



Standards Document 11, Version 1

Requirements for the grant of Ground Examiner and Custodian of Examination Papers Authorisation.

Procedure and conduct for all Theoretical Knowledge Examinations for -

- **UK NPPL and national private pilot licences,**
- **EASA LAPL and PPL,**
- **Instrument Meteorological Conditions (IMC)/Instrument Rating (Restricted) Rating,**
- **Seamanship.**

The latest version of this document can be viewed on the CAA website.

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Amendment status

Date	Version	Pages	Summary
November 2017	1	Complete revision	Update with ANO 2016. Updating CEP and GR requirements. Updating examination procedures to include sanctions for cheating or failure to follow procedures. Inclusion of all current examinations.

Foreword

The European Commission Regulation (EU) No. 1178/2011 (as amended) known as the Aircrew Regulation lays down the technical requirements and administrative procedures for the licensing of pilots came into effect on 8 April 2012 with an implementation date in the United Kingdom of 17 September 2012.

Annex VI (Part-ARA) is the Authority Regulations, ARA.FCL.300 Examinations Procedures states:

- (a) The competent authority shall put in place the necessary arrangements and procedures to allow applicants to undergo theoretical knowledge examinations in accordance with the applicable requirements of Part-FCL.

and

- (d) The competent authority shall establish appropriate procedures to ensure the integrity of the examinations.

Article 168 of the Air Navigation Order 2016 (as amended);

The CAA may, for the purpose of articles 36 and 187 and Chapter 3:

- (a) Approve any course of training or instruction;
- (b) Authorise a person to conduct such examinations or test as it may specify; and
- (c) Approve a person to provide any course of training or instruction.

In accordance with those provisions this document sets out the requirements for the grant of the Ground Examiner and Custodian of Examination Papers Authorisations and the arrangements and procedures for the conduct of the following theoretical knowledge examinations in the UK;

- EASA Light Aircraft Pilot Licence (Aeroplanes and Helicopters),
- EASA Private Pilot Licence (Aeroplanes and Helicopters),
- UK NPPL (Simple Single Engine Aeroplanes (SSEA), Self Launching Motorgliders (SLMG) and Microlights),
- UK Private Pilot Licence (Balloons and Airships),
- UK Private Pilot Licence (Gyroplanes),
- Instrument Meteorological Conditions (IMC)/Instrument Rating (Restricted).
- Seamanship Rating

Upon satisfactory completion of the procedures laid down in this document persons will be authorised to conduct and mark the exams and where applicable take responsibility for the security, upkeep and use of the examination papers. The continuation of this authorisation is dependent upon its validity being maintained and compliance with the procedures for conduct of the exams as laid down in this document and any supplementary instruction issued by the UK CAA.

Information for Flight Examiners (FE) Single Pilot Aeroplanes is contained in Standards Document 21, available at www.caa.co.uk/fclstandards

If, after reading this document, you still have queries, please contact the General Aviation Unit:

Civil Aviation Authority
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

Tel No: +44 (0) 1293 573988
Fax No: +44 (0) 1293 573996
Email: ga@caa.co.uk

1 Requirements for Custodians of Examinations Papers

1.1 Introduction

1.1.1 In accordance with Article 168 of the UK Air Navigation Order 2016 (as amended) the UK CAA may authorise a person to conduct such examinations or tests as it may specify.

1.2 Requirements for Custodians of Examination Papers (CEP) Authorisation

1.2.1 CEP is the formal title given to the nominated person at each training organisation holding responsibility for the papers. Only one CEP can be allocated per training organisation [per category of aircraft]

1.2.2 To qualify for acceptance as a CEP the applicant must hold an authorisation as a Ground Examiner (GR) or be nominated as the Head of Training (HoT) at an Approved Training Organisation (ATO), in the category or approval in the aircraft for which examinations are to be conducted.

1.2.3 The CEP shall have not been subject to any sanctions, including the suspension, limitation or revocation of any of their licences, ratings or certificates issued in accordance with the ANO or the Basic Regulation and its Implementing Rules during the last 3 years.

