



FOCA AltMoC

Alternative Means of Compliance

Theoretical knowledge examination PPL(A), PPL(H), LAPL(A), LAPL(H) BPL, SPL

Scope	Theoretical knowledge examination: number and distribution of questions and duration
Applies to	ATO, DTO, candidates
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according to

Regulation (EU) No 1178/2011 (Air Crew)

Log of Revision (LoR)

Date	Issue	Revision	Highlight of Revision
01.07.2020	1	0	First Issue

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0 Introduction

This AltMoC deviates from the requirements of the AMCs regarding the total number of questions for PPL(A)/LAPL(A) and PPL(H)/LAPL(H) and the number and distribution of questions per subject as well as the duration of the theoretical examination for BPL and SPL.

This AltMoC concerns the following AMCs: AMC1 FCL.120; FCL.125, AMC1 FCL.215; FCL.235, AMC1 BFCL.135 and AMC1 SFCL.135.

AltMoC established by a competent authority must be made available to all organisations and persons under its oversight ARA.GEN.120(e). This is achieved by publishing this AltMoC on the FOCA webpage.

0.1 Terms and Conditions

The use of the male **gender** should be understood to include male and female persons.

The most frequent **abbreviations** used by the **EASA** are listed here: easa.europa.eu/abbreviations.

When used throughout the AltMoC the terms such as «shall, must, will, may, should, could, etc.» shall have the meaning as defined in the [English Style Guide](#) of the European Commission.

0.2 Legal References

Commission Regulation (EU) No 1178/2011:

Regulation (EU) 1178/2011 Annexe I

- FCL.120
- FCL.215
- AMC1 FCL.120; FCL.125, AMC1 FCL.215; FCL.235

Regulation (EU) 2018/395 Annexe III

- BFCL.135
- AMC1 BFCL.135

Regulation (EU) 2018/1976 Annexe III

- SFCL.135
- AMC1 SFCL.135

1 AltMoC Theoretical Knowledge Examination PPL(A), PPL(H), LAPL(A), LAPL(H) BPL, SPL

This AltMoC deviates from the requirements of the AMC's regarding the number and distribution of questions and also the duration of the theoretical examination for the following licences PPL(A), PPL(H), LAPL(A), LAPL(H) BPL and SPL.

On one hand, with 124 questions, it can be distributed equally to the subjects, so that an even number of questions is obtained to pass the subject with 75%. On the other hand, the candidates are given adequate time to answer the questions (e.g. in flight performance and planning) for BPL and SPL.

Number and Distribution of Questions and Duration

For the above reasons and in order to standardise the examinations, we apply the following distribution and duration for the PPL/LAPL/BPL/SPL theoretical knowledge examinations:

Subject		Number of questions	75% pass	Duration (in minutes)
10	Air law	12	9	17
20	Aircraft general knowledge	16	12	20
30	Flight performance and planning	16	12	55
40	Human performance	12	9	15
50	Meteorology	16	12	20
60	Navigation	16	12	45
70	Operational procedures	12	9	17
80	Principles of flight	12	9	17
90	Communications	12	9	15
	Total	124		