flight crew licensing.(FCL).

The proposals contained in NPA17b refer to flight crew licensing, and are to be fully implemented by 2012. EASA, unlike the JAA, have full regulatory powers, which is needed if we are to have a standard licence throughout Europe

There will be two levels of licence:-

1. Leisure Pilots Licence (Sailplanes) LPL(S). This is equivalent to the NPPL.
2. Private Pilots Licence (Sailplanes) PPL(S). This is equivalent to the PPL.

The theory content is the same for both levels of licence.

You will see below, there are 4 subjects that have an identical syllabus with power, balloons and helicopters, and 5 subjects that have a different syllabus specifically for Sailplane pilots.

Contained below are the relevant extracts from NPA17b. Remember these are still proposals at this stage. However don't expect them to change significantly.

**THEORETICAL KNOWLEDGE EXAMINATION**

1.1 The examinations should be in written form and should comprise a total of 120 multiple choice questions covering all the subjects.

1.2 Communication practical classroom testing may be conducted.

1.3 The competent authority should inform applicants of the language(s) in which the examinations will be conducted.

1.4 The period of 18 months mentioned in FCL.025(b) should be counted from the end of the calendar month when the applicant first attempted an examination.

**FCL.025 Theoretical knowledge examinations for the issue of licences***(a) Responsibilities of the applicant*

(1) Applicants shall take the entire set of examinations in one Member State.

(2) Applicants shall only take the examination when recommended by the approved training organisation responsible for their training, once they have completed the appropriate elements of the training course of theoretical knowledge instruction to a satisfactory standard.

*(b) Pass standards*

(1) 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.

(2) Except when otherwise determined in this Part, an applicant has successfully completed the required theoretical knowledge examination for the appropriate pilot licence or rating when he/she has passed all of the required subjects within a period of 18 months counted from the end of the calendar month when the applicant first attempted an examination.

(3) If an applicant has failed to pass one of the examination papers within 4 attempts, or has failed to pass all papers within either six attempts or the period mentioned in paragraph (2), he/she shall retake the complete set of examination papers. Before retaking the examinations, the applicant shall undertake further training at an approved training organisation. The extent and scope of the training needed shall be agreed between the training organisation and the competent authority, based on the needs of the applicant.

(c) *Validity period*

- (1) The successful completion of the theoretical knowledge examinations will be valid:
- (i) for the issue of a leisure pilot licence, a private pilot licence, a sailplane pilot licence or a balloon pilot licence, for a period of 24 months;
  - (ii) for the issue of a commercial pilot licence or instrument rating, for a period of 36 months;
  - (iii) the periods in (i) and (ii) shall be counted from the day when the pilot successfully completes the theoretical knowledge examination, in accordance with (b)(2).
- (2) Provided that the applicant holds an instrument rating, the completion of the airline transport pilot licence theoretical knowledge examinations will remain valid for a period of 7 years from the last validity date of the instrument rating entered in the commercial pilot licence for the issuance of an airline transport pilot licence.

**SUBPART B**

**LEISURE PILOT LICENCE – LPL  
AMC to FCL.115 and FCL.120**

**SYLLABUS OF THEORETICAL KNOWLEDGE FOR THE LEISURE PILOT LICENCE**

The following tables contain the syllabi for the courses of theoretical knowledge, as well as for the theoretical knowledge examinations for the LPL. The training and examination should cover aspects related to nontechnical skills in an integrated manner, taking into account the particular risks associated to the licence and the activity.

**I. COMMON SUBJECTS**

(FOR BASIC LPL, LPL(A), LPL(H), **LPL(S)** AND LPL(B))

**1. AIR LAW AND ATC PROCEDURES**

- 1.1. INTERNATIONAL LAW: CONVENTIONS, AGREEMENTS AND ORGANISATIONS
- 1.2. AIRWORTHINESS OF AIRCRAFT
- 1.3. AIRCRAFT NATIONALITY AND REGISTRATION MARKS
- 1.4. PERSONNEL LICENSING
- 1.5. RULES OF THE AIR
- 1.6. PROCEDURES FOR AIR NAVIGATION – AIRCRAFT OPERATIONS
- 1.7. AIR TRAFFIC REGULATIONS – AIRSPACE STRUCTURE
- 1.8. AIR TRAFFIC SERVICES AND AIR TRAFFIC MANAGEMENT
- 1.9. AIR TRAFFIC REGULATIONS – AIRSPACE STRUCTURE
- 1.10. AERONAUTICAL INFORMATION SERVICE
- 1.11. AERODROMES, EXTERNAL TAKE OFF SITES
- 1.12. SEARCH AND RESCUE
- 1.13. SECURITY
- 1.14. ACCIDENT REPORTING
- 1.15. NATIONAL LAW