1.2.4 The CEP shall be nominated by either the Accountable Manager, Head of Training, Chief Flight Instructor or other Accountable Representative at the nominating training organisation, as a person of integrity who will take responsibility for the security and upkeep of the papers. With exception to conducting examinations for the NPPL only, where they do not require a supporting training organisation.

1.2.5 The CEP will be required to acknowledge their acceptance of responsibility for the security and upkeep of the examination papers on the application form as detailed in section 3.

1.2.6 It is the responsibility of the CEP to ensure that their GR authorisation remains current and valid, if applicable, while they hold this role. In the event that the CEP is no longer employed by a training organisation, or their GR authorisation expires, the examination papers and answer booklet must be returned to the UK CAA

1.2.7 If they leave the role of HoT at an ATO, if applicable, the examination papers and answer booklet must be returned to the UK CAA.

1.2.8 The examination papers remain the property of the UK CAA and the CEP may not retain examination papers or answer booklet or leave them with the training organisation.

2 The privileges and requirements of the Ground Examiner (GR) Authorisations

2.1 General Requirements for Ground Examiner (GR) Authorisation

2.1.1 GR should have relevant knowledge, background and appropriate experience related to the privilege of an examiner.

2.1.2 The GR shall have not been subject to any sanctions, including the suspension, limitation or revocation of any of their licences, ratings or certificates issued in accordance with the ANO or the Basic Regulation and its Implementing Rules during the last 3 years.

2.1.3 The UK CAA requires a GR(A) and (H) to be sponsored by a training organisation in order to conduct LAPL and PPL examinations. Sponsorship must be made by a nominated post holder within the training organisation.

2.1.4 Sponsorship is not required for a GR solely conducting examinations for the NPPL, UK PPL(BA) and UK PPL(G).

2.1.5 It is the responsibility of the GR to ensure that their authorisation remains current and valid while they hold this role. If a GR authorisation has expired and theoretical knowledge examinations have been conducted following the expiry of the GR authorisation, the theoretical knowledge examinations will not be accepted towards licence issue.

2.1.6 The application for the grant of a GR is shown at section 3. In order that they may be kept informed of any changes to including updates to examination papers, all examiners are required to advise Licensing, Shared Service Centre, of any change of permanent, postal and e-mail addresses.

2.2 Specific requirement and privileges for each category of GR Authorisation

2.2.1 Ground Examiner Authorisation (Aeroplane) (GR (A))

The GR (A) examiner is required to hold or have held a UK or Part-FCL Flight Instructors Certificate (Aeroplanes) or an AOPA Ground Instructor Certificate.

The GR (A) examiner is authorised, for a period not exceeding 3 years, to conduct written theoretical knowledge examinations for the grant of

- EASA LAPL(A) and PPL(A)
- UK NPPL(A) SSEA, SLMG and Microlights

and will include the conduct of the ground examination for the IMC/IR(R) Rating if the examiner holds or has held the privilege to instruct for the IMC Rating or Instrument Rating.

and will include the conduct of the ground examination for the Seaplane Rating if the examiner holds or has held the privilege to instruct for the Seaplane Rating.

2.2.2 Ground Examiner Authorisation (Helicopter) (GR (H))

The GR (H) examiner is required to hold or have held a UK or Part-FCL Flight Instructor Certificate (Helicopters) or an AOPA Ground Instructor Certificate.

The GR (H) is authorised, for a period not exceeding 3 years, to conduct written theoretical knowledge examinations for the grant of;

- EASA LAPL(H) and PPL(H)
- UK PPL(G)

2.2.3 Ground Examiner Authorisation (Balloon and Airship) (GR (BA))

The GR (BA) examiner is required to hold or have held a BBAC Flight Instructor Certificate or and EASA Flight Instructors Certificate (Balloons).

The GR (BA) is authorised, for a period not exceeding 3 years, to conduct written theoretical knowledge examinations for the grant of;

- EASA LAPL(B) and BPL
- UK PPL(BA)

2.2.4 Ground Examiner Authorisation (Gyroplane) (GR (G))

The GR (G) examiner is required to hold or have held a UK Flight Instructor Certificate (Helicopters) or (Gyroplane) or an AOPA Ground Instructor Certificate.

