

Alternative Means of Compliance BCAA/AltMoC/FCL/2022-01

Alternative Means of Compliance with an Flight Crew Licenses Requirement

The Belgian Civil Aviation Authority, on behalf of Belgium, approves the following AltMoC:

Implementing rule(s)	<p>1. Annex I ; FCL.120 ; FCL.215</p> <p>2. Annex III ; BFCL.135</p> <p>3. Annex III ; SFCL.135</p> <p>Based on EC1178/2011 amended by Commission Implementing Regulation (EU) 2021/2227 of 14 December 2021</p>
Existing AMC	<p>1. AMC1 FCL.120 ; FCL.125 ; AMC1 FCL.215; FCL.235</p> <p>2. AMC1 BFCL.135</p> <p>3. AMC1 SFCL.135</p>
AltMoC	
<p>Scope: This AltMoc relates to the theoretical knowledge examination for PPL(A), PPL(H), LAPL(A), LAPL(H), BPL and SPL: number and distribution of questions and duration.</p> <p>Applies to: ATO, DTO and candidates</p> <p>Valid from: 01/02/2022</p> <p>Revision: first issue</p> <p>Introduction:</p> <p>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.</p> <p>On one hand, with 132 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.</p> <p>This AltMoC concerns the following AMCs: AMC1 FCL.120; FCL.125, AMC1 FCL.215; FCL.235, AMC1 BFCL.135 and AMC1 SFCL.135.</p>	

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 [BCAA webpage](#).

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.

Existing AMC:

AMC1 FCL.120 ; FCL.125

THEORETICAL KNOWLEDGE EXAMINATION AND SKILL TEST FOR THE LAPL

(a) Theoretical knowledge examination

- (1) The examinations should be in written form and should comprise a total of 120 multiple-choice questions covering all the subjects.
- (2) For the subject 'communication' practical classroom testing may be conducted.
- (3) The competent authority should inform applicants of the language(s) in which the examinations will be conducted.

(b) Skill test

Further training may be required following any failed skill test or part thereof. There should be no limit to the number of skill tests that may be attempted.

(c) Conduct of the test

- (1) If the applicant chooses to terminate a skill test for reasons considered inadequate by the FE, the applicant should retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed should be tested in a further flight.
- (2) Any maneuver or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete retest.
- (3) An applicant should be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if there is no other crew member. Responsibility for the flight should be allocated in accordance with national regulations.

AMC1 FCL.215; FCL.235

THEORETICAL KNOWLEDGE EXAMINATION AND SKILL TEST FOR THE PPL

(a) Theoretical knowledge examination

- (1) The examinations should comprise a total of 120 multiple-choice questions covering all the subjects.
- (2) Communication practical classroom testing may be conducted.
- (3) The period of 18 months mentioned in FCL.025(b)(2) should be counted from the end of the calendar month when the applicant first attempted an examination.

(b) Skill test

Further training may be required following any failed skill test or part thereof. There should be no limit to the number of skill tests that may be attempted.

(c) Conduct of the test

- (1) If the applicant chooses to terminate a skill test for reasons considered inadequate by the FE, the applicant should retake the entire skill test. If the test is

terminated for reasons considered adequate by the FE, only those sections not completed should be tested in a further flight.

(2) Any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete retest.

(3) An applicant should be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if there is no other crew member. Responsibility for the flight should be allocated in accordance with national regulations.

AMC1 BFCL.135 BPL – Theoretical knowledge examinations

(a) The theoretical knowledge examinations for the BPL follow the syllabus for theoretical knowledge instruction for the BPL set out in AMC1 BFCL.130.

(b) The examinations should be in written form. However, for the subject Communications, practical classroom testing may be conducted.

(c) The examinations should comprise a total of 120 multiple-choice questions, covering all the subjects, with the following arrangements for questions and allocated time per subject:

Subject	Number of questions	Duration (in minutes)
Air law	20	40
Human performance	10	20
Meteorology	20	40
Communications	10	20
Navigation	20	75
Principles of flight*	10	20
Operational procedures*	10	20
Flight performance and planning*	10	20
Aircraft general knowledge*	10	20

* Content as relevant for either hot-air balloons or gas balloons, depending on the class privileges sought. These four subjects may be combined in one single examination paper that comprises 10 questions per subject (40 in total) and has a duration of 80 minutes. In any case, the pass rate as per point BFCL.135(c)(1) needs to be achieved for each subject.

(d) The period of 18 months mentioned in point BFCL.135(c)(2) should be counted from the end of the calendar month when the applicant first attempted an examination.

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

AMC1 SFCL.135 SPL – Theoretical knowledge examinations

(a) The theoretical knowledge examinations for the SPL follow the syllabus for theoretical knowledge instruction for the SPL set out in AMC1 SFCL.130.

(b) The examinations should be in written form. However, for the subject communications, practical classroom testing may be conducted.

(c) The examinations should comprise a total of 120 multiple-choice questions, covering all the subjects, with the following arrangements for questions and allocated time per subject:

Subject	Number of questions	Duration (in minutes)
Air law	20	40
Human performance	10	20
Meteorology	20	40
Communications	10	20
Navigation	20	75
Principles of flight*	10	20
Operational procedures*	10	20
Flight performance and planning*	10	20
Aircraft general knowledge*	10	20

* These four subjects may be combined in one single examination paper that comprises 10 questions per subject (40 in total) and has a duration of 80 minutes. In any case, the pass rate as per point SFCL.135(c)(1) needs to be achieved for each subject.