**2. HUMAN PERFORMANCE**

- 2.1. HUMAN FACTORS: BASIC CONCEPTS
- 2.2. BASIC AVIATION PHYSIOLOGY AND HEALTH MAINTENANCE
- 2.3. BASIC AVIATION PSYCHOLOGY

**3. METEOROLOGY**

- 3.1. THE ATMOSPHERE
- 3.2. WIND
- 3.3. THERMODYNAMICS
- 3.4. CLOUDS AND FOG
- 3.5. PRECIPITATION
- 3.6. AIR MASSES AND FRONTS
- 3.7. PRESSURE SYSTEMS
- 3.8. CLIMATOLOGY
- 3.9. FLIGHT HAZARDS
- 3.10. METEOROLOGICAL INFORMATION

**4. COMMUNICATIONS**

- 4.1. VFR COMMUNICATIONS
- 4.2. DEFINITIONS
- 4.3. GENERAL OPERATING PROCEDURES
- 4.4. RELEVANT WEATHER INFORMATION TERMS (VFR)
- 4.5. ACTION REQUIRED TO BE TAKEN IN CASE OF COMMUNICATION FAILURE
- 4.6. DISTRESS AND URGENCY PROCEDURES
- 4.7. GENERAL PRINCIPLES OF VHF PROPAGATION AND ALLOCATION OFFREQUENCIES

**II. ADDITIONAL SUBJECTS FOR SAILPLANES****5. PRINCIPLES OF FLIGHT SAILPLANE**

- 5.1. AERODYNAMICS (AIRFLOW)
- 5.2. FLIGHT MECHANICS
- 5.3. STABILITY
- 5.4. CONTROL
- 5.5. LIMITATIONS (LOAD FACTOR AND MANOEUVRES)
- 5.6. STALLING AND SPINNING

**6. OPERATIONAL PROCEDURES SAILPLANE**

- 6.1. GENERAL REQUIREMENTS
- 6.2. LAUNCH METHODS
- 6.3. SOARING TECHNIQUES
- 6.4. CIRCUITS AND LANDING
- 6.5. OUTLANDING
- 6.6. SPECIAL OPERATIONAL PROCEDURES AND HAZARDS )
- 6.7. EMERGENCY PROCEDURES

**7. FLIGHT PERFORMANCE AND PLANNING SAILPLANE**

- 7.1. VERIFYING MASS AND BALANCE
- 7.2. SPEED POLAR OF SAILPLANES / CRUISING SPEED
- 7.3. FLIGHT PLANNING AND TASK SETTING
- 7.4. ICAO FLIGHT PLAN (ATS Flight Plan)
- 7.5. FLIGHT MONITORING AND INFLIGHT REPLANNING

**8. AIRCRAFT GENERAL KNOWLEDGE – AIRFRAME AND SYSTEMS,  
EMERGENCY EQUIPMENT**

- 8.1. AIRFRAME
- 8.2. SYSTEM DESIGN, LOADS, STRESSES
- 8.3. LANDING GEAR, WHEELS, TYRES, BRAKES
- 8.4. MASS AND BALANCE
- 8.5. FLIGHT CONTROLS
- 8.6. INSTRUMENTS
- 8.7. MANUALS AND DOCUMENTS
- 8.8. AIRWORTHINESS, MAINTENANCE

**9. NAVIGATION SAILPLANE**

- 9.1. BASICS OF NAVIGATION
- 9.2. MAGNETISM AND COMPASSES
- 9.3. CHARTS
- 9.4. DEAD RECKONING NAVIGATION (DR)
- 9.5. INFLIGHT NAVIGATION
- 9.6. GLOBAL NAVIGATION SATELLITE SYSTEMS.