The GR (G) is authorised, for a period not exceeding 3 years, to conduct written theoretical knowledge examinations for the grant of;

- UK PPL(G)

2.2.5 The GR may not conduct the ground based practical examinations for the issue of the Flight Radio Telephony Operators Licence (FRTOL), unless specifically authorised. For more information on the RT Examiner please see Standards Document 04.

3 Application for the grant of a CEP and GR Authorisations

3.1 Application for the grant of the CEP

- 3.1.1 The applicant for a CEP must complete form SRG 2188, which is available on the CAA website.
- 3.1.2 The completed application form must be submitted with the required information and charge to:

Licensing, Shared Service Centre,
Civil Aviation Authority
Gatwick Airport South
West Sussex
RH6 0YR

Telephone: 01293 573700
Fax: 01293 573996
Email: fclweb@caa.co.uk

3.2 Application for the grant of a GR Authorisation

- 3.2.1 Applications for grant of the GR should be made on SRG 1128 for Aeroplanes and Helicopters and on the SRG 2102 for Gyroplanes and submitted with the required information and charge to:

Licensing, Shared Service Centre,
Civil Aviation Authority
Gatwick Airport South
West Sussex
RH6 0YR

Telephone: 01293 573700
Fax: 01293 573996
Email: fclweb@caa.co.uk

- 3.2.2 Application for the grant of GR(A) to only conduct the UK NPPL(A) Microlight examinations should be made on form SRG1128 and submitted with the required information and charge to:

British Microlight Aircraft Association (BMAA)
Deddington
Banbury
Oxfordshire
OX15 0TT

Telephone: +44 (0) 1869 338888
Fax: +44 (0) 1869 337116
Email: www.bmaa.org

- 3.2.3 Application for the grant of GR(A) to only conduct the UK NPPL(A) SLMG examinations should be made on form SRG 1128 and submitted with the required information and charge to:

British Gliding Association (BGA)
8 Merus Court
Meridian Business Park
Leicester
LE19 1RJ

Telephone: +44 (0) 116 289 2956
Fax: +44 (0) 116 289 5025
e-mail: office@gliding.co.uk
web: www.gliding.co.uk

- 3.2.4 Fees for grant of the GR are laid down in the CAA Personnel Licensing Scheme of Charges and are payable on application. The CAA Personnel Licensing Scheme of Charges can be found on the CAA website.

In addition application can be made to:

- 3.2.5 Application for the grant of GR(BA) should be made on the forms SRG 1182 and submitted to:

British Balloon and Airship Club (BBAC)
Cushy Dingle
Watery Lane
Llanishen
Monmouthshire
NP16 6QT

e-mail: information@bbac.org

web: www.bbac.org

- 3.2.6 Registration for an AOPA Ground Instructor Course should be made through:

Aircraft Owners and Pilots Association (AOPA)
50A Cambridge Street
London
SW1V 4QQ

Telephone: +44 (0) 20 7834 5631

Fax: +44 (0) 20 7834 2623

Email: www.aopa.co.uk

4 Theoretical Knowledge Examination Procedures

4.1 Language

- 4.1.1 All theoretical knowledge ground examinations for private pilot licences and associated ratings and certificates are only conducted in English.

4.2 Distribution of the Theoretical Knowledge Examination Papers

- 4.2.1 The CAA will send to the CEP at the training organisation an examination pack in paper format containing the following;

- Examination papers
- a copy of this Standards Document,
- Answer sheets
- Answer booklet (how many? In paper? some answer sheets and the answer booklet.
- A receipt which the CEP must complete on receiving the theoretical knowledge examination pack and return this to the CAA.

4.3 Security of the Theoretical Knowledge Examination Papers

- 4.3.1 The CEP and the GR must take adequate precautions to ensure that candidates are not able to obtain prior knowledge of the contents of the theoretical knowledge examination papers or answers. The CEP and GR are to:

ALWAYS ensure that examination papers are stored in a locked cabinet to which only they have access at the training organisation.

NEVER under any circumstances allow question papers or the master answers to be photocopied or copied in any way. All CAA theoretical knowledge examination papers are subject to copyright and unauthorised copying is a breach of this copyright. However, it is permissible to photocopy skeleton flight plans, provided that all copies are treated as securely as the question papers and answers, and to photocopy blank answer sheets.