(d) The period of 18 months mentioned in point SFCL.135(c)(2) should be counted from the end of the calendar month when the applicant first attempted an examination.

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

Alternative Means of Compliance - AltMOC:

AltMoc for AMC1 FCL.120 ; FCL.125

THEORETICAL KNOWLEDGE EXAMINATION AND SKILL TEST FOR THE LAPL

(a) Theoretical knowledge examination

(1) The examinations should be in written or computer-based form and should comprise a total of 132 multiple-choice questions covering all the subjects, with the following arrangements for questions and allocated time per subject:

Subject	Number of questions	75 %	Duration (in minutes)
Air law	20	15	40
Human performance	12	9	24
Meteorology	20	15	40
Communications	12	9	24
Navigation	20	15	60
Principles of flight*	12	9	24
Operational procedures*	12	9	24
Flight performance and planning*	12	9	24
Aircraft general knowledge*	12	9	24
TOTAL	132		284' (4h 44')

(2) For the subject 'communication' practical classroom testing may be conducted.

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

(b) Skill test

Further training may be required following any failed skill test or part thereof. There should be no limit to the number of skill tests that may be attempted.

(c) Conduct of the test

(1) If the applicant chooses to terminate a skill test for reasons considered inadequate by the FE, the applicant should retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed should be tested in a further flight.

(2) Any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete retest.

(3) An applicant should be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if there is no other crew member. Responsibility for the flight should be allocated in accordance with national regulations.

AltMoC for AMC1 FCL.215; FCL.235

THEORETICAL KNOWLEDGE EXAMINATION AND SKILL TEST FOR THE PPL

(a) Theoretical knowledge examination

(1) The examinations should be in written or computer-based form and should comprise a total of 132 multiple-choice questions covering all the subjects, with the following arrangements for questions and allocated time per subject:

Subject	Number of questions	75 %	Duration (in minutes)
Air law	20	15	40
Human performance	12	9	24
Meteorology	20	15	40
Communications	12	9	24
Navigation	20	15	60
Principles of flight*	12	9	24
Operational procedures*	12	9	24
Flight performance and planning*	12	9	24
Aircraft general knowledge*	12	9	24
TOTAL	132		284' (4h 44')

(2) Communication practical classroom testing may be conducted.

(3) The period of 18 months mentioned in FCL.025(b)(2) should be counted from the end of the calendar month when the applicant first attempted an examination.

(b) Skill test

Further training may be required following any failed skill test or part thereof. There should be no limit to the number of skill tests that may be attempted.

(c) Conduct of the test

(1) If the applicant chooses to terminate a skill test for reasons considered inadequate by the FE, the applicant should retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed should be tested in a further flight.

(2) Any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete retest.

(3) An applicant should be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if there is no other crew member. Responsibility for the flight should be allocated in accordance with national regulations.

AltMoC for AMC1 BFCL.135 BPL – Theoretical knowledge examinations

(a) The theoretical knowledge examinations for the BPL follow the syllabus for theoretical knowledge instruction for the BPL set out in AMC1 BFCL.130.

(b) The examinations should be in written or computer-based form. However, for the subject Communications, practical classroom testing may be conducted.

(c) The examinations should comprise a total of 132 multiple-choice questions, covering all the subjects, with the following arrangements for questions and allocated time per subject:

Subject	Number of questions	75 %	Duration (in minutes)
Air law	20	15	40
Human performance	12	9	24
Meteorology	20	15	40
Communications	12	9	24
Navigation	20	15	60
Principles of flight*	12	9	24
Operational procedures*	12	9	24
Flight performance and planning*	12	9	24
Aircraft general knowledge*	12	9	24
TOTAL	132		284' (4h 44')

* Content as relevant for either hot-air balloons or gas balloons, depending on the class privileges sought. These four subjects may be combined in one single examination paper that comprises 12 questions per subject (48 in total) and has a duration of 96 minutes. In any case, the pass rate as per point BFCL.135(c)(1) needs to be achieved for each subject.

(d) The period of 18 months mentioned in point BFCL.135(c)(2) should be counted from the end of the calendar month when the applicant first attempted an examination.

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

AltMoC for AMC1 SFCL.135 SPL – Theoretical knowledge examinations

(a) The theoretical knowledge examinations for the SPL follow the syllabus for theoretical knowledge instruction for the SPL set out in AMC1 SFCL.130.

(b) The examinations should be in written or computer-based form. However, for the subject communications, practical classroom testing may be conducted.

(c) The examinations should comprise a total of 132 multiple-choice questions, covering all the subjects, with the following arrangements for questions and allocated time per subject:

Subject	Number of questions	75 %	Duration (in minutes)
Air law	20	15	40
Human performance	12	9	24
Meteorology	20	15	40
Communications	12	9	24
Navigation	20	15	60
Principles of flight*	12	9	24
Operational procedures*	12	9	24
Flight performance and planning*	12	9	24
Aircraft general knowledge*	12	9	24
TOTAL	132		284' (4h 44')

* These four subjects may be combined in one single examination paper that comprises 12 questions per subject (48 in total) and has a duration of 96 minutes. In any case, the pass rate as per point SFCL.135(c)(1) needs to be achieved for each subject.

(d) The period of 18 months mentioned in point SFCL.135(c)(2) should be counted from the end of the calendar month when the applicant first attempted an examination.

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

Koen Milis
Director General

Date of approval: