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The 'Advanced Pilot' Exam

The key points are as follows:

- The paper must be completed in one sitting. The time allowed for the examination is 1 hour.
 - The paper is an air law refresher, so has one section: Airlaw.
 - The paper uses the multiple-choice format.
 - All pilots (PG & HG) sit the same paper.
 - The Advanced Pilot exam is the final stage in gaining that rating. The BHPA Office marks the exam as part of the process of issuing the Advanced Pilot rating. For that reason candidates should have completed all of the Advanced Pilot flying tasks before attempting the examination. They **MUST** have completed all the Advanced Pilot flying tasks before the invigilator returns the exam and the Advanced Pilot Rating Application to the BHPA Office.
 - Any Coach or Instructor may act as invigilator for any examination so long as he/she has already passed that examination and holds that rating (or one higher).
 - Papers are issued by the BHPA Office for specific candidates, and returned once completed. When approached by a candidate the invigilator should apply to the BHPA Office for the examination paper. After checking that the invigilator is suitably qualified the BHPA Office will issue the paper for the specific candidate to the invigilator.
 - No conferring or reference materials are allowed.
 - There is a four-month waiting period before the paper may be re-sat.
 - The pass mark is seventy percent. Marking is on the simple basis of one mark per correct answer.
 - When the candidate has completed the examination the invigilator should ensure that all the details are correctly completed before sending it to the BHPA Office with the completed 'Application for Advanced Pilot Rating' form from the Pilot Task Book and the examination / registration fee.
 - The BHPA Office will mark the paper;
- a: if successful, and the application form and fee are in order, the Advanced Pilot rating will be issued.
- b: if unsuccessful the candidate will be notified of the percentage scored, and the application form returned.

The Advanced Pilot Exam Syllabus

The paper is an Airlaw refresher designed to check that the level of understanding reached to pass the Pilot exam has been retained.

Any keen pilot who devotes a few evenings' study to the matter should have no problems with this exam.

Most of the required information is contained in the Pilot Handbook, although close study of an up-to-date aeronautical chart (especially the legend) is essential. Background reading is always advisable, and attendance at club lecture evenings is strongly recommended.

Once you have completed all the flying tasks for the Advanced Pilot rating, you will need to arrange a time and place to sit the exam with your club's coaching officer, a coach who has already passed the exam, or a qualified instructor. Clubs often arrange sessions where several candidates can sit their exams at once.

You should:

- be able to name the official documents, sources and promulgation methods of UK aviation law
- understand the law regarding Royal Flights and glider radios
- be able to interpret aeronautical charts (including scales, differences in the level of information depicted, validity periods, and symbols)
- understand the airspace classifications A, B, C etc and know whether hg/pg entry is permitted
- understand the basic structure of Zones, Areas and Airways
- know the dimensions of ATZs and MATZs
- understand the usage of various altimeter settings (QFE, QNH, 1013.2 mb)
- know the Rules of the Air (especially the low-flying rules, the right-hand traffic rule, and the aerial collision avoidance rules)
- be able to define VMC and VFR (minima, rules)
- know the legal definitions of night, sunset and sunrise and the relevant flying restrictions relating to them
- be able to define IMC and IFR (basic differences from VMC rules)
- appreciate the factors affecting compasses (deviation and variation)
- be able to interpret warning signs
- understand commonly used abbreviations and initials
- be able to distinguish between types of airspace that permit glider entry and those that don't (e.g. AIAAs, MATZs, Danger Areas).