NEVER allow anybody else to have any access to the master answers.

NEVER allow anybody other than the invigilator referred to in section 5 and the candidate sitting the examinations at the time, to see the examination paper. Questions contained in examination papers are not to be revealed to, or discussed with, other persons.

- 4.3.2 Any queries regarding the examination questions should be referred to the General Aviation Unit.

- 4.3.3 Correct handling of the marked answer sheet is of paramount importance to the maintenance of the integrity of the examination questions. Please ensure that the procedures in section 5 are always followed.

- 4.3.4 In the event of a breach of security or unauthorised access to the examination papers, Licensing, Shared Service Centre must be notified immediately in writing.

4.4 The Theoretical Knowledge Communications Examination paper

- 4.4.1 The Communications examination paper is issued as part of the core examinations supplied for applicants wishing to qualify for the EASA LAPL or PPL and UK NPPL (SSEA/SLMG).

- 4.4.2 Candidates who pass the communications examination will be exempt from the requirement to pass the Radiotelephony (R/T) written test for the issue of a Flight Radiotelephony Operators Licence (FRTOL).

- 4.4.3 Applicants for a stand-alone FRTOL or where the examinations do not include a communications paper are still required to take both the written and practical tests with an Authorised FRTOL Examiner. See for further information on the FRTOL please see Standards Document 04.
- 4.4.4 The validity of the written Communications theoretical knowledge paper is in accordance with FCL.025 and as detailed in section 4.5.

4.5 Validity Periods for the acceptance of the theoretical knowledge examinations

- 4.5.1 For all EASA licences the requirements of FCL.025 are applicable.
- 4.5.2 Candidates and GR are reminded that the validity periods in FCL.025(b)(2) and (c)(1)(i) are not rolling validity periods but fixed periods.
- 4.5.3 For UK NPPL, PPL(BA) and PPL(G) the following are the validity periods for licence issue;

- (a) UK NPPL(A) for SSEA/SLMG shall pass the same theoretical knowledge examinations as required for a EASA LAPL and PPL, to the same pass standards and validity periods as required in FCL.025.
- (b) UK NPPL(A) Microlights shall pass the theoretical knowledge examinations in the following subjects:
1. Aviation Law, Flight Rules and Procedures
 2. Human Performance and Limitations
 3. Navigation
 4. Meteorology
 5. Aircraft (General)
 6. Aircraft (Type) (Oral as part of the NPPL(A) Microlight GFT).

An applicant for an NPPL(A) Microlight shall pass all the examinations within a period of 24 months counted from the end of the calendar month when the candidate first attempted an examination, prior to applying for the licence.

- (c) UK PPL(BA) shall pass the theoretical knowledge examinations in the following subjects:
1. Aviation Law, Flight Rules and Procedures
 2. Human Performance and Limitations
 3. Navigation
 4. Meteorology
 5. Airmanship and Balloon Systems (Hot Air Balloons)
 6. Airmanship and Aerostatics (Gas-filled Balloons)

An applicant for an PPL(BA) shall pass all the examinations within a period of 24 months counted from the end of the calendar month when the candidate first attempted an examination, prior to applying for the licence.

- (d) UK PPL(G) shall pass the theoretical knowledge examinations in the following subjects:
1. Aviation Law, Flight Rules and Procedures
 2. Human Performance and Limitations
 3. Navigation
 4. Meteorology
 5. Gyroplane Technical.

An applicant for an PPL(G) shall pass all the examinations within a period of 24 months counted from the end of the calendar month when the candidate first attempted an examination, prior to applying for the licence.

5 Conduct of the Theoretical Knowledge Examinations

5.1 Examination facilities and equipment

Ideally a separate room will be available for the candidate sitting the examination. If this is not available then a quiet area within the facilities available must be set aside and clearly marked to show that an examination is taking place. A suitable table and chair must be provided for the candidate.

ALWAYS: ensure that, prior to the examination, any wall charts, posters or notice boards displaying information relevant to the examination and which might assist the candidate, are removed from the examination room, or covered up.

