

KAV Centre for Assessing Fitness to Drive and
Drivers' Examinations Non-Profit LLC

**Examination Rules for theoretical knowledge
examinations administered by the Centre for
Aviation Examinations**

Fifth edition

GENERAL PROVISIONS

These Examination Rules for theoretical knowledge examinations administered by the Centre for Aviation Examinations (hereinafter the “**Examination Rules**”) constitute a body of rules to be applied and observed during the theoretical examinations administered to pilots and to flight operation officers.

These rules shall be binding on all candidates, who shall have a responsibility and obligation to familiarise themselves and comply therewith. In the event of a breach of the Examination Rules, KAV Centre for Assessing Fitness to Drive and Drivers’ Examinations Non-Profit LLC (hereinafter the “**KAV**”) shall apply sanctions as laid down by these Regulations. In such a case, the flight examiner shall prepare a report at the place of the examination.

DETAILED PROVISIONS

1. Before applying for examinations, candidates shall familiarise themselves and understand the current Examination Rules and the Information on theoretical examinations administered by the Centre for Aviation Examinations (hereinafter referred to as the “Information Brochure”) and declare that they have read, understood and accepted the same. Reservation of an examination date shall constitute acceptance of the Examination Rules.
2. The candidate shall familiarise themselves with the relevant parts of the following legislation in force at the time of the examination: Regulation (EU) No 1178/2011, Regulation (EU) No 2020/723, Regulation (EU) No 2018/1976, Regulation (EU) No 2018/395, Government Decree 532/2017, and Decree 53/2016 NFM of the Minister for National Development.
- 3.1 Each examination session shall last from 09.00 a.m. until 15:00*. The flight examiner may decide to allow a delay of 15 minutes; however, the examination may not commence later than 09:15 a.m., otherwise the examination shall be deemed failed.
**With LAPL(A), PPL(A) and ULPL, the examination may last until 15:30; for LAPL(H) and PPL(H), until 15:10; and in the case of AGPL, until 16:10, provided that the candidate has tried to pass all statutory subjects within the scope of the given examination procedure.*
- 3.2 Flight operation officers shall commence their theoretical examinations on the date as agreed with the examination organiser.
4. Prior to the start of the theoretical examination, each candidate shall prove their identity upon being called for the examination. A photo identification document shall be presented to the invigilator for the verification of identity. In the case of nationals of EEA Member States, this may be an identity card, a driving licence or a passport, and for non-EEA nationals only a passport. If the candidate is unable to provide proof of identity, the examination shall not commence and the subjects undertaken for the given examination sitting shall be considered failed.
5. Any deceit or attempted deceit of the invigilator in the course of identity verification shall cause the examination to be deemed failed.
6. It shall be the candidate’s responsibility to be mentally and physically fit to take the examination on the date reserved.
7. Appropriate clothing suited to the occasion shall be worn for the examination.
8. The number of subjects to be taken in one examination sitting shall not be limited. However, in the case of the following theoretical examinations, an attempt to pass all the remaining examination subjects shall be made in each examination sitting, including:
 - a) LAPL(A)/(H);
 - b) PPL(A)/(H);

- c) SPL;
- d) BPL;
- e) ULPL;
- f) AGPL;
- g) PHPL;
- h) FE(AG)/(UL)/(PH);
- i) ASO;
- j) SOC;
- k) MAR;
- l) W&B;
- m) NAV.

9. During the entire examination sitting (including breaks between subjects), the use of any image, voice or data recording device (e.g. mobile phone, tablet, camera, smart watch, voice recorder, etc.) shall be prohibited. If a candidate uses any unauthorised device during the examination, the invigilator shall declare the examination failed and, if it is proven that the device was used to cheat, Point 15 of the Examination Rules shall apply.

10. KAV shall not be responsible for any items left in the examination room or in the waiting areas.

11. The following equipment and tools may be used during the examination *:

- a) a scientific, non-programmable, non-alphanumeric calculator without specific aviation functions;
- b) flight computer;
- c) mechanical navigation slide-rule (DR calculator);
- d) protractor;
- e) compasses and dividers;
- f) ruler;
- g) Jeppesen General Student Pilot Route Manual.

** For the flight examiner's "Flight Examiner General Studies" subject, a note provided by the Aviation Authority may be used.*

It shall be the candidate's responsibility to be in possession of the necessary devices and aids.

12. Candidates shall not use any dictionaries in the course of the examination.

13. Candidates shall take the examination separated from each other. They may only talk to the invigilator in the course of the examination. Initiation by any candidates of communication with each other shall cause the examination to be considered failed for all candidates involved.

14. If the candidate displays inappropriate behaviour or disturbs other candidates, the examination shall be deemed failed.

15. If the candidate is proven to have cheated in an examination, the invigilator shall declare the examination failed and the candidate shall be banned from taking any further theoretical examinations for a period of at least 12 months calculated from the date of cheating (pursuant to Paragraph f) of Annex VI to Regulation (EU) No 1178/2011 ARA.FCL.300)*.

**KAV shall report the fact of cheating to EASA.*

16. The sequence of solving the examination subjects shall be fixed.

17. A subject may only be attempted once during an examination session.

18. Candidates shall be allowed to take a break of up to 15 minutes between each examination subject. If a candidate remains absent for over 15 minutes, they shall not continue the examination and shall be deemed to have failed the remaining examination subjects.

19. At the end of the examination session, all annexes and note paper handed out shall be returned to the invigilator.
20. Upon completion of the given examination subject, the computer shall evaluate the examination and the candidate shall immediately find out about the result. Following the evaluation, the candidate may view the questions they have answered incorrectly.
21. If the candidate passes all the examination subjects, they must declare to the flight examiner how they wish to receive the certificate of successful completion.
22. The candidates may submit a complaint in writing concerning the examination questions, either on the spot immediately after the examination, or as a "remark" via the eHivatal system, or via e-mail. The complaint must be submitted until midnight on the day of the examination. When submitting a complaint, the subject concerned and the question number needs to be specified and a brief technical description of the problem has to be provided. Unless the aforesaid three conditions are met, or if the complaint was submitted after the deadline, the Centre for Aviation Examination will reject the complaint without investigation.

Provisions for payment of air crew theoretical knowledge examination fees

23. Provisions regarding examination fees can be found in the fee regulations of KAV.

FINAL PROVISIONS

The provisions of the Examination Rules shall take effect on the day following the date of publication thereof and shall remain in force until the amendment of the Examination Rules or the adoption of new Examination Rules.