

Advisory Circular

VALIDITY OF EXAMINATION RESULTS FOR PILOTS

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- 1 **GENERAL.** Pursuant to paragraph 88B of the Air Navigation Order, the Director-General of Civil Aviation (DGCA) may, from time to time, issue advisory circulars (ACs) on any aspect of safety in civil aviation. This AC contains information about standards, practices and procedures acceptable to CAAS. The revision number of the AC is indicated in parenthesis in the suffix of the AC number.
- 2 **PURPOSE.** This AC provides information on the applicability of the revised pilot examination syllabus and the transition phase.
- 3 **APPLICABILITY.** This AC is applicable to all persons interested in obtaining a pilot licence issued by CAAS.
- 4 **CANCELLATION.** This issue supersedes Advisory Circular AC FCL-6(0) issued on 17 December 2012.
- 5 **EFFECTIVE DATE.** This AC is effective on 3 March 2015.
- 6 **REFERENCES.** Singapore Air Safety Publication Part 1 (SASP 1), Part 2 (SASP 2) and Part 10 (SASP 10).
- 7 **INTRODUCTION.**
 - 7.1 An applicant for any pilot licence (except for the Student Pilot Licence) and/or Instrument Rating(s) issued by CAAS needs to pass the level of theoretical knowledge examinations appropriate to the privileges of the licence or the Instrument Rating, so as to demonstrate the required knowledge competency.
 - 7.2 CAAS introduced a new theoretical knowledge syllabus on 17 December 2012. The theoretical knowledge requirements for the Private Pilot Licence (PPL) are set out in paragraph 11 of Chapter 2 and Chapter 3 in SASP 1. The theoretical knowledge requirements for the Commercial Pilot Licence (CPL), Multi-Crew Pilot Licence (MPL) and Airline Transport Pilot Licence (ATPL) are set out in Chapter 3 of SASP 2.
- 8 **VALIDITY OF EXAMINATIONS RESULTS UNDER THE OLD SYLLABUS**
 - 8.1 As of 1 September 2013, CAAS has discontinued the examinations based on the old syllabus (examination subjects under this old syllabus can be found in [Appendix 1](#)).

- 8.2 Notwithstanding the above, applicants who have completed the examinations under the old syllabus will be granted:
- (a) 24 months to obtain a PPL:
 - (i) from the date of obtaining a pass in the first PPL subject; and
 - (ii) provided the applicant passed all the PPL subjects within a period of 6 months.
 - (b) 36 months to obtain a professional pilot licence (i.e. CPL, MPL):
 - (i) from the date of obtaining a pass or a partial pass¹ in either the Aircraft Technical Group or Navigation Group of papers, whichever is earlier; and
 - (ii) provided the applicant passed all the Aircraft Technical Group and Navigation Group of papers.
 - (c) 60 months (in the case of ATPL examination results) to upgrade to an ATPL from a CPL/ MPL:
 - (i) from the date of obtaining a pass or partial pass in either the Aircraft Technical Group or Navigation Group of papers, whichever is earlier; **or**
 - (ii) from the last date of endorsement in the Certificate of Test for either an Instrument Rating or a multi-pilot aircraft type rating,whichever (c)(i) or (c)(ii) is later.

¹ The applicant must pass at least 50% of the papers within a group in order to be awarded a partial pass in that group of examination papers.

APPENDIX 1: OLD SYLLABUS EXAMINATION SUBJECTS

Theoretical knowledge requirements to obtain a private pilot licence:

- (a) Aviation Law, Flight Rules and Procedures
- (b) Navigation
- (c) Meteorology
- (d) Aircraft Rating
- (e) Radiotelephony (Theory)
- (f) Human Performance and Limitations

Theoretical knowledge requirements to obtain a professional pilot licence:

- (a) The Navigation Group of papers
 - Flight Planning
 - Navigation
 - Instruments
 - Radio Aids
 - Meteorology Theory
 - Meteorology Practical
- (b) The Aircraft Technical papers
 - Theory Principles of Flight (Aeroplanes)
 - Theory Principles of Flight (Helicopters)
 - Airframe System (Aeroplanes)
 - Airframe System (Helicopters)
 - Engines
 - Electrics
 - Loading
- (c) Aviation Law, Flight Rules and Procedures
- (b) Human Performance and Limitations (HPL)
- (c) Radiotelephony Theory
- (d) Performance 'A'