If more than one candidate is sitting an examination they should be seated in a way so that they cannot read each other's examination papers. They should not speak to any person other than the invigilators.

Candidates may use the following equipment during an examination:

- (1) a scientific calculator, or
- (2) a mechanical navigation slide rule (DR calculator), or
- (3) an electronic flight computer, and
- (4) a protractor;
- (5) a compasses and dividers;
- (6) a ruler

Except equipment specified above, candidates should not use any other electronic equipment during the examination(s).

NEVER: permit any reference material or notes in the examination room, with the exception of the UK AIP for the IMC rating examination. Only the examination paper, specific documents and tools needed for the examination should be available to the candidate during the examination.

5.2 Pre-examination administration

The identity of the candidate must be confirmed by photographic identification before an examination is taken.

The GR must ensure that the candidate has been recommended by the HoT or CFI at the training organisation where the candidate is completing their training for the theoretical knowledge examinations prior to attempting the examination.

NEVER: allow a candidate to sit the same paper twice. Any candidate who has failed a subject in three attempts must follow the procedure in section 6.

5.3 Invigilation and conduct during examination

ALWAYS: Invigilation of the examination must be conducted either by the authorised GR or by a responsible person within the training organisation, appointed for the purpose by the GR.

Examination papers are provided to the invigilator by the CEP only.

Persons who are training towards the grant of a licence must not be used for invigilation duties.

ALWAYS: The invigilator must give the candidate an examination briefing prior to attempting the examination, this must include:

- (a) Confirmation of the examination to be attempted.
- (b) Confirmation of the time limits and number of questions for this examination.
- (c) Remind the candidate that the pass mark is 75%.
- (d) Remind the candidate that any infringement of examination rules may result in disqualification.
- (e) Remind the candidate that any cheating may result in disqualification, as per the procedure in section 7.
- (f) Confirm to that candidate that they will be given a five minute warning before the end of the examination time limit.

ALWAYS: ensure the time limits printed at the head of each question paper are strictly observed.

ALWAYS: ensure that the candidates are given a five-minute warning before the end of their examination period.

ALWAYS: ensure that during the examination strict discipline and silence is maintained.

NEVER: enter into discussion about the content or interpretation of any question with the candidate during the examination.

All examination papers, associated documents and additional papers handed out to the candidates for the examination should be handed back to the invigilator at the end of the examination.

A record should be kept by the invigilator of any circumstances i.e. noise or disturbance which may have affected the conduct of the examination. This will be required in the case of an appeal and must be kept with the examination result paperwork.

6 Action following the Examination Sitting

6.1 Post examination administration

- 6.1.1 Examination answer sheets are to be marked by the GR only. Examination papers must not be marked in any way. If an examination paper becomes marked, the CEP should contact Licensing, Shared Service Centre, for a replacement.
- 6.1.2 If the invigilation of the examination has been delegated, papers and answer sheet must be returned to the GR immediately at the end of the examination.
- 6.1.3 Answer sheets must bear the names in BLOCK CAPITALS and signatures of the candidate, the invigilator, and the GR who marked the paper and also the date of the examination.
- 6.1.4 Completed answer sheets must be regarded as "Examination in Confidence" and retained by the GR. On no account are the marked answer sheets to be given to the candidate, held with the student records, or sent to other schools as proof of passing an examination.
- 6.1.5 The GR is personally responsible for retaining the completed answer sheets for at least 3 years (36 months). Where examination results are required to be notified to another school, the candidate is to be given the results on the relevant licence/rating application form.

6.2 Action following a PASS

- 6.2.1 The GR must tell the candidate that they have passed.
- 6.2.2 The GR should indicate areas where weakness has been found, if applicable but should not discuss answers to specific questions.
- 6.2.3 The GR should complete the relevant section of the licence application form (SRG1105A for fixed wing and SRG1105H for helicopters) and the relevant section in the candidates training records (if applicable).
- 6.2.4 The holder of a FE(PPL) or FE(CPL) are not permitted to sign off ground examinations.

6.3 Action following a FAILURE

- 6.3.1 The GR must tell the candidate that they have failed.
- 6.3.2 The GR should indicate areas where weakness has been found, but should not discuss answers to specific questions.
- 6.3.3 The candidate must be presented by the GR with form SRG 2155 - Examination Report in respects of failure of Theoretical Knowledge Examinations, a copy is available on the CAA website, clearly stating the candidates full name and date of birth and CAA reference number if known, the which examination subject and set number for the failed examination.
- 6.3.4 The GR is to retain a copy of form SRG 2155, they must give the candidate a copy and a copy must be sent to Licensing, Shared Service Centre within 14 working days.
- 6.3.5 The candidate may choose to exercise their right to appeal against the conduct of the examination under Regulation 6(5) of the Civil Aviation Act if they feel that the examination was incorrectly conducted.
- 6.3.6 If the candidate wishes to appeal against the conduct of the examination they must do so in writing within 14 days of failing the examination. Further information on appeals can be found in CAP1048, which is available on the CAA website.
- 6.3.7 The candidate is allowed three attempts to pass each examination subject. If the candidate fails on the third attempt, refer to section 6.4.
- 6.3.8 A sitting is defined as attending an examination centre or training organisation for the purpose of taking one or more examination(s). When taking more than one examination these must be completed in a maximum of 10 consecutive days. A total of six sittings (each over a maximum of 10 consecutive days) are allowed. 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 this is counted as a further sitting.

6.4 Action following a THIRD ATTEMPT FAILURE

- 6.4.1 The GR must following the actions in section 6.3.
- 6.4.2 The candidate must undertake further training as necessary to be determined by the training organisation.
- 6.4.3 The candidate must be recommended by the HoT at a training organisation to attempt a fourth sitting. The candidate and the training organisation must complete form SRG 1165, which is available on the CAA website, to book the fourth examination.
- 6.4.4 The candidate can only sit the fourth examination at the CAA offices at Aviation House, Gatwick Airport South, West Sussex, RH6 0YR.

- 6.4.5 Form SRG 1165 must be sent to Exam Support, Shared Service Centre for booking of the examination. Fees for booking of the examination are laid down in the CAA Personnel Licensing Scheme of Charges and are payable on application. The CAA Personnel Licensing Scheme of Charges can be found on the CAA website.
- 6.4.6 On receipt of the form and fee, the Shared Service Centre at the CAA will contact the candidate to arrange a convenient examination date.
- 6.4.7 The Shared Service Centre will confirm the agreed examination sitting in writing to the candidate.

6.5 FOURTH examination paper sitting

- 6.5.1 The candidate should arrive for their examination sitting at least 30 minutes before the scheduled time.
- 6.5.2 No changes will be made to the examination booking in the week prior to the examination.
- 6.5.3 Cancellations will only be accepted if received in writing at least five working days before the examination; within five working days the full fee will be lost.
- 6.5.4 A refund of fees for cancellations, or non-attendance within 5 working days of the examination will only be given if a valid doctor's certificate is provided, together with a letter of explanation.
- 6.5.5 After marking the examination paper, the Shared Service Centre will notify the candidate of the result in writing within 10 working days of the examination.

6.6 FAILURE of the FOURTH sitting of an examination paper

- 6.6.1 A candidate failing the fourth paper will be barred from making any further attempts for a period of 3 months from the date of the examination.
- 6.6.2 ALL previous examination passes, in ALL subjects currently being sat are rendered null and void.
- 6.6.3 The candidate will be required to undertake further theoretical knowledge training at a training organisation and receive a further recommendation from the training organisation that they are ready to attempt the examinations again.
- 6.6.4 ALL further examinations will be required to take place at CAA Aviation House.

7 Candidates who are proven to be cheating

- 7.1 ARA.FCL.300 requires the CAA to ban any candidate proven to be cheating from taking any further examination for at least 12 months.
- 7.2 GR are therefore, requested if an candidate is caught cheating they must document the events and notify the CAA in writing with 10 working days of the examination.
- 7.3 The GR must supply the CAA with the following information;
- (1) Name of the candidate
 - (2) CAA Reference Number (if known), Date of Birth of candidate.
 - (3) Address and contact details of the candidate
 - (4) Date and location the examination took place.
 - (5) Examinations subject and set number.
 - (6) Brief details of the event.
- 7.4 The CAA will notify the candidate in writing that they will be banned from all examinations for a period of 12 months.
- 7.5 The CAA will contact all GR to inform then that the candidate has been banned from the examinations.
- 7.6 If the candidate will be applying to another Competent Authority for licence issue the CAA will inform that Competent Authority that the candidate has been banned from the examinations.

Appendix 1 Current Examination papers

UK Part-FCL LAPL/PPL (A) and (H) Examination Papers

The following common subject papers are valid as from 15 October 2014 for **LAPL/PPL Aeroplane and Helicopter and UK NPPL(A) SSEA and SLMG** examinations:

Subject	Set Exam Numbers		
Air Law	010A/14	010B/14	010C/14
Human Performance	040A/14	040B/14	040C/14
Meteorology	050A/14	050B/14	050C/14
Communications	091A/14	091B/14	091C/14

The following specific subject papers are valid as from 15 October 2014 for **LAPL/PPL Aeroplane and UK NPPL(A) SSEA and SLMG** examinations:

Subject	Set Exam Numbers		
Aircraft General Knowledge	021A/14	021B/14	021C/14
Flight Performance & Planning	030A/14	030B/14	030C/14
Navigation	060A/14	060B/14	060C/14
Operational Procedures	071A/14	071B/14	071C/14
Principles of Flight	081A/14	081B/14	081C/14

The following specific subject papers are valid as from 15 October 2014 for **LAPL/PPL Helicopter** examinations:

Subject	Set Exam Numbers		
Aircraft General Knowledge	021D/14	021E/14	021F/14
Flight Performance & Planning	030D/14	030E/14	030F/14
Navigation	060D/14	060E/14	060F/14
Operational Procedures	071D/14	071E/14	071F/14
Principles of Flight	082D/14	082E/14	082F/14

The examination set numbers quoted here are those currently being issued. Examination results achieved on sitting earlier examination set numbers remain valid for licence issue in accordance with the validity timescales of FCL.025.

UK NPPL(A) Microlight

The following specific subject papers are valid for **UK NPPL(A) Microlight** examinations:

Subject	Set Exam Numbers		
Aviation Law, Flight Rules and Procedures	M17A	M17B	M17C
Meteorology	M99A	M99B	M99C
Navigation	M09A	M09B	M09C
Human Performance & Limitations	M96A	M96B	M96C
Aircraft (General)	M96A	M96B	M96C

The following specific subject papers are valid for **UK PPL(BA)** examinations:

Subject	Set Exam Numbers		
Aviation Law, Flight Rules and Procedures	B 01A	B 01B	B 01C
Meteorology	B 02A	B 02B	B 02C
Navigation	B 04A	B 04B	B 04C
Human Performance & Limitations	B 05A	B 05B	B 05C
Airmanship and Balloon Systems (for Hot-air Balloons only)	B 03A	B 03B	B 03C
Airmanship and Aerostatics (for Gas filled Balloons only)	TBC	TBC	TBC

The following specific subject papers are valid for **UK PPL(G)** examinations:

Subject	Set Exam Numbers		
Aviation Law, Flight Rules and Procedures	M17A	M17B	M17C
Meteorology	M99A	M99B	M99C
Navigation	M09A	M09B	M09C
Human Performance & Limitations	M96A	M96B	M96C
Gyroplane Technical	TBC	TBC	TBC

The examination set numbers quoted here are those currently being issued. Examination results achieved on sitting earlier examination set numbers remain valid for licence issue in accordance with the validity timescales of Paragraph 3.4 of this Standards Document.

The following specific subject papers are valid as from for **UK Instrument Meteorological Conditions (IMC) or Instrument Rating (Restricted) (IR(R))** examinations:

Subject	Set Exam Numbers		
IMC/IR(R)	IMC01	IMC02	IMC03

The examination set numbers quoted here are those currently being issued. Examination results achieved on sitting earlier examination set numbers remain valid for licence issue in accordance with the validity timescales in this Standards Document 25.

The following specific subject papers are valid as from for Seaplane rating examinations:

Subject	Set Exam Numbers		
Seaplane	One	N/A	N/A

The examination set numbers quoted here are those currently being issued.